



Noise Impact Assessment

Premier Inn Horsham North (Horsham Station)

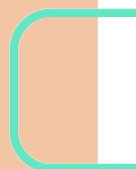
Whitbread PLC

19/03/2026



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1 Introduction

- 1.1 Proposals are in place to extend the existing Premier Inn Horsham North to increase the total number of guestrooms, with a newly-built extension partially replacing the south-west portion of the hotel.
- 1.2 Pre-application advice has highlighted noise disturbance to new hotel bedrooms as a potential concern. This report has been prepared to address these aspects of the proposed design.
- 1.3 Assessments have been undertaken of the noise emission from new building services plant associated with the extension and of noise intrusion into the new hotel guestrooms.
- 1.4 An external noise survey has been conducted at the site, and the measurement data have been used to establish the prevailing ambient and background noise levels affecting the site and neighbouring noise-sensitive properties. These levels have been used as a basis against which to assess the noise impact in accordance with the Local Authority's anticipated requirements.
- 1.5 The full measurement data are available on request. Definitions of some of the terminology used throughout the report have been included in Appendix A.

2 Criteria

2.1 Overview

- 2.1.1 To assess the impact of noise from new building services plant serving the hotel, and noise intrusion into new hotel guestrooms, criteria are derived from local planning policy, available good practice guidance, and the hotel operator's brand standards. A list of the key documents that have been consulted is provided below:

Local Authority

- *Horsham District Planning Framework 2015*
- *Sussex Planning Noise Advice Document 2021*

Good Practice Guidance

- British Standard 4142:2014+A1:2019 *Methods for rating and assessing industrial and commercial sound*
- British Standard 8233:2014 *Guidance on sound insulation and noise reduction for buildings*

Hotel Operator's Brand Standards

- Premier Inn Generic Specification for a Turnkey Development (January 2024 - Edition Rev N)

- 2.1.2 Summaries of the guidance considered relevant to the proposals are presented within this Chapter.

2.2 Local Authority

- 2.2.1 Horsham District Council sets out planning requirements for new development in *Horsham District Planning Framework 2015*.

- 2.2.2 Policy 24 addresses Environmental Protection, as follows:

*"The high quality of the district's environment will be protected through the planning process and the provision of local guidance documents. Taking into account any relevant Planning Guidance Documents, developments will be expected to minimise exposure to and the emission of pollutants including **noise**, odour, air and light pollution [...]"*

- 2.2.3 Explanatory text accompanying policy 24 is given as follows:

Noise pollution can have a significant impact on the quality of life and health of individuals and communities. To help avoid adverse noise impacts from development, authorities in both East and West Sussex have produced a Planning Guidance Document on this issue. Applicants should therefore address the issues raised in this document prior to making an application.

2.2.4 Policy 33 addresses environmental conservation and impact, as follows:

*“In order to conserve and enhance the natural and built environment developments shall be required to:
[...]2. Ensure that it is designed to avoid unacceptable harm to the amenity of occupiers/users of nearby property and land, for example through overlooking or **noise**, whilst having regard to the sensitivities of surrounding development”*

2.2.5 Combined Sussex authorities’ *Planning Noise Advice Document* sets out more detailed strategies regarding noise relating to planning applications. Within this, Table 1 stipulates that a noise report may be required for Hotel developments, with the following commentary:

“Hotels[...] can present a new noise source or receivers. Consequently, a noise report may be required if close to a noise receptor or noise source. It is the responsibility of the developer to ensure hotel rooms meet appropriate noise standards.”

2.2.6 Table 2 of the document also stipulates that a noise report will be required for “entertainment/food & drink, etc” developments, including restaurants, cafes, drinking establishments, etc, with the following commentary

“Noise report will normally be required. Please consult with LPA if there are no existing noise sensitive premises in close proximity. Includes new air handling units, extractor fans, air-conditioning and chiller units at existing sites and patron noise. The noise impact of car parking and deliveries should also be considered.”

