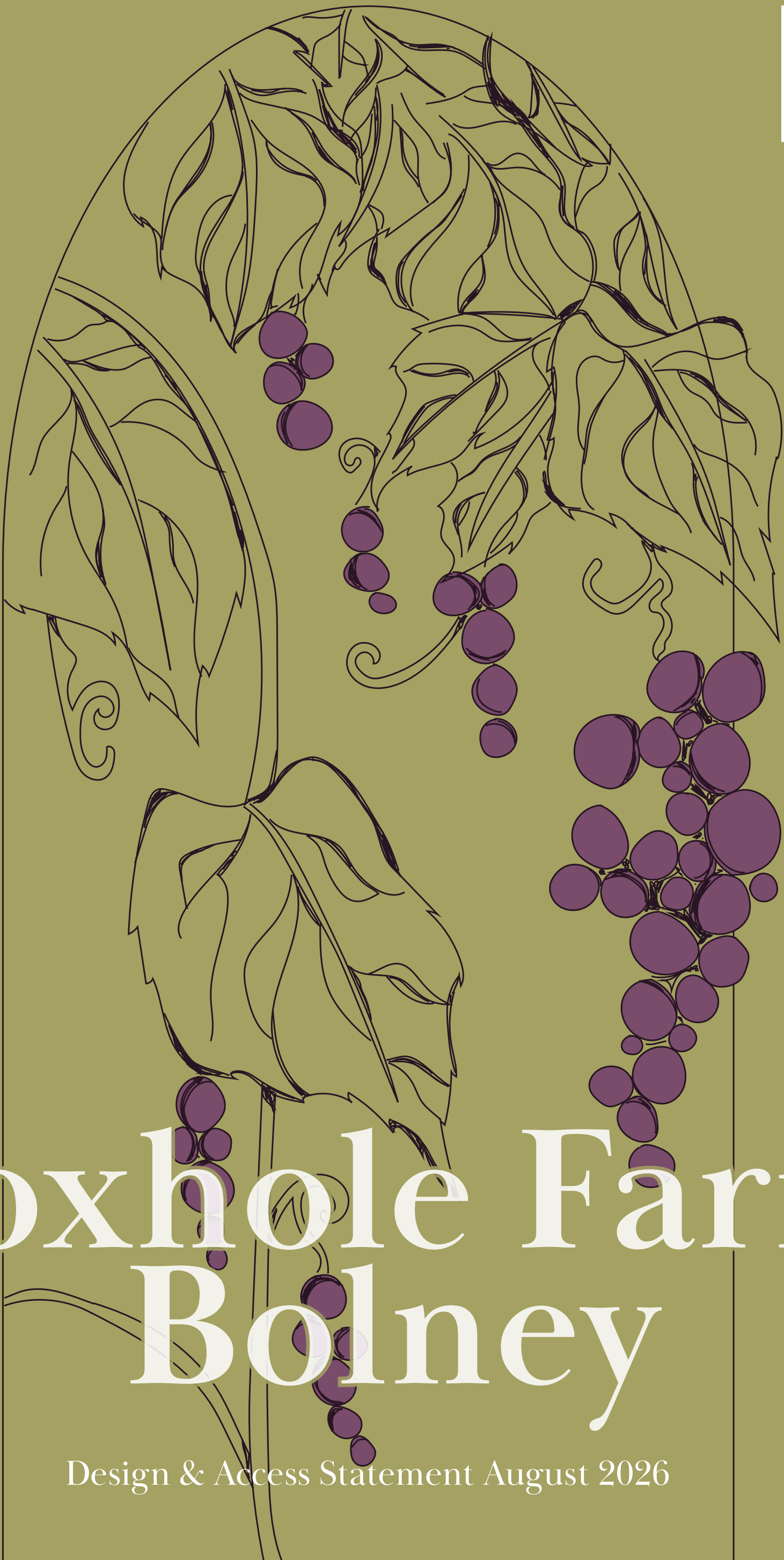




CALA

Foxhole Farm Bolney

Design & Access Statement August 2026





Part 3:

Detailed Planning Application

Proposed Layout

Design Principles

The proposals have been guided by a clear vision to deliver a high-quality, landscape-led extension to Bolney that responds positively to its surrounding context and reinforces local character.

The design approach has been informed by a comprehensive understanding of the site's physical characteristics and landscape setting. Particular emphasis has been placed on retaining and enhancing existing landscape features, establishing a strong sense of place, promoting sustainable modes of movement, and ensuring that development is sensitively integrated into its surroundings.

The scheme seeks to create an attractive, legible and resilient neighbourhood characterised by a network of well-defined streets and spaces, high-quality public realm, accessible green infrastructure, and a varied yet cohesive architectural character. Development parcels have been carefully arranged to maximise connectivity, enhance landscape structure and provide a clear hierarchy of routes and open spaces.

Throughout the design process, the proposals have been shaped by ongoing technical assessments, engagement with Mid Sussex District Council, and consultation with local stakeholders and the wider community. This iterative approach has enabled the refinement of the layout, landscape strategy, movement network and architectural character, ensuring that the final proposals respond positively to local distinctiveness while supporting the long-term vision and aspirations for the area.





Parameter Plans

Land Use

The Land Use plan adjacent demonstrating how the development is organised into two distinct parcels. This approach allows for:

- A clear separation of development areas and open space;
- Preservation of key views and landscape features;
- Integration of green infrastructure, amenity space, and recreational facilities.

