

Acoustic South East



Noise Impact Assessment – BS4142

Client:	Coles Automotive Ltd
Site Address:	Shoreham Rd, Henfield, BN5 9SE.
Reported By:	Josh Robinson AMIOA
Date Written:	09/06/2026
	Issue 1
ASE Project Ref:	J4210

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Report by: Josh Robinson AMIOA

Checked by: Scott Castle BSc(Hons) MCIEH CEnvH MIOA

Issue 1	09/06/2026
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1 Introduction and Executive Summary

Acoustic South East have been appointed to undertake a noise impact assessment relating to a planning application being made by the client to Horsham District Council. The application is for a change of use from B8 (Storage & Distribution) to B2 (General Industrial) which will be car repairs and MOT class 7 at Coles Automotive, Unit 2, East Unit, Southdown Enterprise Park, Shoreham Rd, Henfield, BN5 9SE. A BS4142:2014 assessment is required for the application.

Standards and guidance referenced for this assessment include:

- BS4142:2014-A1:2019 - Methods for rating and assessing industrial and commercial sound
- Planning Noise Advice Document Sussex dated November 2023

The purpose of this assessment is to assess any noise effects the Garage may have when considering the existing nearby residential noise sensitive receptors (NSRs).

L_{A90} background sound levels have been measured at the nearest NSR, (Paddock Wood) located approximately 129 metres from the Garage. As Coles Automotive does not yet operate at Enterprise Park, an internal long-term measurement was taken at the Client's existing MOT garage located at Brown's Meadow in Edburton, to measure a representative operational period of commercial sound.

Noise levels for the daytime standards and guidelines are detailed in a local planning guidance document which Horsham District Council are a signatory to. No night time periods have been assessed due to no overnight work taking place.

Two class 1 sound level meters were installed. One at the proposed site's nearest NSR between the 30th April and the 6th May 2026, to identify the external soundscape and measure the L_{A90} background sound pressure levels. The second, taking place between 6th to the 11th of May 2026, was to measure the internal sound pressure levels of Coles Automotive's existing garage.

The measured $L_{A90, 15\text{-Minute}}$ of the weekday period, for the proposed hours of operation is 50 dB. For both the Saturday and Sunday, the $L_{A90, 15\text{-Minute}}$ of the proposed hours of operation is 35 dB. The measured internal sound pressure level of the Brown's Meadow garage is $L_{Aeq, 10\text{-Hour}}$ is 71 dB.

Additional on-site breakout measurements were undertaken at the proposed site to establish the SRI of the new Garage's shutter doors.

The results of the survey and assessment show that the Rating Level generated by the Garage with its shutters closed, when considered at the worst-case Noise Sensitive Receptor (Paddock Wood), is 68 dB below the representative L_{A90} Background Level. This is during the Garage's weekday 07:00 to 20:00 hours of operation. For the hours of operation on Saturday and Sunday (07:00 – 18:00 & 09:00 – 14:00 respectively), the Rating level is 53 dB below background. This results in no impact likely, depending on context according to BS4142:2014. This would be considered inaudible at the NSR.

With the Garage's shutters open, the Rating Level is 27dB below the L_{A90} Background Level during the weekday hours of operation and 12 dB below during the weekend hours of operation. This is also considered inaudible and results in no impact likely depending on context according to BS4142:2014.

Based on the assessment findings and taking into account the relevant national and local planning policies, the proposed garage use does not provide any cause for concern.

It is recommended that planning consent should not be refused on noise grounds.

2 Context and Noise Criteria

2.1 Site Description & Context

The proposed site is Unit 2, East Unit at Southdown Enterprise Park, Shoreham Rd, Henfield, BN5 9SE. It is comprised of three connected adjacent units. Unit 2 is the middle unit where the new MOT bay is proposed to be located. The South unit (unit 3) is to serve as the office, reception, and for servicing. The North most Unit (unit 1) will not be occupied by the Client.

The unit is located on a busy industrial estate which is adjacent to Henfield Business Park to the immediate East. To the south of the industrial estate, The Old Brickworks, is occupied by Gardner & Scardfield Building Merchants and Edburton Civil Engineers. The A2037 is a busy road that sees heavy usage by industrial vehicles accessing the Old Brickworks industrial site to the South.