2.3 British Standard 4142:2014 +A1:2019

- 2.3.1 BS 4142:2014+A1 2019 *Methods for rating and assessing industrial and commercial sound* presents a method for predicting noise impact on noise-sensitive neighbours. This is done by comparing the noise level of a source (the *specific* sound level) with the existing background noise level in the area, in the absence of the source (the *background* sound level).
- 2.3.2 The methodology requires consideration be given to all aspects of the assessment process and it must also account for any unusual acoustic features, such as tonal, impulsive, and intermittency characteristics. These are accounted for by the addition of various decibel corrections to the specific sound level. This corrected level is the *rating* level.
- 2.3.3 The greater the positive difference between the rating level and the background level, the greater the magnitude of the impact. BS 4142:2014 gives the following descriptions with regards to the potential impact:
- A difference of around +10dB or more is likely to be an indication of a significant adverse impact, depending upon the context.
 - A difference of around +5dB or more is likely to be an indication of an adverse impact, depending upon the context.
 - Where the rating level does not exceed the background sound level, this is an indication of a low impact, depending upon the context.

2.4 Premier Inn Generic Specification for a Turnkey Development

- 2.4.1 All new Premier Inn developments and extensions are to be constructed so as to control noise intrusion in line with the requirements of the Premier Inn Generic Specification for a Turnkey Development, hereinafter referred to as the “PI Spec”. Revision N (January 2024) of the PI Spec contains internal background noise limits for hotel guestrooms owing to external sources, as presented in Table 2-1.

Period	Noise level
Daytime (07:00-23:00)	$\leq 35 \text{ dB } L_{Aeq,1\text{hour}}$
Night-time (23:00-07:00)	$\leq 30 \text{ dB } L_{Aeq,1\text{hour}}$ $\leq 42 \text{ dB } L_{AFmax}^*$

** The maximum criterion applies to all vehicle and railway train passbys and all aircraft flyovers. It also applies to the noise from all street activities including those associated with patrons attending and leaving adjacent, neighbouring or connected entertainment venues; noise associated with commercial and industrial neighbouring premises including delivery activities and process equipment; seagulls and church bells. Genuinely infrequent and unpredictable sources of noise such as car alarms occurring no more than twice a night are excluded.*

Table 2-1: Internal background noise level requirements (Premier Inn brand standards)

- 2.4.2 The standards have been chosen to complement the Good Night Guarantee offered by Premier Inn, which refunds guests if they have been disturbed by noise while trying to sleep. These standards are more onerous than those recommended in British Standard 8233, the usual guidance adopted for controlling noise intrusion into residential accommodation. It is therefore intended to control noise intrusion into the hotel in line with the requirements of the PI Spec. Complying with these requirements can also be expected to satisfy any reasonable planning requirements for noise intrusion into the hotel.
- 2.4.3 The PI Spec also requires that noise emission from all plant associated with the hotel be designed to be at least 5 dB below the lowest measured background sound level at night with all plant operating simultaneously, when assessed at the boundary (assumed to be any normally occupied position) of the nearest noise-sensitive property.
- 2.4.4 Furthermore, the PI spec requires the following regarding background noise levels in guestrooms:

“The background noise level in any hotel bedroom as a result of any other building services systems serving the bedroom, neighbouring bedrooms or any other parts of the hotel or development, shall not exceed NR20 L_{eq} within the bedroom. Particular attention is drawn to noise intrusion from roof top plant above or adjacent to bedrooms.”

2.5 Criteria summary

- 2.5.1 Regarding noise emissions, it is considered appropriate to achieve a “low impact” according to BS 4142:2014 to satisfy requirement of the Combined Sussex Authorities’ *Planning Noise Advice Document* for all hotel developments to meet “appropriate noise standards”. The PI Specification is potentially more onerous than the BS 4142:2014 “low impact” requirement; whichever is more onerous shall be adopted as the target.
- 2.5.2 The Premier Inn Specification criteria shall be adopted for external noise intrusion. These are based on guidance in British Standard 8233 but more onerous in some parts; achieving these standards would therefore be expected to be satisfactory to the Combined Authorities.

3 External noise survey

3.1 Site description

- 3.1.1 The site is located opposite Horsham train station, on the corner of Hurst Road and North Street (B2195). The Hotel faces onto a roundabout and train lines run approximately 40m from the site.



Figure 3-1 Aerial view of site from Google Earth, with nearby land uses indicated

- 3.1.2 During site visits, the main source of noise around the site and neighbouring properties was observed to be local road traffic, with more distant road traffic from busier roads becoming apparent during lulls in local road traffic. Noise from the railways was not noticeable at the site.
- 3.1.3 Noise at the site from existing building services was audible around the hotel car park during lulls in road traffic noise.
- 3.1.4 The immediate neighbours to the west, and south of the site are understood to be mainly residential properties, with some light industrial sites to the north.