The Land Use Plan has been overlaid onto the proposed layout to demonstrate that the current proposal aligns with the established land use principles and extent. This approach allows for:

- A clear separation of development areas and open space;
- Preservation of key views and landscape features;
- Integration of green infrastructure, amenity space, and recreational facilities.



Δ Outline Land Use Plan

Key

- Use Class C3 Residential
- Use Class F1 Community Hub
- Green Infrastructure
- Location for Proposed Primary Access





Parameter Plans

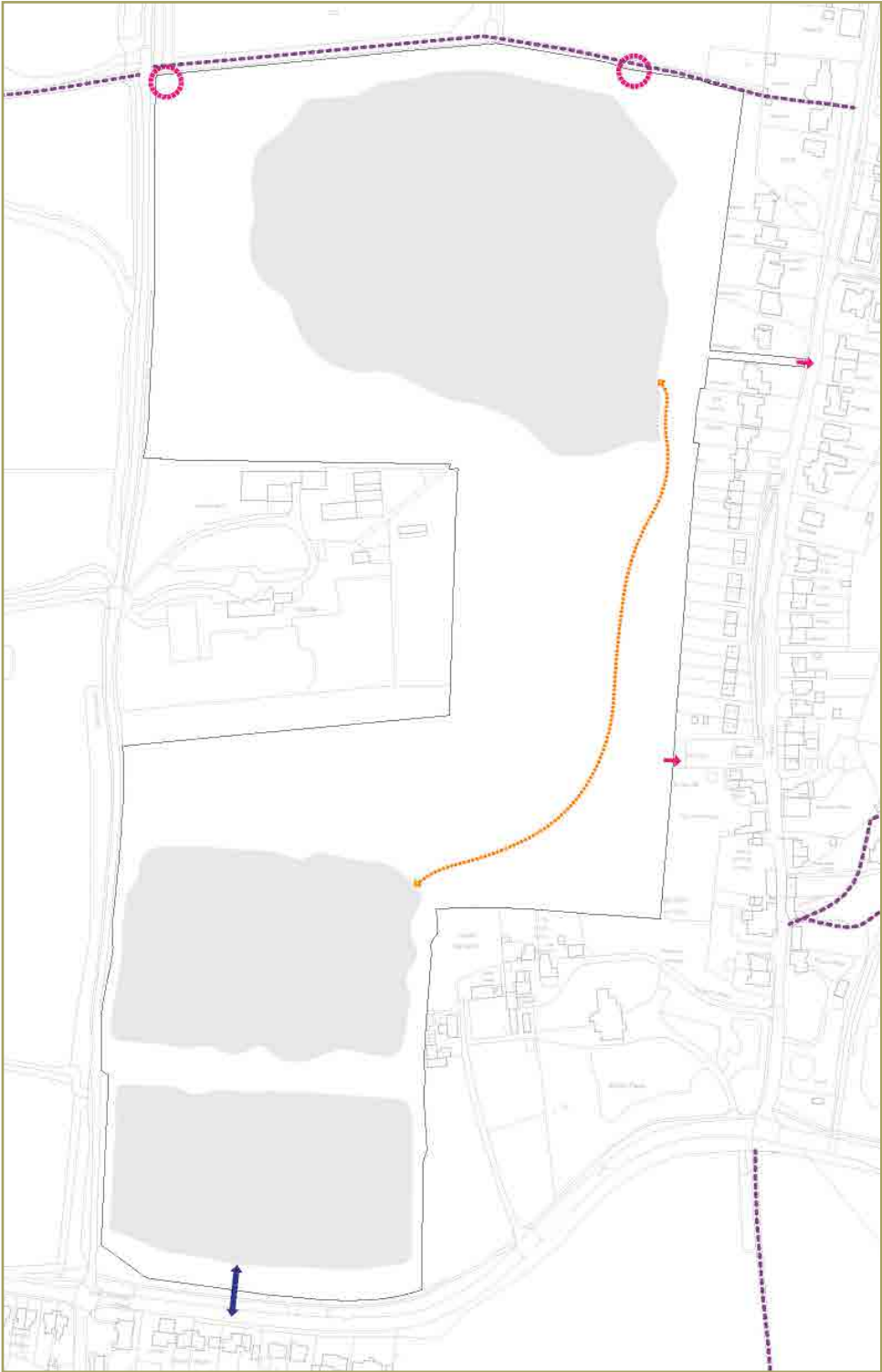
Access & Movement

The Access and Movement Plan illustrates the key principles for accessing and circulating to, from, and within the Site.

- **Vehicular Access:** A new primary access from Cowfold Road has been designed in detail
- **Pedestrian and Cycle Links:** Connections will be provided from the northern development parcel and the central countryside open space to The Street along the eastern boundary, and to the existing Public Right of Way (Footpath 44Bo) to the north.

These measures ensure safe and convenient movement throughout the Site, promote sustainable travel options, and integrate the development with the surrounding village and public rights of way network.

The current proposal follows the above principles as shown on the adjacent plan.