There is no line of sight between the proposed garage and the nearest NSR.

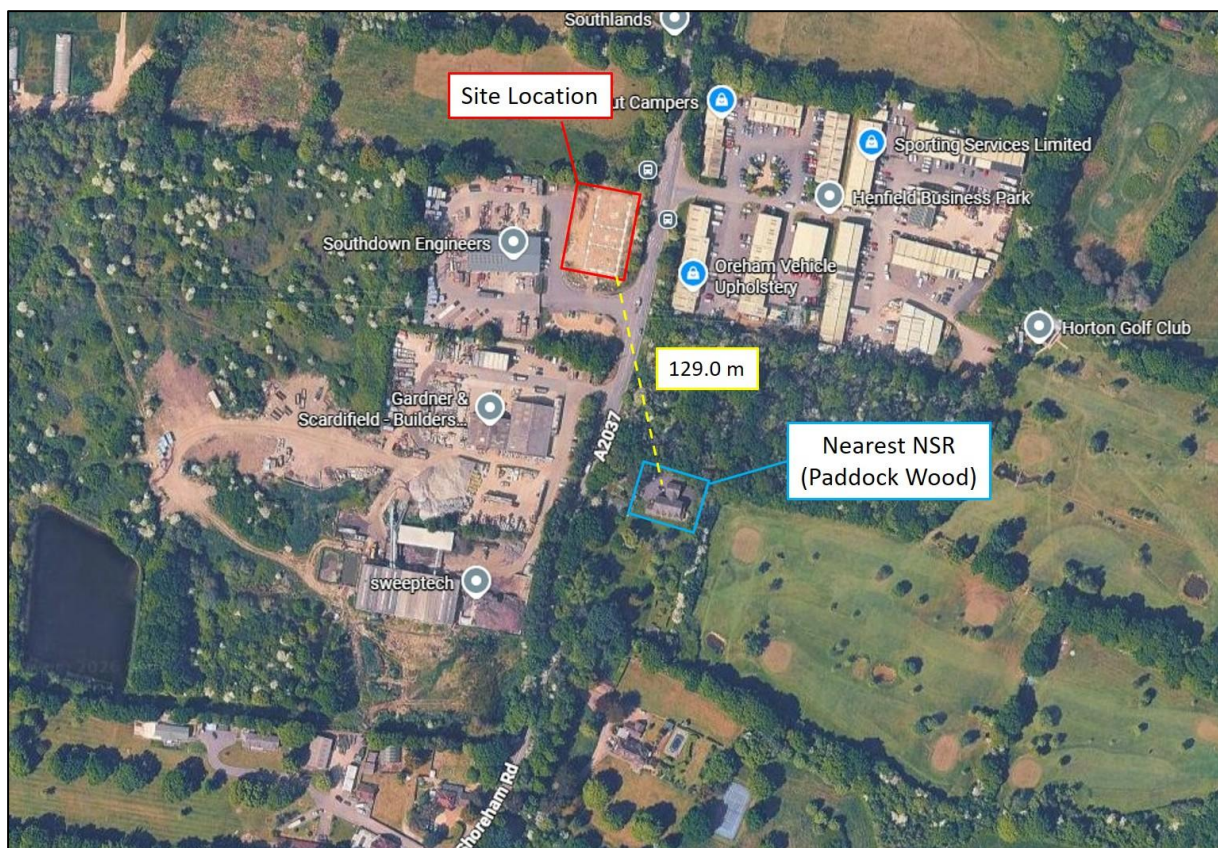


Figure 1. Site Location

2.2 Proposed Type of Work

The Client has informed ASE that the work undertaken at the site is to be car repairs, servicing, MOTs and tyre changes. Both combustion-engine and electric vehicles are to be worked-on. The Client has stated that commercial vehicles will continue to take place at the existing Browns' Meadow site in Edburton.

2.3 Nearest Residential Receptor

The nearest residential receptor is approximately 129 metres from the South East corner of the site, located at Paddock Wood.