3.2 Measurement methodology

- 3.2.1 Continuous, unattended noise level measurements were conducted at a single position towards the south-west of the site. The microphone was positioned c. 1.5m above the local ground level, and is considered to have been under a reasonable approximation of free-field conditions.
- 3.2.2 The microphone is considered to have had a line-of-sight to Hurst Road, as there is no solid screening (local foliage is considered to be acoustically insignificant).
- 3.2.3 The measurement position is shown on the satellite image in Figure 3-2.



Figure 3-2 Satellite image showing noise measurement location (source: Google Earth)

- 3.2.4 Statistical and spectral octave-band data were recorded in 15-minute samples between 18:30 on Friday 18th October and 12:00 on Monday 21st October, 2024. The “fast” (125ms) time constant was used.
- 3.2.5 The data measured at this location are considered representative of the typical and lowest background sound levels experienced at nearby neighbouring properties.
- 3.2.6 Measurements were undertaken generally in accordance with the procedures advised within British Standard 4142:2014+A1:2019 *Methods for rating and assessing industrial and commercial sound* and British Standard 7445-1:2003 *Description and measurement of environmental noise*.
- 3.2.7 The following equipment was used to carry out the measurements:

Equipment	Manufacturer/model	Serial no.
NTi XL2-TA	Class 1 sound level meter	A2A-2082-E0
Measurement microphone	NTi MC230A	A22988
Larson Davis CAL200	Portable sound calibrator	19397

Table 3-1 Equipment used for noise survey

- 3.2.8 The calibration of the sound level meter and associated microphone were checked prior to and on completion of the survey in accordance with recommended practice. No significant drift in calibration occurred during the survey. The accuracy of the calibrator can be traced to National Physical Laboratory Standards.
- 3.3 Weather
- 3.3.1 Weather conditions throughout the survey¹ are believed to have been dry with light wind. The weather conditions are considered to have had minimal impact on the measurements.

¹ <https://www.wunderground.com/dashboard/pws/IHORSH78/graph/2024-10-19/2024-10-19/daily>

3.4 Results & commentary

3.4.1 Full measurement data are available in digital format on request. A summary of the key data is presented below in Table 3-2.

Description	Time	Level
Daytime background sound level	07:00-23:00	43 dB $L_{AF90,15mins}$
Night-time background sound level	23:00-07:00	37 dB $L_{AF90,15mins}$
Night time maximum level	23:00-07:00	79 dB L_{AFmax}
Night time average level	23:00-07:00	56 dB $L_{Aeq,1h}$ / 51 dB $L_{Aeq,8h}$