Δ Outline Access and Movement Plan

Key

- ↔ Location for proposed primary vehicular, pedestrian and cycle access (refer to detailed plans)
- ➡ Pedestrian / cycle links
- Zone for new pedestrian access
- ➡ Indicative alignment of new country estate road (exact route to be resolved through reserved matters)
- Public Right of Way





Parameter Plans

Road Hierarchy

The proposed road network is designed to be simple, legible, and responsive to the Site's context.

- **Primary Street:** Vehicular access from Cowfold Road forms the main route through the development, transitioning into a country estate-style road as it passes through the central countryside open space
- **Secondary Streets:** Secondary streets branch from the primary route, creating rural lanes or mews-style arrangements. These streets terminate in private drives to provide direct access to dwellings along the development edges
- **Pedestrian and Cycle Connectivity:** Dedicated pedestrian and cycle paths enable movement between development parcels and connect the Site to The Street and the existing Public Right of Way (Footpath 44Bo) to the north, promoting sustainable travel and integration with the surrounding village.

This hierarchy ensures safe, clear circulation for all users while supporting accessibility, connectivity, and the creation of a coherent street scape.

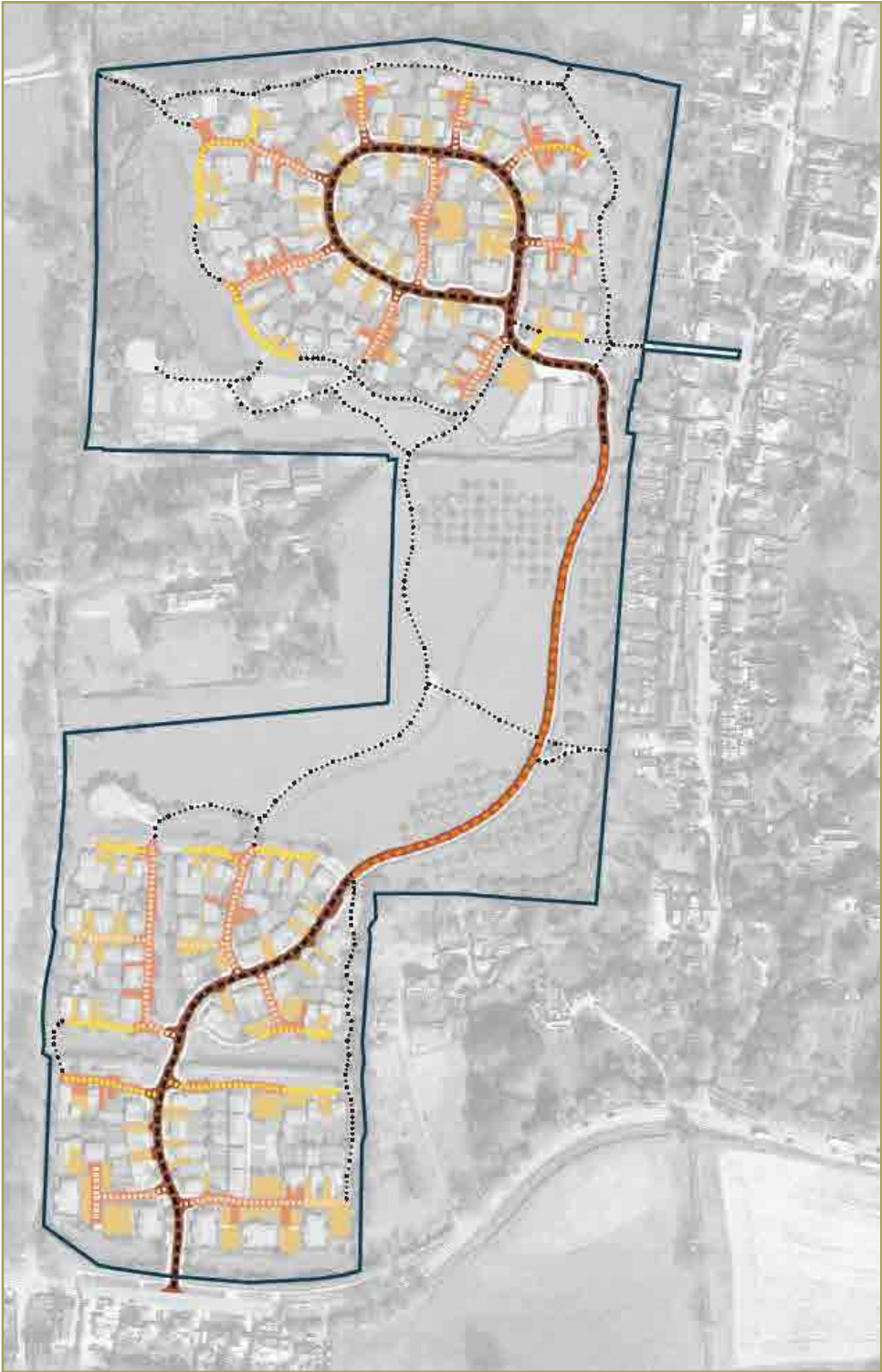
Street Typologies

In addition to the road hierarchy, streets are categorised into the following typologies, reflecting their function, location and character.

