

## Rachel Richardson

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**From:** [REDACTED]  
**Sent:** 27 January 2026 22:24  
**To:** Ann Biggs  
**Cc:** [REDACTED]  
**Subject:** URGENT - Absence of Lighting Assessment, Headlight Glare, Gradient & Operational Amenity DM/25/2626 - 42 Hurst Road, Hassocks

Dear Ms Biggs,

Given that a decision on the above application is understood to be imminent, I am writing to formally raise a number of critical and unresolved issues which, in our view, prevent the application from being lawfully determined at this stage.

Today, the applicant's planning consultant has stated that headlight glare arising from the proposed access road will be "mitigated" by the installation of a 2-metre fence. This assertion is unsupported by evidence and does not address the nature or severity of the anticipated impacts.

**No Lighting Impact Assessment has been submitted**, and there is no assessment of:

- vehicle headlight glare associated with the access road, parking area and turning point
- whether the driveway or parking areas will be lit
- internal light spill through glazing
- baseline lighting conditions (the site and neighbouring gardens are currently in complete darkness)
- impacts on residential amenity or wildlife

There is also **nothing shown on the submitted or approved plans** indicating any lighting strategy, controls, or mitigation.

Crucially, the proposed access road rises on a **steep gradient towards our property (which also hasn't been mentioned)**, materially increasing the projection of modern LED headlights into our garden (which is currently in complete darkness) and directly into habitable rooms and our outdoor kitchen area. Our outside eating area and Kitchen windows are less **than 2 metres from the access road**, yet there is no allowance for hedging, screen planting, or other meaningful mitigation for light, noise, or disturbance.

In addition, the submitted plans make **no provision for vehicles to pass along the access road**. This omission is significant. In practice, vehicles will be required to stop, wait, reverse, or manoeuvre on the incline, resulting in prolonged headlight glare, increased noise, and exhaust fumes immediately adjacent to our garden and habitable rooms. These predictable operational impacts have not been assessed or mitigated and further compound the harm to residential amenity, particularly during hours of darkness.

A simple 2-metre fence cannot mitigate headlight glare arising from vehicles manoeuvring on a steeply inclined access road, (LED lights have a spread of up to 60 meters) nor does it address the cumulative impacts of proximity, gradient, vehicle movements, and the absence of passing provision. These are technical matters that require proper assessment, not assertion.

Given the complexity and sensitivity of the impacts — including steep gradients, headlight glare, proximity to habitable rooms, and ecological considerations — any **Lighting Impact Assessment must be undertaken by a suitably qualified and reputable lighting specialist**, with demonstrable experience in residential amenity and ecological assessments. The assessment must be robust, evidence-based, and capable of withstanding independent technical scrutiny.

We are also concerned by the **Arboricultural addendum** submitted by Arborsense. The assessment of our Ash tree is extremely high-level and lacks detailed justification, particularly in relation to long-term impacts arising from vehicle movements, surfacing, and altered conditions adjacent to the access track. Given the reliance placed on this document, its adequacy should be carefully reviewed.

Taken together, the application currently relies on unsupported mitigation claims, absent technical assessments, and unaddressed operational impacts. Determination without a Lighting Impact Assessment and without proper consideration of gradient-related headlight glare, vehicle manoeuvring, proximity, and cumulative amenity harm would, in our view, expose the Council to significant risk.

We respectfully request that determination is deferred until these matters are properly assessed and evidenced.

Given the urgency, we would be grateful for confirmation that this representation has been received and will be taken into account prior to any decision being issued.

Yours sincerely,  
Amber Parr

44 Hurst Road



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**From:** Ann Biggs <ann.biggs@midsussex.gov.uk>

**Sent:** 20 January 2026 19:18

**Cc:** Rachel Richardson <Rachel.Richardson@midsussex.gov.uk>

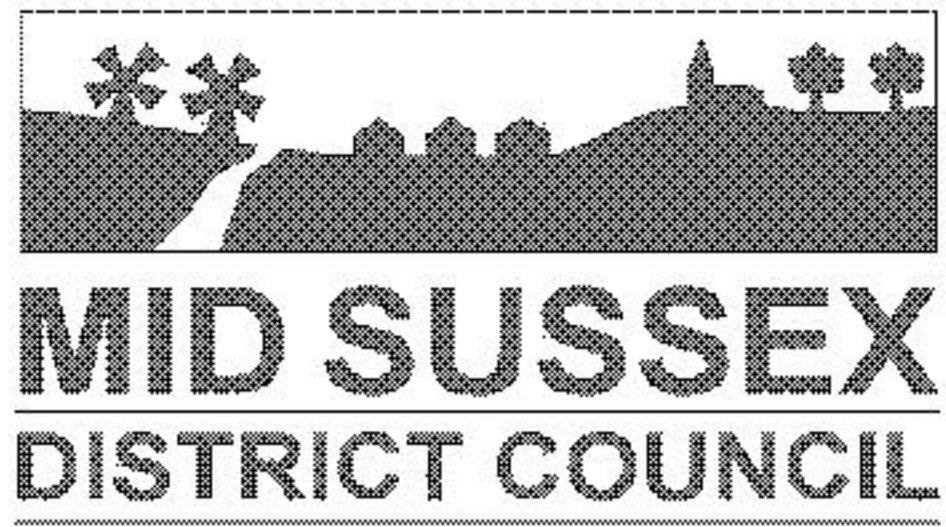
**Subject:** RE: DM/25/2626 - 42 Hurst Road, Hassocks

Dear Ms Parr

It appears this email is for the attention of Emma Rivett but her email address doesn't appear on the recipients so you may wish to re-send.