Table 3-2 Sound levels established from unattended noise survey

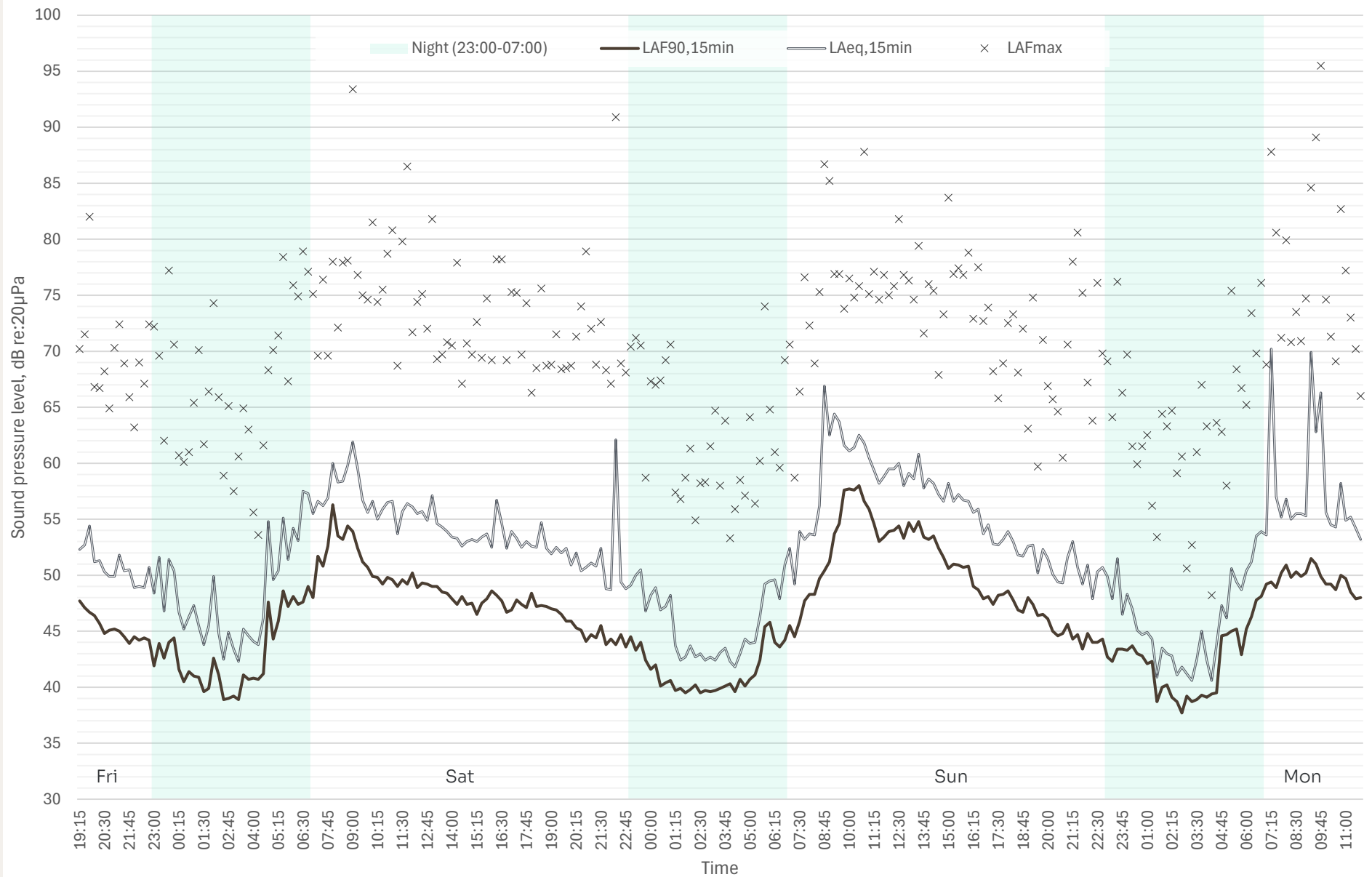


Figure 3-3 Level-history graph for noise survey period

- 3.4.2 Noise levels can be seen to have generally followed a diurnal pattern typical of suburban road traffic noise, with gradual dips overnight and highest levels in the day. The variation in average ($L_{Aeq,15mins}$) and background ($L_{AF90,15mins}$) levels between day and night is typically c.15-20 dB with the highest levels each day typically recorded around 7-8am.
- 3.4.3 Maximum noise levels also follow a gradual diurnal variation, with the majority of results falling between c 65 – 80 dB L_{AFmax} during daytime hours and dropping to c. 55 – 65 dB overnight. This is expected to be caused by typical road traffic activity varying over time.

4 Noise emission assessment

4.1 Noise sources

- 4.1.1 Proposed plant is under development, but is understood to comprise 3 no. condenser units serving the new guestrooms (Mitsubishi PURY EP250YNW/A2), 1 no. water heater (Mitsubishi Q-ton ESA30EH-25), and an Air-Handling Unit (AHU) and separate extract fan serving the new kitchen. This is to be located at roof level on the new extension, as indicated on the proposed roof plan below:

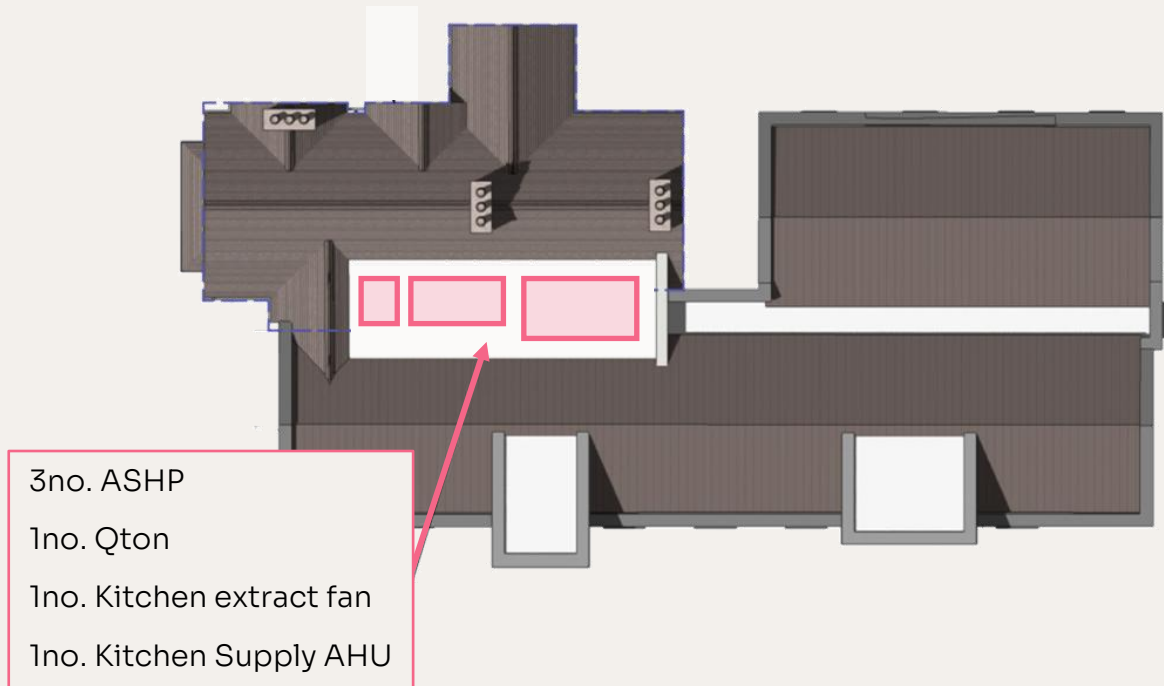


Figure 4-1 Proposed site plan drawing with approximate roof plan overlayed. AC compound highlighted.

- 4.1.2 The sound power levels for the guestroom condenser units and the water heater have been provided by the manufacturer, and are presented in Table 4-1 overleaf.
- 4.1.3 The PURY units are noisier when operating in heating mode, rather than other modes, so only the data for heating mode has been used in the assessment. Each PURY unit is to be installed with a duty limit at 70% of its maximum capacity, and 50% overnight. Sound power levels for both are provided.
- 4.1.4 The AHU data represents in-duct sound power levels for the intake side.

Item	Sound level (dB) / Octave band centre frequency (Hz)									Type	
	Qty.	63	125	250	500	1k	2k	4k	8k		dBA
ASHP 70%	3	80	76	72	71	69	65	67	61	74	L_W per unit
ASHP 50%	3	76	70	64	63	61	57	61	57	67	L_W per unit
Qton	1	42	47	48	54	60	56	52	44	63	L_W per unit
Fan	1	56	64	76	79	81	78	75	69	85	L_W outlet
AHU	1	58	67	58	58	58	54	51	40	62	L_W in duct

Table 4-1 Manufacturer-provided sound levels for proposed plant

4.2 Nearest noise-sensitive receivers (NNSRs)

4.2.1 The NNSRs are local residential dwellings, immediately to the west and north of the site boundary. These are indicated on the aerial image below.