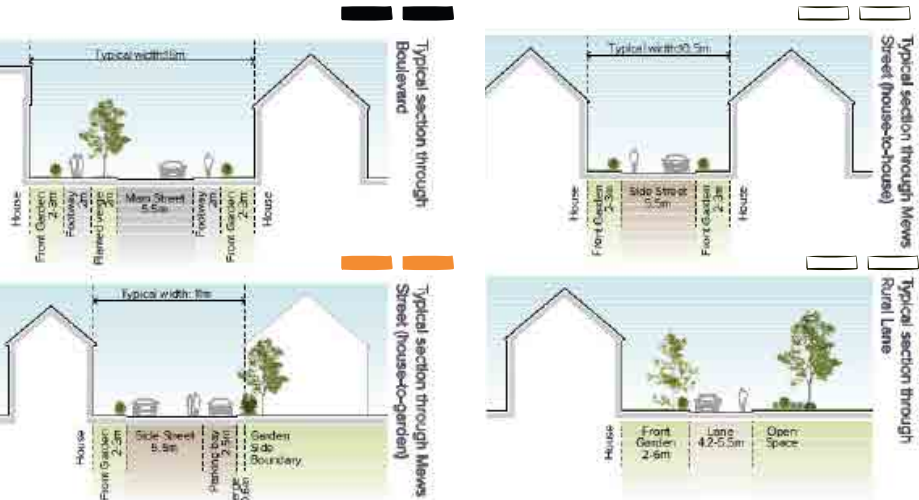
- **Main access road through the Site**
- **Mews Street:** Minor access ways serving small clusters of dwellings
- **Rural Lane:** Edge streets providing a transition to the surrounding countryside
- **Country Estate Road:** Scenic routes through open space, connecting development parcels while maintaining a rural character.

The location of these typologies is indicated on the accompanying plan. Illustrative images and indicative street sections demonstrate the proposed character and typical dimensions, showing the relationship between buildings, roads, pavements, and verges for each typology.

The current proposal follows the above principles as shown on the adjacent plan.



△ Outline Road Hierarchy Plan



△ Outline Road Hierarchy Diagram

Key

- Primary Access Road
- Secondary Streets
- Private Driveways and Parking Courts
- Footpaths and Cycle Ways



Parameter Plans

Storey Heights

In keeping with the prevailing character of Bolney village, the Building Height Parameter Plan propose residential buildings, including houses and apartment blocks, will be up to two storeys in height. This ensures that the development is sympathetic to the surrounding built form and maintains a consistent street scape scale.

The proposed community hub will be single-storey, primarily to provide full accessibility for users, including those with mobility needs. The single-storey design also reduces the visual impact of the building, ensuring it remains subordinate within the landscape and aligns with the rural, agricultural aesthetic that it references.

The current proposal follows the above principles as shown on the adjacent plan.



Δ Outline Storey Heights Plan

KEY

- 1 Storey
- 1.5 Storey
- 2 Storey



Parameter Plans

Density

The Approved Development Density Parameter Plan shows the development would be designed with a base medium density of up to 30 dwellings per hectare (dph) across the majority of the Site. The outline density is as follows.

- **Northern Parcel Edges:** The outer edges of the northern parcel, which form a transition to the rural landscape, are proposed at a lower density of up to 20dph to ensure a sensitive edge to the countryside
- **Southern Parcel:** Apartment ‘villa’ blocks along the southern boundary are proposed at a higher density of up to 65dph, reflecting their location within a more urban context and providing a clear transition within the development.

Overall, the blended net density of the proposed development is approximately 27dph, achieving a balanced approach that responds to both the surrounding village character and the efficient use of land.

The table below shows the how many units there are per parcel compared to the outline density.

High-density flat blocks have been assessed as part of the design review process; however, the evaluation indicates that this form of development may not be well suited to the character, context, or constraints of the surrounding area.

This supports the argument that these parcels better suited to traditional housing rather than apartment blocks, reflecting:

- Local character and townscape considerations
- Improved place making and amenity
- Registered Provider preference for houses over flats.



Δ Outline Density Plan

KEY

- Use Class F1 - Density N/A
- Low Density
- Medium Density

Density Areas From Outline (DPH)	Estimated Dwellings (Outline Masterplan)	Dwellings (Proposed)
A	35	47
B	130	151
C	35	N/A
Total	200	198



Housing Mix

The layout proposes 30% affordable housing in well integrated clusters within the development.

The housing mix in the illustrative layout comprises:

Open Market Mix = 138 dwellings	Number of Dwellings	Percentage of Mix %
2 Bed	28	20%
3 Bed	42	31%
4 Bed +	68	49%
Total	138	100%

Affordable Mix = 60 dwellings	Number of Dwellings	Percentage of Mix %
1 Bed	16	27%
2 Bed	29	48%
3 Bed	12	20%
4 Bed	3	5%
Total	60	100%

Accessible and Adaptable Housing Provision

The proposed development includes the delivery of 40no M4(2) accessible and adaptable dwellings, in accordance with the requirements of Condition 39.

During the pre-application process, MSDC confirmed that there was no identified demand for M4(3) dwellings in Bolney and that they would be supportive of substituting these two units with M4(2) dwellings.

This approach ensures compliance with accessibility requirements while delivering high-quality, inclusive homes that better respond to the functional needs associated with M4(3) standards.

Affordable Housing

The proposed development delivers policy-compliant affordable housing, providing a total of 30% affordable homes across the Site.

The tenure mix comprises:

- 75% Social and Affordable Rent, supporting identified local housing needs and providing genuinely affordable accommodation; and
- 25% Affordable Ownership, including First Homes, enabling access to home ownership for eligible households.

