

**From:** planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>  
**Sent:** 12 June 2025 21:10:15 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 12/06/2025 9:10 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.

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**Case Officer:** Joanne Fisher

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### Customer Details

**Address:** Durstons Lodge Lane 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:

I am writing to object to planning application DM/25/1129, submitted by Wates Developments for the proposed erection of up to 200 dwellings and a community hub on land at Foxhole Farm, Bolney.

I believe this proposal is fundamentally at odds with national planning policy and the principles of plan-led development. It conflicts with adopted and emerging Mid Sussex policies and would introduce significant environmental, infrastructure, and community impacts that are neither justified nor adequately mitigated.

Key areas of objection are outlined below:

Policy conflict and absence of a District Plan:

The proposal would increase the village population by over 60%, in direct conflict with Policy DP6, which permits only limited development in Category 3 settlements. This scale of growth is not justified by local housing needs. The site lies outside the built-up area boundary and is not allocated for development in either the adopted District Plan or the Bolney Neighbourhood Plan, placing it in breach of Policy DP12.

The application has been submitted in advance of the adoption of the new District Plan (2021-2039), which is still undergoing examination. I believe that approving it at this stage would pre-empt the outcome of that process, undermine the integrity of the plan-led system, and conflict with the policies of the current Neighbourhood Plan, which explicitly rejected this site.

Impact on landscape and character:

The Landscape and Visual Appraisal (SLR, April 2025) acknowledges that the development would result in major/moderate adverse effects on the character and views of the site. The proposal would considerably impact & transform an open, rural parcel of land in the High Weald and bordering the AONB, impacting views from Foxhole Lane and public footpath 44Bo.

Proposed planting offers no guarantee of effective visual mitigation. There is no commitment to phasing, no stewardship plan, and no clear indication that landscape buffers will achieve sufficient density or height. The scheme therefore undermines Policies DP16, DP26 and BOLD2, which collectively seek to conserve landscape character, visual amenity, and the setting of designated landscapes.

Infrastructure pressure:

Bolney already experiences intermittent utility disruptions - including frequent broadband, water and electricity outages. Large parts of the village, including my own house, were impacted by the most recent water outage on 8 June 2025 and without supply for nearly 24 hours. Limitations to supply are not uncommon. The Statement of Community Involvement claims that Southern

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Water has confirmed sufficient capacity. In reality, Bolney is served by South East Water. This basic factual inaccuracy raises questions about the depth and accuracy of the supporting assessments and casts doubt over the broader infrastructure evidence base.

The drainage strategy lacks sufficient detail regarding long-term management responsibilities and runoff implications for adjacent land. Given the site's gradient and the historic surface water issues affecting parts of the area, this absence is concerning.

#### Sustainability:

I believe the Icen Sustainability & Energy Statement (April 2025) lacks credibility. It presents multiple objectives but lacks credible mechanisms to ensure their delivery.

No detailed Biodiversity Net Gain (BNG) metric has been presented, and no stewardship strategy is secured for green infrastructure. The proposals do not meet the standards required by Policies DP39 and DPS2, or the guidance within the Mid Sussex Design Guide.

#### Transport and highway safety:

I believe the assumptions in the Transport Assessment and Framework Travel Plan (i-Transport, April 2025) are inaccurate and purported changes in travel cannot be supported by deliverable infrastructure. Bus services in Bolney (as across Mid Sussex) are infrequent and unreliable, and there are no binding commitments to improving them. Cycling infrastructure is virtually absent, and no new routes are proposed. Walking routes to key destinations, such as Bolney Primary School, are narrow, indirect, and unlit in places. Many of the roads & lanes in the village do not even have pavements adding to safety issues. This includes the entirety of Foxhole Lane, where the proposed development is located.

The proposed access relies on a ghost island junction on the A272, designed on the assumption of regularly trimmed hedges and ideal driver behaviour - both of which are frequently missing at this key junction (the proposed main entry/exit point of the development). This location is the site of frequent road traffic incidents, and the addition of several hundred new car journeys a day can be expected to further impact road safety. The referenced Road Safety Audit has not been published. No Construction Traffic Management Plan is provided, despite the known constraints of The Street and surrounding lanes.

The mitigation measures proposed for The Street - including two possible pedestrian crossings and kerbed build-outs - are not secured and do not adequately address the increase in pedestrian traffic, school movements and rat-running risk. The application also fails to assess cumulative transport impacts in line with NPPF paragraph 118.

#### Conclusion

This application is inappropriate in scale, premature in timing, and

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unconvincing in its evidence base. It would cause permanent harm to Bolney's semi-rural identity and fails to meet the tests of sustainable development set out in national and local policy.

I respectfully request that the Council refuse this application in full.

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Kind regards