2.4 Garage Hours of Use

The client has informed ASE that the proposed hours of use are 07:00 – 20:00 Monday to Friday. Weekend hours are 07:00 – 18:00 on Saturday and 09:00 – 14:00 on Sunday.

2.5 Soundscape

The soundscape at the nearest NSR was subjectively dominated by a mix between road traffic noise from the A2037 (which included notable heavy freight) and industrial sounds from the nearby building contractors.

2.6 National Planning Policy

2.6.1 National Planning Policy Framework (Dec 2024)

The National Planning Policy Framework (Dec 2024) defines the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so.

The following paragraphs are relevant within NPPF Section 15 (Conserving and enhancing the natural environment) states the following:

Paragraph 187(e) - Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability, and

Paragraph 198 - Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

- a) mitigate and reduce to a minimum potential adverse impact resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;
- b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and

Paragraph 200– Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs). Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

2.7 Local Planning Guidance – Planning Noise Advice Document Sussex, Nov 2023

Several Local Planning Authority ('LPA') departments have collaborated to create the Planning Noise Advice Document Sussexⁱ which Horsham District Council is signatory to. The document details relevant standards that should be referred to when completing a noise impact assessment.

2.8 BS4142(2014+A1:2019): Method for rating and assessing industrial and commercial sound

This document provides a means of assessing the impact of industrial or commercial sound upon nearby noise-sensitive receptors, including residential properties.

It does this by comparing the Rating Level of the noise from the industrial or commercial source with the pre-existent L_{90} background noise level affecting the same noise-sensitive premises. The Standard provides guidance that:

- a) Typically, the greater the difference, the greater the magnitude of the impact.
- b) A difference of around +10dB or more is likely to be an indication of a significant adverse impact, depending on the context.
- c) A difference of around +5dB is likely to be an indication of an adverse impact, depending on the context.
- d) The lower the rating level is relative to the measured background sound level, the less likely it is that the specific sound source will have an adverse impact or a significant adverse impact. Where the rating level does not exceed the background noise level, this is an indication of the specific sound source having a low impact, depending on the context.

3 Noise Survey Baseline Conditions & Results

A survey of the site soundscape was carried out between 30th April to the 6th February 2026 to measure the existing background sound pressure levels experienced by the nearby receptors to the site.

A second long term survey was undertaken at Coles Automotive's existing MOT garage to measure a representative internal sound pressure level. This was undertaken between 6th and 11th of May 2026.



Figure 2. Survey Overview

3.1 Unattended Noise Survey Details.

3.1.1 LT1



Figure 3. LT1 – Close to NSR, Paddock Wood.

Survey(s) carried out by	Josh Robinson AMIOA
Equipment Used	LT1: Svantek 971 Class 1 Sound Level Meter, Serial: 133641 – Mounted on tripod
Equipment Used	Norsonic Acoustic Calibrator – Serial No. 31083
Location	LT1 – 2.1m from ground. LT1: W3W: wages.smothered.gossiped
Duration	30 th of April to the 6th of February
Weather	Variable temperatures, mostly dry, variable windspeeds generally less than 5m/s

Table 1. LT1 Survey Details

3.1.2 LT2



Figure 4. LT2 - Internal MOT Garage (Brown's Meadow)

Survey(s) carried out by	Josh Robinson AMIOA
Equipment Used	LT2: 01dB Symphonie Class 1 Sound Level Meter, Serial: 00941 – Mounted on tripod
Equipment Used	Norsonic Acoustic Calibrator – Serial No. 31083
Location	LT1 – 1.8m from ground. LT1: W3W: eggs.songbook.switched
Duration	6 th to the 11 th of May 2026
Weather	Internal ambient conditions. Variable temperatures.

Table 2. LT2 Survey Details

All noise levels in this report are free-field, fast time weighted and A-weighted levels, unless stated otherwise.

3.2 Long-Term Sound Survey Results Summary

The results from the LT1 measured survey position show that the measured $L_{A90, 15\text{-Minute}}$ for the proposed hours of weekday operation (08:00 – 20:00) is 50 dB. The weekend hours of operation are 35 dB. The survey data has been used to calculate the most commonly occurring (modal) background sound pressure levels ($L_{A90, 15\text{min}}$) for the Garage's hours of operation seen below in Table 3. Please see the Appendix for modal graph data.