Ann Biggs  
Assistant Director for Planning and Sustainable Economy  
01444 477077  
[ann.biggs@midsussex.gov.uk](mailto:ann.biggs@midsussex.gov.uk)  
[www.midsussex.gov.uk](http://www.midsussex.gov.uk)

Working together for a better Mid Sussex



Sent: 20 January 2026 13:33

Cc: Ann Biggs <[ann.biggs@midsussex.gov.uk](mailto:ann.biggs@midsussex.gov.uk)>; Rachel Richardson <[Rachel.Richardson@midsussex.gov.uk](mailto:Rachel.Richardson@midsussex.gov.uk)>  
Subject: RE: DM/25/2626 - 42 Hurst Road, Hassocks

Hi Emma,

I am so sorry for the number of emails. The report by Arbrosense does not solve the issue for the following reasons:

## 1. No Root Protection Area (RPA) calculations

They **do not define**:

- The **Root Protection Area radius**
- The **percentage of RPA affected**
- Whether the driveway sits **within the structural roots zone**

## 2. Vehicle loading

This is critical

- Ash trees are **particularly sensitive to compaction. And the Ash tree is very valuable as in excellent condition**
- Repeated **car turning, braking, idling** causes:
  - micro-compaction over time
  - oxygen deprivation
  - gradual root dieback (not immediate, but progressive)

“Load dispersal” does **not** mean “no harm”, especially with **regular vehicular use**.

This is a **long-term harm issue**, not just construction impact.

## 3. No specification of:

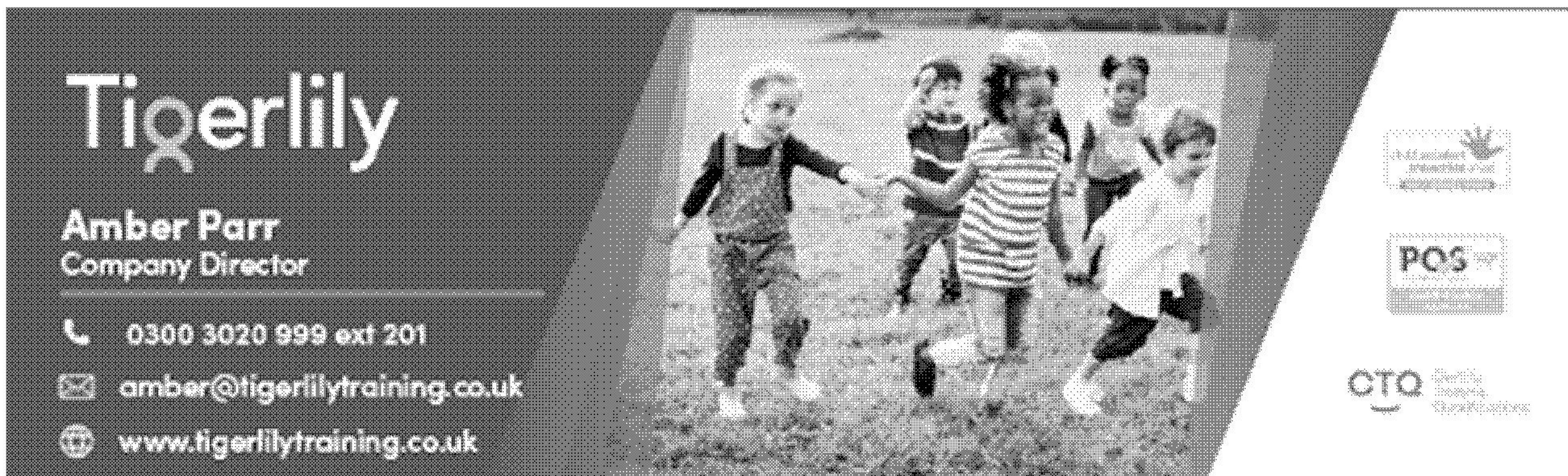
- Cellular system depth
- Load class (cars vs vans vs delivery vehicles)

- Geotextile layering
- Installation method (hand-laid vs machinery)

The only way to protect this tree which is integral to our protection and outdoor environment is to move the proposed driveway away from our boundary.

I have attached photos of how close the tree and our living area is to the proposed road. Due the gradient the structural roots are under the proposed site and for all the reasons above this tree will be become a danger to life if its roots are affected.

Amber



**Sent:** 19 January 2026 21:04

**To:** 'Emma.Rivett@midsussex.gov.uk' <Emma.Rivett@midsussex.gov.uk>

**Subject:** DM/25/2626 - 42 Hurst Road, Hassocks

Dear Emma,

I hope you're well. Thank you for your detailed comments on the Arboricultural aspects of DM/25/2626 – I found them very helpful and encouraging.

I am writing as the adjoining neighbour to ask whether you consider that a **minimum 3-metre offset of the access drive from our shared boundary** could help address some of the concerns you have raised, particularly in relation to long-term pressure on trees within and adjacent to the RPAs of T1 and T5, as well as other trees not fully considered in the submitted report.

In particular, there is a **large, mature and very healthy ash tree** located on our boundary and directly where the proposed new road to the new dwelling would be situated. Due to the **change in levels and gradient**, it is likely that a significant proportion of this tree's root system extends into the application site. This tree makes a notable contribution to local amenity and provides important habitat for birdlife, and we understand that healthy ash specimens are becoming increasingly limited.

From our perspective, a buffer of this width would provide space for appropriate tree protection measures and **additional planting to reinforce the existing wildlife corridor**, while also helping to reduce future pressures associated with vehicle movements and lighting.

I fully appreciate that this would need to be assessed professionally, but I wanted to ask whether you would regard such an offset as a meaningful and proportionate mitigation in line with **Policy DP37 of the Mid Sussex District Plan**, should the application proceed.

Thank you for your time .

Kind regards,



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