This tenure split aligns with local policy requirements and contributes towards creating a balanced and inclusive community.

The affordable housing will be mixed tenure with Affordable Rent (blue) and First Homes (Green) as indicated on the plan.

KEY

Affordable Homes

First Homes

Private





Parking Plan

Car parking and cycle storage to all homes to meet West Sussex County Council (WSCC) Guidance on Parking at New Developments (September 2020).

The development adopts a balanced approach to parking, ensuring convenient access for residents while minimising visual clutter and impact on the street scene.

Key principles include:

- **Proximity and Convenience:** Parking will be located close to dwellings to provide convenient access for residents
- **Minimising Street Impact:** Design measures will be implemented to reduce the dominance of vehicles on the public realm, maintaining high-quality streetscapes
- **Comprehensive Parking Strategy:** A detailed parking strategy will be prepared, combining on-street and off-street parking solutions in accordance with Policy DP21 of the Mid Sussex District Plan. This will ensure appropriate provision for all dwellings, including visitor parking, while supporting the safe and efficient movement of pedestrians, cyclists, and vehicles throughout the development.

This approach balances functionality, safety, and aesthetic considerations, contributing to a sustainable and well-integrated residential environment.

Key

-  Allocated parking spaces - 343
-  Allocated garage spaces - 93
-  M4(2) spaces - 42
-  Integ parking spaces - 28
-  Visitor parking spaces - 14
-  Unallocated spaces - 3
-  Coach parking space - 1
-  Sub-station parking spaces - 2
-  Cycle store
-  Wall Mounted Electric Vehicle Charging Point
-  Freestanding Podium Electric Vehicle Charging Point
-  Freestanding Podium Electric Vehicle Charging Point
- Final Position is subject to suppliers detail design.





Character Areas

The varied nature of the Site, including its surrounding context, topography, and key views, provides an opportunity to establish a series of distinct character areas, each with its own identifiable features and sense of place.

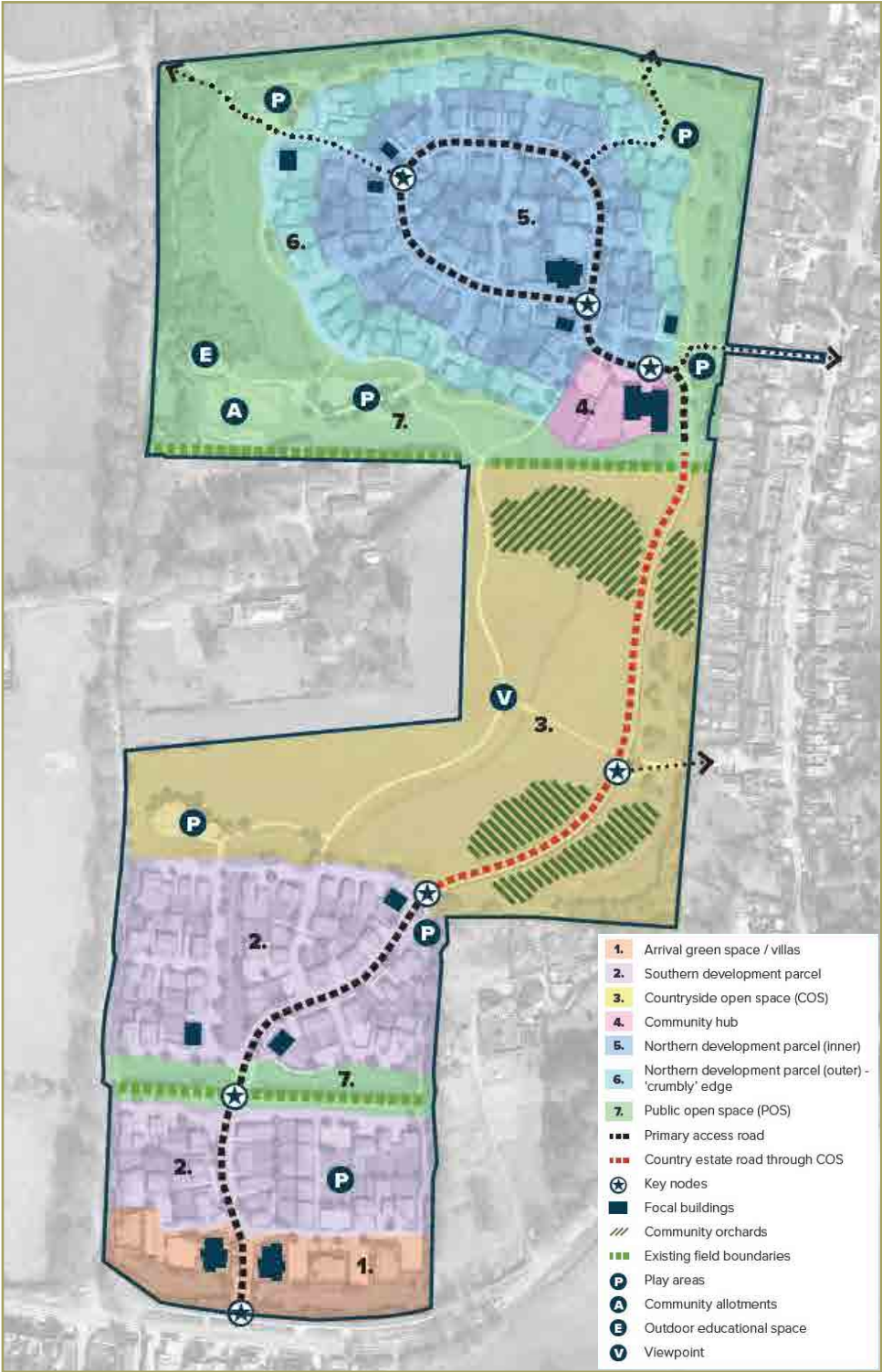
A network of key nodes is proposed throughout the development, defined by focal buildings, framed vistas, and changes in surface materials. These elements enhance legibility, assist way finding, and create visual interest, while ensuring that the individual character areas are unified as part of a cohesive and well-integrated layout.