Please note that as the Saturday and Sunday modal $L_{A90, 15\text{-minute}}$ results are both 35 dB, the weekend period will be assessed together.

LT1 - Survey Results - $L_{A90, 15\text{-minute}}$.	
Time Period	Modal Average- $L_{A90, 15\text{minutes}}$
$L_{A90, 15\text{-Minute}}$ dB (07:00 – 20:00)	50
$L_{A90, 15\text{-Minute}}$ dB (07:00 – 18:00)	35
$L_{A90, 15\text{-Minute}}$ dB (09:00 – 14:00)	35

Table 3. LT1 – L_{A90} Modal Average.

The measured survey results for LT2 within the current operational garage at Brown's Meadow are seen below in Table 2. Please note that the weekend data was omitted from the data presented in Table 4, as the garage at Brown's Meadow lists its weekend opening hours as 09:00 – 13:00 on Saturday and by appointment on Sunday.

LT2 - Survey Results - (08:00 - 18:00)		
Day	Date	$L_{Aeq 10\text{-Hour}}$
Thu	07/05/2026	72.1
Fri	08/05/2026	71.8
Mon	11/05/2026	69.1
AVERAGE:		71.0

Table 4. LT2 – Daytime $L_{Aeq, 10\text{-Hour}}$

3.3 Sound Breakout Measurement

As the acoustically weakest point in terms of sound reduction, a breakout sound measurement was undertaken of the new unit's shutter door to establish its level of effective sound reduction. The door measured was a metal roller shutter.

Shutter doors - Level Difference - dB			
	Inside	Outside	Difference
$L_{Aeq, 1\text{-Minute}}$	100.2	71.4	28.8

Table 5. Measured SRI of Shutter Door

The results show that the new unit's shutter door provides 29 dB of sound reduction when rounded to the nearest whole number.

3.4 Specific Sound Level

The BS4142 assessment requires a specific sound level. This has been obtained by taking the representative $L_{Aeq, t}$ measured at the existing MOT garage at Brown's Meadow and subtracting the SRI measured by the breakout test at the new unit.

The average $L_{Aeq, 10\text{-Hour}}$ is 71 dB. The measured SRI of the shutter door is 29 dB.

There is approximately 129 metres between the proposed garage unit and the Paddock Wood NSR.

On site measurements of the unit were taken. The Unit wall with the shutter door in it was measured as 6.90m high, 11.9m wide.

Using the distance attenuation calculations from the Little Red Book of Acousticsⁱⁱ the following has been calculated.

- No attenuation will occur from 1.0 metre to a / π
- Line Source (10log) attenuation will occur between a / π to b / π
- Point Source (20log) attenuation will occur from b / π to the receiver (r)

Smallest Dimension (a) = 6.9m

Other Dimension (b) = 11.9m

Distance to receiver (r) = 129m

The following was calculated:

$$6.2 / \pi = 1.97$$

$$11.9 / \pi = 3.78$$

$$\text{Total distance to NSR} = 129\text{m}$$

$$129 - (1.97 + 3.78) = 123.25\text{m}$$

$$65 - 29 = 36 \text{ (SRI of garage door)}$$

$$36 - 6 = 30 \text{ (attenuation for transition from façade to freefield)}$$

No attenuation occurs from 1m to a / π

a / π to b / π (Line Source Attenuation):

$$30 - 10\log(3.78) = 24.2$$

b/ π to receiver (Point Source Attenuation):

$$24.2 - 20\log(123.25) = -17.6 \text{ dB}$$

With the garage door open:

Given the size of the garage shutter door when open, the sound pressure level emission from the opening would act like a point source instead of a plane source.

$$71 - 6 = 65 \text{ (attenuation for transition from façade to freefield)}$$

$$65 - 20\log(129) = 22.8$$

The predicted Specific Sound Level from the proposed unit is -17.6dB. This is considered inaudible.

If the shutter door were to be open instead of closed, then using the same calculation would result in an $L_{Aeq, 10\text{-Hour}}$ of 22.8 dB at the Paddock Wood NSR.

