

Joanne Fisher

From: planninginfo@midsussex.gov.uk
Sent: 13 June 2025 19:23
To: Joanne Fisher
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 13/06/2025 7:23 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: 

Comments Details

Commenter Type: Agent

Stance: Customer objects to the Planning Application

Reasons for comment:

Comments: In furtherance of our previously made representations with regards to the Local Plan on behalf of a collect of Local Residents, we submit representations to the above referenced planning application.

Having observed the migration of this "premature" Planning Application through its informing process, we have yet to receive an understanding of the proposed determination date.

The determination of this application in advance of the release of the ongoing Local Plan with

its plethora of unanswered questions clearly places the outcome of this application as premature, raising the question in that is Foxhole Farm the most and only appropriate location in which to meet the considerable quantum of housing thrust upon this settlement so insensitively?

The RDP continues to still be at examination stage and may never convert to adoption.

It is our understanding that National Highways have sought a delay to its determination until post late August, but whereas I understood there is no clarity as to the date of the Planning Committee that will determine this application.

It is our belief that before 3rd parties can make full and final representations, we require to have site of all of the Statutory Consultation responses.

In this regard it is our intention to revert back in more detail once this position has been reached, but where currently we formally object to the application for a variety of reasons lightly referenced below and mainly on development prematurity grounds.

(Whilst on the issue of planning protocol and as an aside, one raises the question as to whether this application is able to be determined by MSDC, or will it required to be referred to a higher body?)

Moving forward therefore with regards to the respective areas of concern, we raise the following initial considerations and concerns starting with Highways and Transportation:

- Highways and Transportation

As previously referenced, National Highways have requested an extension of time in which to be allowed to interrogate further the application and its related details.

The questions raised go to the heart of the acceptability of the support highway related information or not.

These include the salient considerations referenced under cover of National Highways planning response NHPR 25.01

Notwithstanding the RDP has yet to be released, the NPPF (revised) is very much still a consideration which requires that land to be brought forward for development should be supported by Sustainable Transport modes, which are to be available to all. Connectivity to the routes of transport links are challenging and not sustainable, therefore the test that requires to be met fails.

The proposed development junction with the A272 is challenged, as is the single point of entry to a development of 200 dwellings of all tenures. This is placed in question in the event of an emergency, access would require to be addressed where the sole access may be blocked.

Should a relief access route be required, there is no land evidenced as available, and even if it was the adjoining village highway has extremely limited capabilities.

As it stands the rigours of DP21 are not satisfied through the current information available,

- The Landholding and its Location

In the absence of the release of the Local Plan where the local DP and BNP still prevails, the application sits outside of the defined built up area and settlement boundary, which over the years has been fiercely defended.

The status of Foxhole Farm therefore continues to be in the open countryside.

Various changes (such as major highway interventions) have not been kind to Bolney and have diminished the value of Bolney as Village.

As a consequence, it remains as a settlement with no heart or defined centre, where this proposed development will diffuse and confuse this situation even further.

Therefore, as it stands the development is contrary to DP6 and BOLBB1 (and others such as DP26 and BOLD 1).

Bolney is currently a designated Cat 3 settlement where limited development is possible, providing it meets local needs.

Conservation areas sit at both ends of the application site (North and South) where the proposal would be of detriment to both rather than to uphold or conserve.

- Supporting infrastructure

Limited existing infrastructure undermines the ability to bring forward a development of this nature.

Public transport is limited, where if this was in PTAL territory the rating would be 1 or less.

Infrequent Bus Services operate, and the site is distanced from any form of rail route making the need for car journeys even greater, thus making the application site less sustainable than policies direct you towards.

Medical provision of all types is distanced, and 2nd tier education also is reliant on private car use, or that provided by the education provider.

Whilst limited retail (of sorts) exists in the vicinity it is not sufficient to meet the demands of an increase in population of circa 500 people.

Cycle pathways are suggested within the settlement, but not on the highways outside the settlement.

Sewerage capacity remains limited, as does other service providers, where little evidence of planned growth or introduction has been suggested with any degree of certainty.

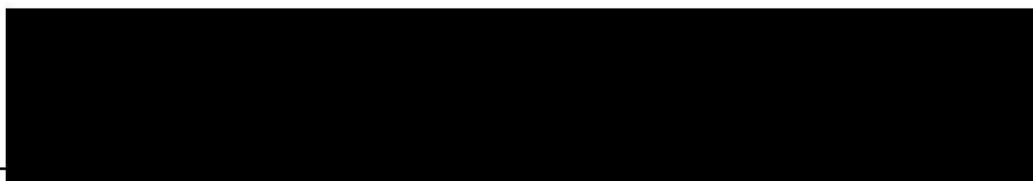
- The Development Form

Whilst it is noted that the application is for an outline determination, this does give rise for concern in that such is the number of dwellings proposed, to reserve this matter for later consideration it is the belief that this should be addressed at least through a development brief as part of the current application. This would highlight the agreed parameters that both the applicant and the residents would have a formal understanding of.

To defer this consideration to a later date could give rise for concern if such a future layout could not be agreed.

Moving forward therefore we submit these our initial comments, but where we shall reserve our position to revert back in more detail once all Statutory Consultee responses have been received.

With kind regards



Kind regards