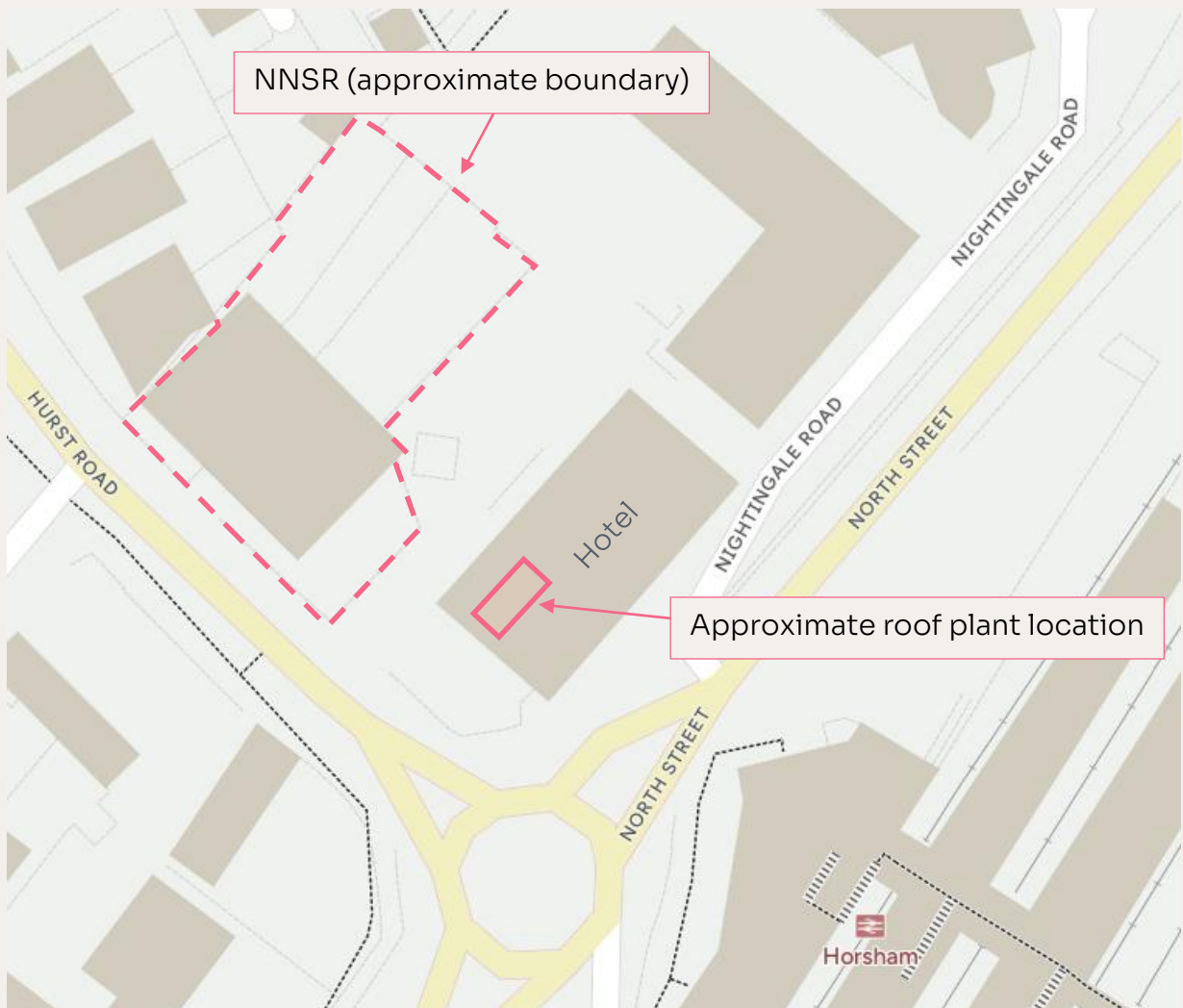


Figure 4-2 Site map showing plant location in relation to NNSR

- 4.2.2 The assessment location for the NNSR has been taken as a point at the closest edge of the garden.
- 4.2.3 Other nearby receptor points, such as windows, and other properties not identified above, benefit from increased propagation distances and/or acoustic screening. Controlling noise to this receptor is therefore expected to result in lower noise impact at any other receptor.

4.3 Calculation methodology

- 4.3.1 The calculation of the specific sound level for the nearest noise-sensitive receiver has been carried out in accordance with the general calculation methodology outlined in ISO 9613-2:2024, as per typical industry practice. Calculations have been made for each of the following means of attenuation, where considered to be relevant:

Geometric divergence

- this describes the reduction in sound pressure level as the distance from the source increases

Specific attenuation measures

- e.g. reduced operating duties, local screening, or time-limits on equipment

4.4 Calculation of noise propagation

- 4.4.1 The horizontal distance between the plant and the assessment location is approximately 16m; this equates to about 24 dB of distance attenuation, based on point-source propagation, and relative to a distance of 1m from the source.