4 BS4142:2014 Assessment

The BS4142:2014 assessment has considered using the worst case and highest predicted external sound pressure level at the closest receptor. In this instance, this equates to the NSR at Paddock Wood on the A2037.

The proposed hours of use as described in section 2.4 have been used in the assessment. Two assessments have been undertaken. One for the Monday to Friday weekday period and one for the Saturday and Sunday weekend period. Please note that the weekend period has been assessed together.

There is no direct line of sight between the Paddock Wood NSR and the proposed site.

The existing soundscape is dominated by industrial sounds from the nearby industrial and commercial estates. At such low levels the predicted sound pressure levels will not be adding to the soundscape.

4.1 Character Corrections

The noise modelling approach provides only a Specific Sound Level. For the purposes of a robust report, the specific sound level may have character corrections applied when appropriate. This is to ensure that the perceived nature of the sound is weighted appropriately. BS4142 lists 4 types of character corrections, tonality, impulsivity, intermittency and other. This then becomes the "Rating Level"

As the Specific Sound Level is considerably below the measured Background Sound Level, no character corrections have been applied.

4.2 BS4142:2014-A1:2019 Assessment

It is important to differentiate between Rating Level and Specific Sound Level. Certain acoustic features can increase the likelihood of complaint (see section 5.1 above).

4.2.1 Monday – Friday

Daytime. 07:00 - 20:00			
Results	Measurement Parameter		Relevant Clause
Specific sound level	$L_{Aeq(T)}$	-18	7.3.4
On time corrected value	Not Applied	0	
Acoustic feature correction	None	0	9.2
Rating level	$L_{Ar,Tr}$	-18	9.2
Background sound level	$L_{A90(T)}$	50	8
Excess of rating level over/under background sound level		-68	11
Assessment indicates:	No impact, depending on context		11
Uncertainty of the assessment	Discussed		10

Table 6. Weekday assessment, with shutter closed.

Daytime. 07:00 - 20:00			
Results	Measurement Parameter		Relevant Clause
Specific sound level	$L_{Aeq(T)}$	23	7.3.4
On time corrected value	Not Applied	0	
Acoustic feature correction	None	0	9.2
Rating level	$L_{Ar,Tr}$	23	9.2
Background sound level	$L_{A90(T)}$	50	8
Excess of rating level over/under background sound level		-27	11
Assessment indicates:	No impact, depending on context		11
Uncertainty of the assessment	Discussed		10

Table 7. Weekday assessment, with shutter open.

4.2.2 Saturday & Sunday

Daytime. 07:00 - 18:00 & 09:00 – 14:00			
Results	Measurement Parameter		Relevant Clause
Specific sound level	$L_{Aeq}(T)$	-18	7.3.4
On time corrected value	Not Applied	0	
Acoustic feature correction	None	0	9.2
Rating level	$L_{Ar,Tr}$	-18	9.2
Background sound level	$L_{A90}(T)$	35	8
Excess of rating level over/under background sound level		-53	11
Assessment indicates:	No impact, depending on context		11
Uncertainty of the assessment	Discussed		10

Table 8. Weekend assessment, with shutter closed.

Daytime. 07:00 - 18:00 & 09:00 – 14:00			
Results	Measurement Parameter		Relevant Clause
Specific sound level	$L_{Aeq}(T)$	23	7.3.4
On time corrected value	Not Applied	0	
Acoustic feature correction	None	0	9.2
Rating level	$L_{Ar,Tr}$	23	9.2
Background sound level	$L_{A90}(T)$	35	8
Excess of rating level over/under background sound level		-12	11
Assessment indicates:	No impact, depending on context		11
Uncertainty of the assessment	Discussed		10

Table 9. Weekend assessment, with shutter open

4.3 Discussion

Acoustic South East have been informed by the client that the hours of operation are:

- Monday to Friday: 07:00 – 20:00.
- Saturday: 07:00 – 18:00.
- Sunday: 09:00 – 14:00.

Modal $L_{A90, 15\text{-Minute}}$ backgrounds have been generated using the survey results. Please see Table 3.