In line with the principles established by the Approved Outline, the current proposal creates two distinct character areas, each with its own layout, density, and design approach.

- **Southern Development Parcel:** This area incorporates the primary arrival space and features predominantly linear rows of houses arranged along the central spine road. The layout reinforces a clear, legible street hierarchy while establishing a welcoming entrance to the development
- **Northern Development Parcel:** This parcel is designed with a looser, more organic layout, with houses arranged around a looped access road. The outer edge of the northern parcel comprises larger, more dispersed detached properties, forming a lower-density, “crumbly” edge that responds sensitively to the semi-rural character of the surrounding landscape.

These two parcels are linked by green infrastructure and shared spaces, ensuring a cohesive overall masterplan while allowing each character area to retain its distinct identity.

The accompanying sketches and massing model indicate the initial concept designs that are currently being evolved to provide dwellings which not only cater for the needs of modern living and sustainability criteria but which are also informed by the locally distinctive use of materials and detailing. The proposed materials include use of red brick, render, boarding, tile hanging and tile roofs.





Appearance & Materials

Street Scenes & House Types, South Parcel



Materials

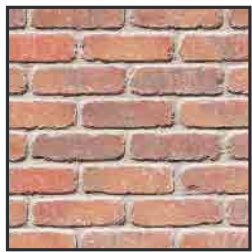
- Gabled Roofs reflected of the village
- Red Brick
- Tile Hanging
- White Boarding
- Linear Development to suit contours
- Landscape buffers to the north and south



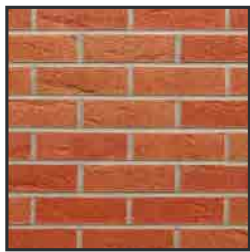
△ Street Scene A-A



△ Street Scene C-C



Tullamore Antique
Brick or similar



Heathfield Ember
Brick or similar



Brown Roof Tile



Red Roof Tile



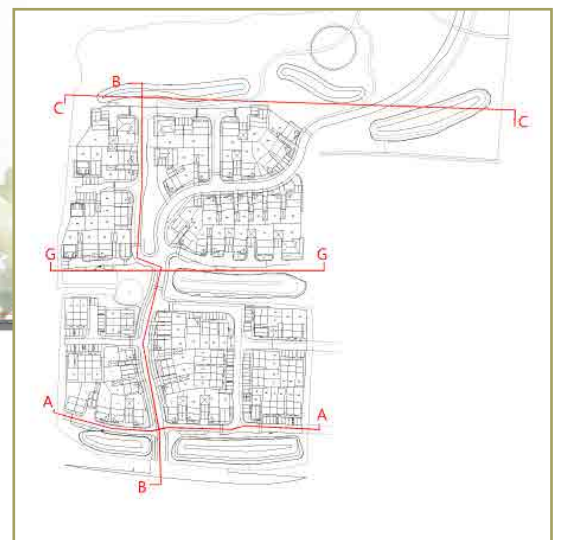
Grey Roof Tile



Tile Hanging



Arctic White
Hardie Plank



Appearance

Massing Model - South





△ Southern Parcel CGIs



Appearance & Materials

Street Scenes & House Types, North Parcel



Materials

- Hipped Roofs
- Alternative Bricks
- Tile Hanging
- Black Boarding
- Organic Development to suit contours with a landscaped perimeter



△ Street Scenes, Northern Parcel



Woodward Hampton
Antique Brick or similar



Heathfield Russet
Brick or similar



Brown Roof Tile



Red Roof Tile



Grey Roof Tile



Tile Hanging



Midnight Black
Hardie Plank



Appearance

Massing Model - North





△ Northern Parcel CGIs



Landscape Masterplan

The Landscape Masterplan is a carefully considered response to the site's opportunities and constraints, with a clear landscape-led ethos.

Pedestrian connectivity is prioritised, with a carefully designed network of routes providing links into and within the site.

Views are maintained from the more open higher central part of the site.

Street trees provide shade and richness within the street scene. Generous tree planting around the site boundaries and within the open space increases tree cover, provides a rich verdant landscape, and helps to screen views of the development where appropriate and identified as necessary from the LVIA.

Fruit trees are an example of plants that provide food for people and nature, creating a shared and biodiverse community orchard.

Play is provided in 6 locations across the site, interlinked by a pedestrian route, and discussed in more detail below.

Parking is carefully considered, and is generally on-plot, but is not allowed to dominate the streetscene where street parking is indicated thanks to clever planting and location.

Overall this is a vibrant and nature-rich environment for the benefit of existing and future residents of the village.