4.5 Predicted specific sound levels

- 4.5.1 Specific sound levels at the most affected receptor location are as follows:

Time	Predicted specific level	Background sound level	Difference
Daytime	28 dB L_{Aeq}	43 dB $L_{AF90,15mins}$	-15 dB
Night-time	20 dB L_{Aeq}	37 dB $L_{AF90,15mins}$	-17 dB

Table 4-2 Summary of specific sound levels

4.6 Predicted rating levels

4.6.1 BS 4142 requires that decibel corrections be added to the specific sound level if the sound contains unusual acoustic characteristics. The corrected sound level is the rating level.

4.6.2 Tonality, impulsivity, and intermittency are considered separately for application of decibel corrections, as follows:

- **Tonality** – Noise from proposed PURY and Qton units will typically be airflow noise when they are operating at maximum duty, which is broad-band in character and therefore not expected to contain noticeable tonal qualities. However, ASHPs are known to sometimes be perceived as tonal, particularly when fan noise is not dominant, due to components such as compressors. A precautionary correction of +2 dB has been applied to reflect a “just perceptible” tonal quality.
- **Impulsivity** – When properly maintained, noise from the proposed units are not expected to exhibit impulsive characteristics, therefore no impulsivity correction has been applied.
- **Intermittency** – The duty of each individual PURY ASHP will vary depending on the demand placed on the system by hotel occupants. The equipment operates with gradual stop starts, so it is unlikely that a distinct intermittent characteristic would be noticeable at the neighbouring properties. However, a + 3 dB correction has been applied to account for this possibility.

4.6.3 The BS 4142 rating level will therefore be 5 dB higher than the specific sound level.

4.6.4 BS 4142 rating sound levels during typical worst-case operation (i.e. with all ASHPs running at design duty including temporary ASHPs) are predicted at each receiver as follows:

Time	Predicted rating level	Background sound level	Difference
Daytime	33 dB L_{Ar}	43 dB $L_{AF90,15mins}$	-10 dB
Night-time	25 dB L_{Ar}	37 dB $L_{AF90,15mins}$	-12 dB

Table 4-3 Summary of rating levels during typical worst-case ASHP operation

4.7 Context & uncertainty

- 4.7.1 The new noise sources are considered to have a similar character to those making up the existing ambient sound environment at the site (pre-existing local building services equipment). The background sound is largely made up of distant road traffic noise, which can also be considered to be similar as it is steady and broad-band.
- 4.7.2 The character corrections added to the assessment have been applied as a precautionary measure, where tonality and intermittency are not expected to be noticeable at the receptor during normal operation. This is considered to provide an additional margin within the assessment for the source being perceived as 'distinguishable' against the background sound.
- 4.7.3 The assessment scenario assumes all plant is operating at maximum design duty, simultaneously. This reflects a scenario in which all rooms served by ASHPs are occupied and demanding maximum air conditioning from the system simultaneously as well as the kitchen demanding maximum ventilation. At all other times, the noise level emitted by the ASHPs will be lower.
- 4.7.4 Based on the above, no further corrections or adjustments are considered necessary owing to context or uncertainty associated with the assessment.
- 4.7.5 No data was available at the time of writing for breakout noise from the Air-Handling Unit (AHU) casing. In Scotch Partners' experience, this is typically at least 4 dB quieter than the the inlet noise. Allowance has been made in the calculation for this based on a -4 dB difference, and given the wide margin available below the background sound level, it is not expected to change the outcome of the assessment.

4.8 Assessment of noise impact

- 4.8.1 At the most affected receiver, the predicted rating level is 10 dB below the lowest measured background noise level, in the worst-case operating scenario. This is an indication of a **low impact** according to BS 4142.

5 Noise ingress to guestrooms

5.1 Introduction

- 5.1.1 Newly formed guestrooms are to be built to comply with the Premier Inn Specification regarding external noise intrusion. This requires the following:

Period	Noise Level
Daytime (07:00–23:00)	35 dB $L_{Aeq,1hour}$
Night-time (23:00–07:00)	30 dB $L_{Aeq,1hour}$ 42 dB L_{AFmax}^*

**The maximum criterion applies to all vehicle and railway train passbys and all aircraft flyovers. It also applies to the noise from all street activities including those associated with patrons attending and leaving adjacent, neighbouring or connected entertainment venues; noise associated with commercial and industrial neighbouring premises including delivery activities and process equipment; seagulls and church bells. Genuinely infrequent and unpredictable sources of noise such as car alarms occurring no more than twice a night are excluded.*