The proposed hours of operation for the weekend days differ. This would ordinarily require a separate assessment for both, however the Saturday and Sunday $L_{A90, 15\text{-minute}}$ were compared and it was found that the worst-case modal occurrence across each day was 35 dB $L_{A90, 15\text{-Minute}}$. The assessment has therefore used this worst-case Background Sound Level for the whole weekend period and assessed them together. Please see Figures 6 & 7 in the Appendix for the $L_{A90, 15\text{-Minute}}$ modal graph data of both periods.

For the Monday to Friday hours of operation, As Table 6 shows, the Rating Level is 68 dB below the background sound pressure level with the shutters closed. This is considered inaudible at the nearest NSR. As Table 7 shows, if the shutters were to be open, then the predicted Rating Level would be 27 dB $L_{Ar,Tr}$. With this also being significantly below background, this is also considered inaudible at the nearest NSR.

For the Saturday and Sunday hours of operation, As Table 8 shows, the Rating Level is 53 dB below background level with the shutters closed. Table 9 shows if the shutters were to be open, then the predicted Rating Level would be 12 dB below the background sound level. Both of these are also below background and considered inaudible at the nearest NSR.

The Planning Noise Advice Document Sussexⁱⁱⁱ states that the Rating Levels of industrial sound should not be greater than the representative background (where applicable). The Rating Levels calculated in this assessment would comply with the document.

4.4 Context and Uncertainty.

The MOT Garage is not the only commercial sound source on site. There is a significantly large construction contractor site closer to the Paddock Wood receptor than the proposed MOT garage. Contextually, the new MOT garage will not be the dominant sound source when compared to the noise generated by the Old Brickworks and the A2037.

There is no direct line of sight between the Paddock Wood NSR and the proposed site.

The class 1 sound level meters were calibrated before and after measurements, with no drift occurring.

A representative internal measurement of the Client's existing MOT garage was used as the Specific Sound Level for the assessment

The effective SRI of Garage's shutter doors were measured on site.

The existing soundscape is dominated by industrial sounds from the nearby industrial and commercial estates. At such low levels the predicted sound pressure levels will not be adding to the sound scape.

5 Conclusion

Noise levels for the daytime standards and guidelines are detailed in a local planning guidance document which Horsham District Council are a signatory to. No night time periods have been assessed due to no overnight work taking place.

Two class 1 sound level meters were installed. One at the proposed site's nearest NSR between the 30th April and the 6th May 2026, to identify the external soundscape and measure the L_{A90} background sound pressure levels. The second, taking place between 6th to the 11th of May 2026, was to measure the internal sound pressure levels of Coles Automotive's existing garage.

The measured $L_{A90, 15\text{-Minute}}$ of the weekday period, for the proposed hours of operation is 50 dB. For both the Saturday and Sunday, the $L_{A90, 15\text{-Minute}}$ of the proposed hours of operation is 35 dB. The measured internal sound pressure level of the Brown's Meadow garage is $L_{Aeq, 10\text{-Hour}}$ is 71 dB.

Additional on-site breakout measurements were undertaken at the proposed site to establish the SRI of the new Garage's shutter doors.

The results of the survey and assessment show that the Rating Level generated by the Garage with its shutters closed, when considered at the worst-case Noise Sensitive Receptor (Paddock Wood), is 68 dB below the representative L_{A90} Background Level. This is during the Garage's weekday 07:00 to 20:00 hours of operation. For the hours of operation on Saturday and Sunday (07:00 – 18:00 & 09:00 – 14:00 respectively), the Rating level is 53 dB below background. This results in no impact likely, depending on context according to BS4142:2014. This would be considered inaudible at the NSR.

With the Garage's shutters open, the Rating Level is 27dB below the L_{A90} Background Level during the weekday hours of operation and 12 dB below during the weekend hours of operation. This is also considered inaudible and results in no impact likely depending on context according to BS4142:2014.

Based on the assessment findings and taking into account the relevant national and local planning policies, the proposed garage use does not provide any cause for concern.

It is recommended that planning consent should not be refused on noise grounds.