Key Landscape-Led Principles

- Higher ground in centre of site reserved for Public Open Space to preserve views out of site, and reduce visibility of built form in the wider landscape
- Views to the South Downs from the central area are a key structuring consideration
- Green buffers are strategically placed to shield views into the site, and mitigate against noise and light pollution for adjacent properties and areas
- Green buffer along eastern boundary also aids to block potential glare from headlights of cars using access road from disturbing adjacent properties and gardens to the east
- The movement network is simple and legible, with a key vehicle movement route, and a pedestrian loop providing connectivity around the site, linking into adjacent PRowS and connecting together the 6 proposed areas for play
- Development parcels are surrounded by generous landscape areas, and will include the provision of street trees and amenity planting.





Northern Parcel

Combine harvester LEAP

Natural Trail LAP

Creepy crawlies LAP

Landscape buffer along the eastern boundary to retain visual connectivity of the existing properties with the application site

Setting of Foxhole farm retained through the provision of open space across the ridge to the east and south of the property

Central Open Space

Public Open Space for community's enjoyment of the long distance views

Tractor LEAP

Biodiversity LAP

Southern Parcel

Historic Landscape Character of High Weald Fringes

Landscaping



The landscape masterplan has evolved from the Outline Submission indicative plan to include:

- More generous and extensive landscape buffers to shield views into the site, and mitigate against noise and light pollution for adjacent properties and areas
- Relocation of LAPs and LEAPs to be more prominent and visible within the landscape, and more integrated into the pedestrian loop, which is given more prominence
- More generous tree planting
- Increased areas of meadow with informal mown paths
- Vehicle route through central open space enhanced to become a tree-lined parkland driveway
- Careful consideration of views through and into the landscape
- Variation between formal and informal planting patterns to create distinctive character areas.



KEY	
EXISTING	
	Trees
	Hedgerows and scrub
PROPOSED	
Soft landscape	
	Trees
	Mixed native hedgerows
	Native scrub
	Single species hedgerows
	Wet meadows
	Bulb planting
Hard landscape	
	Tarmacadam roads
	Tarmacadam footpaths
	Hoggin footpaths
	Timber benches



Drainage Masterplan

The proposed development requires the provision of site-specific surface water and foul drainage infrastructure that complies with national and local planning policy requirements. In accordance with the National Planning Policy Framework (NPPF), the drainage strategy has been developed to incorporate Sustainable Drainage Systems (SuDS) wherever practicable to manage runoff in a sustainable and resilient manner.

The Lead Local Flood Authority (LLFA) strongly encourages the use of SuDS within new developments. Accordingly, all drainage infrastructure will be designed in accordance with current best practice guidance and relevant standards, including:

- Planning Practice Guidance (PPG)
- Non-Statutory Technical Standards for Sustainable Drainage Systems
- Building Regulations Approved Document H – Drainage and Waste Disposal
- Local Authority Sustainable Drainage Guidance
- The latest Design and Construction Guidance.

Based on the information currently available, the proposed drainage strategy demonstrates that a compliant and sustainable drainage solution can be delivered. The system has been designed in accordance with National Planning Practice Guidance and the CIRIA SuDS hierarchy, providing sufficient attenuation storage for storm events up to and including the 1 in 100-year rainfall event, with an appropriate allowance for climate change. Surface water runoff will be managed to ensure discharge rates are controlled and flood risk is not increased either on or off-site.

DRAINAGE KEY	
	Site Boundary
	Existing Foul Water Sewer
	Existing Surface Water Sewer
	Adoptable S104 Foul Water Manhole & Pipe Refer to schedule for size/ types and cover details
	Adoptable S104 Foul Water Rising Main
	Adoptable S104 Surface Water Manhole & Pipe Refer to schedule for size/ types and cover details
	Hydrobrake Manhole (see plan for restricted rate)
	Catch Pit Manhole - 500mm Sump
	Surface Water Road Gully
	Private Foul Water Inspection Chamber & Pipe
	Private Surface Water Inspection Chamber & Pipe
	Private Surface Water Rodding Eye
	Private Surface Water Road Gully
	Crate Soakaway / Crate Attenuation Tank #####
	Filter drain with Perforated Pipe in Tank
	Precast Concrete Headwall
	ACO Swale Inlet
	Tree Root Protection Area
	Proposed Swale