Table 5-1: Internal background noise level requirements for guestrooms (Premier Inn brand standards)

5.2 Calculation of noise ingress

- 5.2.1 The level of noise ingress into a space is a function of the external noise levels, façade constructions and the volume and soft furnishings within the space.
- 5.2.2 Composite sound reduction calculations have been undertaken in accordance with the principles in BS 12354-2 incorporating all spectral noise survey data and based on dimensions shown in the latest architectural plans.
- 5.2.3 The worst-case room has been identified as one on the south-west corner of the extension, on the first floor overlooking the roundabout. This has the highest ratio of façade to internal floor area, resulting in a greater radiating area for noise ingress. All other newly-formed guestrooms would be less impacted owing to lower noise levels and/or less area of façade for noise ingress.
- 5.2.4 Noise survey results have been adjusted by +3 dB (maxima) and +1 dB (average) to account for the guestroom window being closer to the road than the noise survey microphone (7.7m vs 11m). The adjustments are calculated based on point and line source propagation principles for maximum and average noise levels, respectively.

5.3 Envelope sound insulation

5.3.1 The following façade element sound insulation performances are recommended as a minimum for the control of noise ingress to comply with the commercial brand standard requirements outlined in 5.1.

5.3.2 A specification is given separately for glazing and opaque areas.

Item	Sound reduction (dB R) / Octave band centre frequency (Hz)								Single-figure
	63	125	250	500	1k	2k	4k	8k	
Glazing	28	38	43	47	50	50	50	50	52 dB R_w
Opaque	37	41	46	51	53	50	50	50	50 dB R_w

Table 5-2 Sound reduction performances recommended for adequate control of noise ingress

5.3.3 Note that glazing performances do not include the effects of framing loss, but an allowance has been made such that the requirements may be expected to be met with losses in-situ of up to 2 dB (a typical assumption). The above values therefore represent necessary laboratory performance for the glass only.

5.4 Envelope construction

5.4.1 The glazing build-up outlined below is expected to meet the glazing sound insulation performances in Table 5-2. It is understood that triple glazing is generally preferred for thermal insulation reasons in typical Premier Inn designs, though it is also possible to achieve the necessary performances with alternative build-ups including double or secondary glazed systems. Alternative constructions would need to be reviewed by the client's acoustic consultant.

- 8.5mm acoustic laminate glass (44.1)
- 14mm cavity
- 10mm glass
- 14mm cavity
- 20mm acoustic laminate glass (1010.1)

5.4.2 The performance recommendations for opaque (i.e. non-glazed) façade portions may be expected to be met with a typical cavity masonry wall construction, noting that an additional mass layer may be required to inner plasterboard linings (such as cementitious board) to achieve the low-frequency performances.

5.4.3 These wall configurations are considered to be readily achievable and can be developed during the design stage.

5.5 Ventilation

- 5.5.1 It is assumed that ventilation is to be provided to guestrooms via individual MVHR units. The typical Premier Inn MVHR design includes attenuation where ducts connect to the façade, so that noise ingress via the duct is adequately controlled.
- 5.5.2 It is recommended that a rigid in-duct attenuator is allowed for in intake and exhaust ducts in guestrooms. Attenuators should be installed as close to the façade connection as possible, to reduce the amount of noise breaking out from the duct.
- 5.5.3 Initial calculations suggest an attenuator length of 1m should be allowed for at this stage in the worst-case bedrooms (i.e. those closest to the roundabout), but this is subject to detailed calculations.

6 Conclusion

- 6.1 The proposed new extension at Premier Inn Horsham North (Horsham Station) has been assessed in terms of noise intrusion and noise emissions, in line with Local Authority and commercial requirements.
- 6.2 It is expected that the current building services plant proposals will have a low impact on all nearby noise-sensitive receivers following an assessment carried out in accordance with British Standard 4142.
- 6.3 Newly-formed guestrooms can readily comply with the Premier Inn Specification's external noise ingress limits with constructions outlined in this report. These limits are more onerous than typical industry guidance and therefore achieving the Premier Inn Specification criteria is expected to demonstrate compliance with the Combined Sussex authorities' *Planning Noise Advice Document*.
- 6.4 The proposals are therefore expected to be compliant with Horsham, Sussex, and national planning policy regarding noise.