6 Appendix

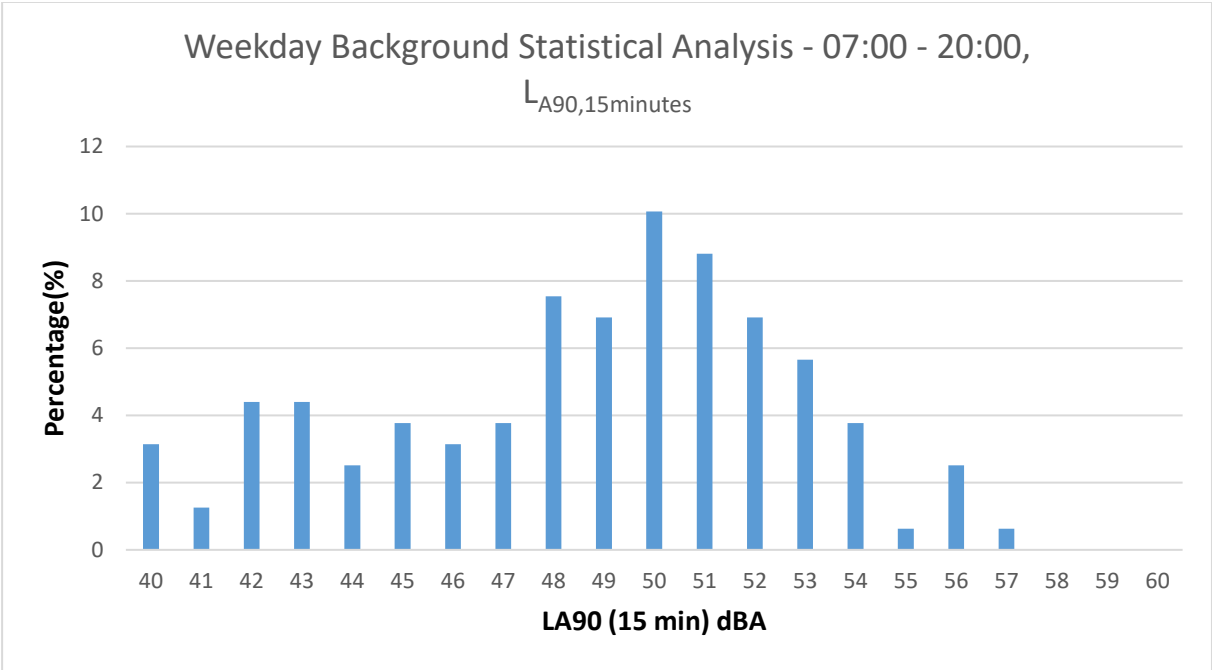


Figure 5. Weekday - $L_{A90, T}$ (Hours of Operation)