Sustainability

Energy

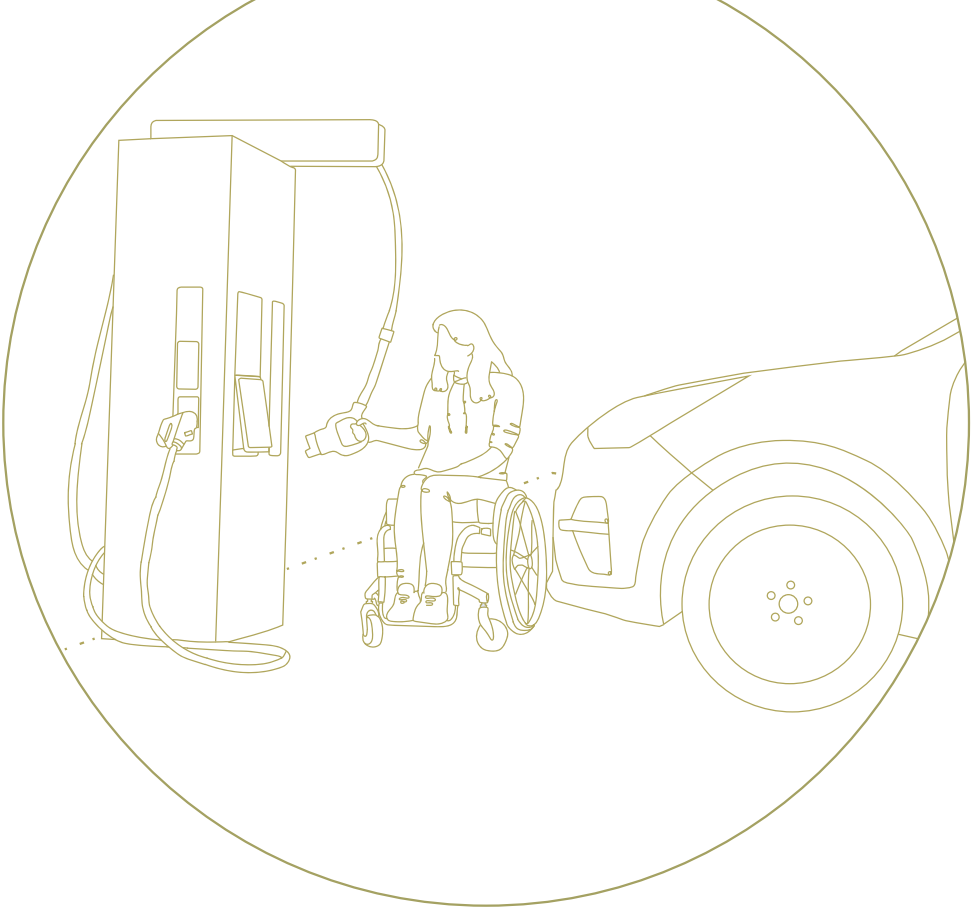
- Fabric first approach to meet part L of Building Regulations and Future Homes Standards
- Low air leakage construction
- Glazing (g-value) specified to strike balance between useful solar gain in the winter and unwanted solar gain in summer
- Renewable energy options to include PV panels and air source heat pumps
- Consideration of overheating risks with orientation and careful elevation design and glazing specification.

Sustainable Design and Construction

- Low water use fittings for WC's low flow taps and showers, appropriately sized baths
- EV charging for properties
- Swales to manage surface water
- SUDs basins with deep bore soakaways
- Cycle storage for each property
- Dedicated refuse recycling bins
- Waste Management Plan to minimise construction waste
- Network of legible pedestrian routes to encourage sustainable modes of travel
- Natural play provision and walking routes around the site to promote active lifestyle and connection with nature for mental wellbeing
- Sustainable use of materials including timber from FSC or PEFC sources, minimum 30% recycled packaging from suppliers, 75% of top 100 suppliers to have SCSS Gold membership.

Biodiversity Net gain

- Target 10% BNG improvement over baseline
- Extensive green buffers to north and west sides of the development to incorporate a mix of species rich planting, as well as new trees
- Enhanced tree planting and hedgerow boundaries to north and west
- Tree lined streets
- Network of incidental open spaces and “pocket greens” with species rich planting.









Part 4:

Conclusions

Summary

This Design & Access Statement demonstrates how the proposed Reserved Matters application for Foxhole Farm has evolved from a thorough understanding of the site's opportunities and constraints, extensive technical assessment work, and ongoing engagement with Mid Sussex District Council and key stakeholders. The proposals build upon the principles established through the approved Outline Planning Permission and seek to deliver a high-quality, landscape-led residential development that responds positively to its village-edge setting.

The site occupies a sustainable location adjacent to the existing settlement boundary of Bolney, providing future residents with convenient access to local services, facilities, employment opportunities, public rights of way, and community assets. The site's proximity to Haywards Heath, Burgess Hill and the wider strategic transport network further supports access to employment, education, healthcare and leisure opportunities, reducing reliance on private car travel and promoting sustainable patterns of development.

The design has been carefully shaped by the site's topography, landscape character, heritage setting and ecological assets. Existing hedgerows, mature vegetation, key views and areas of public open space have been retained and enhanced to create a strong landscape framework that defines the development and helps integrate it into its surroundings. The proposed layout establishes two distinctive yet connected character areas, linked by extensive green infrastructure and countryside open space, creating a coherent and attractive extension to the village.

The proposals deliver a balanced mix of market and affordable homes, together with a community hub, areas for recreation and play, allotments, community orchard, sustainable drainage features and biodiversity enhancements. The development promotes healthy lifestyles through a network of pedestrian and cycle connections, whilst providing high-quality public realm and opportunities for social interaction.

The scheme has evolved through the pre-application and Design Review Panel processes, responding positively to comments received and refining the layout, landscape strategy, movement network and architectural approach. The resulting development reflects local character, respects the setting of nearby heritage assets, and embraces contemporary sustainability objectives through energy-efficient design, renewable technologies, sustainable travel measures and biodiversity net gain.

Overall, the proposed development represents a well-considered and policy-compliant scheme that will deliver a sustainable, attractive and distinctive new neighbourhood. It will make an important contribution towards meeting local housing needs whilst enhancing the environmental, social and landscape qualities of this part of Bolney, creating a lasting and positive addition to the village.







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