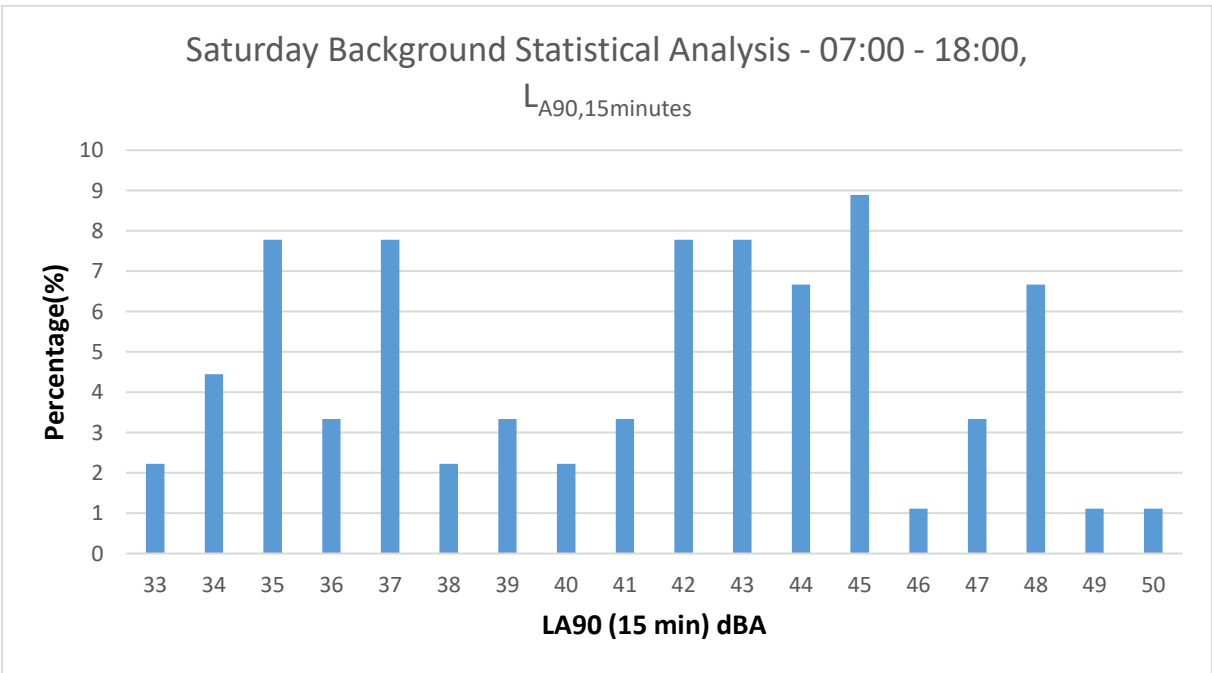


Figure 6. Weekend - $L_{A90, T}$ (Saturday Hours of Operation)

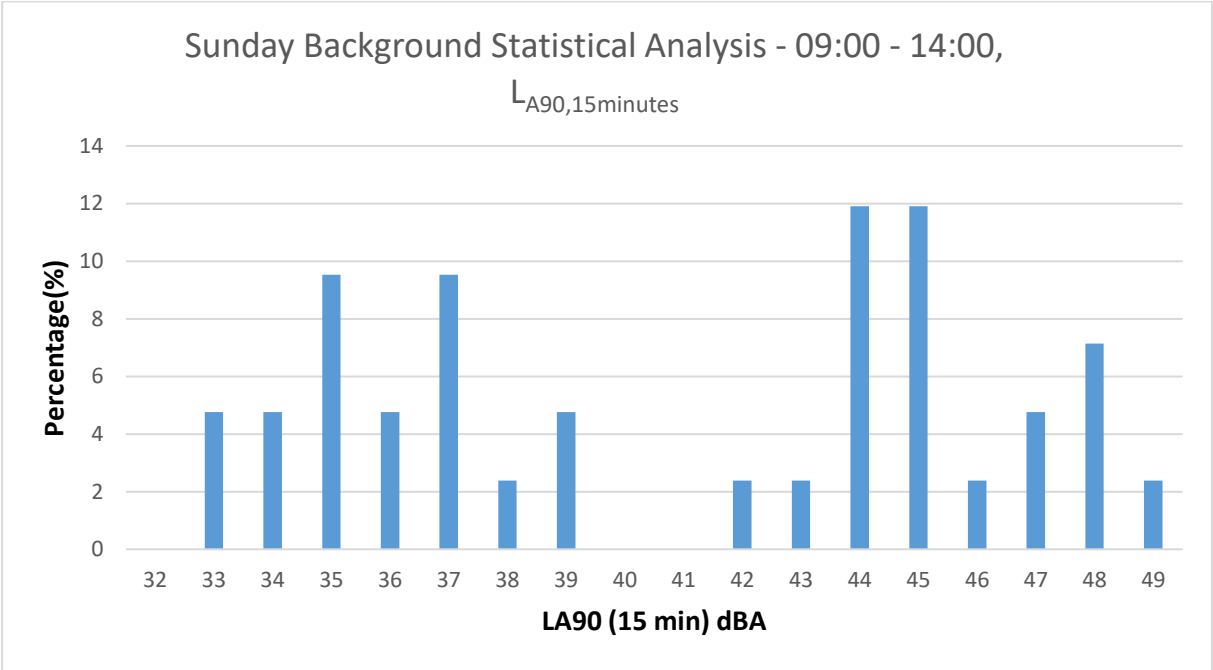


Figure 7. Weekend - $L_{A90,T}$ (Sunday Hours of Operation)

7 References

ⁱ *Sussex Planning Noise Advice Document (November 2023)*

ⁱⁱ *The Little Red Book of Acoustics. Blue Tree Acoustics (2013)*