

P146

Lagnersh House Holiday Site

Noise Impact Assessment Report

Lagnersh House Holiday Site

Version P01

25 June 2026

Issued by PJ of Veas Acoustics



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1. Introduction

Veas Acoustics has been commissioned by Lagnersh House Holiday Site to undertake a noise impact assessment in support of a revised planning proposal for the site at Lagnersh House Holiday Site, Lower Bognor Road, Lagness.

The site benefits from an existing planning permission for the seasonal use of the land as a campsite for up to 50 tents, touring caravans and motorhomes for a maximum of 60 consecutive days per calendar year. The proposed development seeks to replace this consent with a lower-density accommodation use comprising 10 self-contained lodges operated on a seasonal basis using the existing site access. As part of the proposal, the existing campsite planning permission would be relinquished through an appropriate legal agreement.

The principal planning issue identified by Arun District Council relates to the potential impact of vehicle movements using the existing access road on the residential amenity of nearby occupants, particularly at Lagnersh Barn. This report has therefore been prepared to quantify existing access-related noise and to undertake a comparative assessment of the access noise associated with the lawful fallback position and the proposed development.

This report presents the findings of an attended noise survey undertaken by Veas Acoustics together with an assessment of the measured vehicle pass-by events and a comparison of the predicted access-related noise arising from the existing lawful planning permission and the proposed seasonal lodge development.

2. Site Description

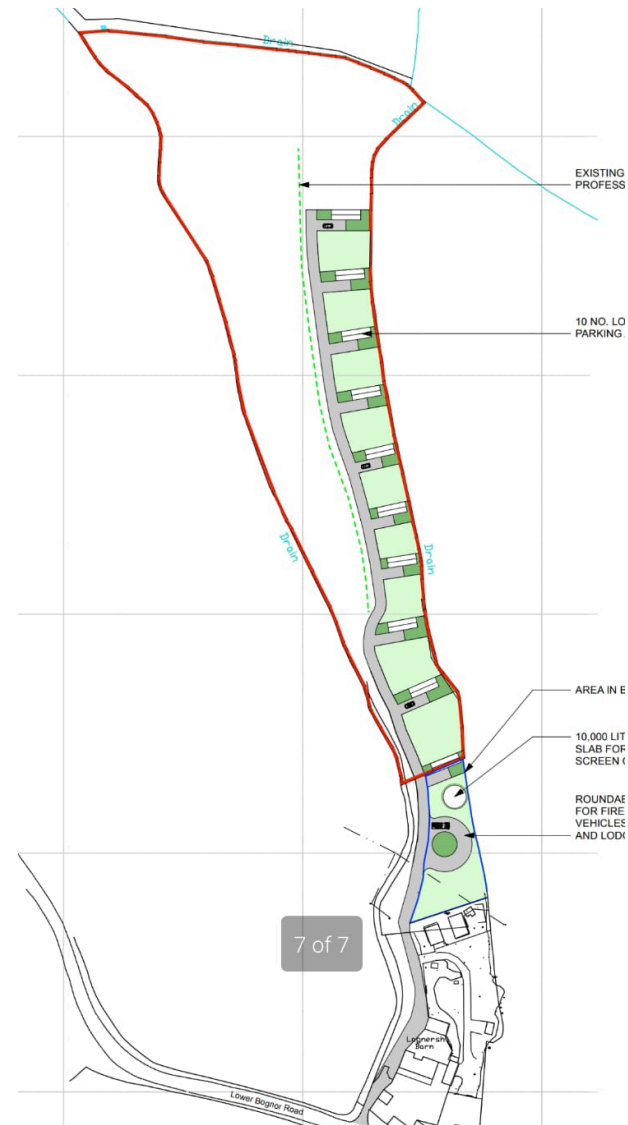
2.1. Existing Site

The site is located off Lower Bognor Road, Lagness, Chichester, PO20 1LW, within the administrative area of Arun District Council. It comprises an existing holiday park together with an adjoining field benefiting from planning permission for seasonal camping use. The surrounding area is predominantly agricultural with a limited number of nearby residential properties. Access is provided via a private access road from Lower Bognor Road, which passes in close proximity to Lagnersh Barn, the nearest noise sensitive receptor.

The existing access road to the site comprises of a combination of tarmac up to Lagnersh Barn and then shingle onwards into the site.

2.2. Proposed Development

The proposed development comprises the change of use of the existing camping field to provide 10 self-contained lodges for seasonal occupation. Access would continue to be provided via the existing private access road, with the existing planning permission for the seasonal campsite proposed to be relinquished through a legal agreement.



2.3. Noise Sensitive Receptors

The nearest Noise Sensitive Receptors (NSR's) to the proposed development have been identified through observations during site visits and through a desktop assessment.

The following table illustrates the approximate distance to the nearest sensitive receptors from the access road.

The nearest NSR has been identified to be NSR A. This receptor is the Barn which is not associated with the applicant.

NSR	Distance m	Description
NSR A	2	Lagnersh Barn
NSR B	20	Lagnersh House
NSR C	4	Park Home
NSR D	4	Park Home
NSR E	4	Park Home



3. Performance Requirements

The performance standards which have been considered as part of this assessment include the following.

3.1. National Planning Policy

3.1.1. National Planning Policy Framework (NPPF)

In summary the NPPF states that planning policies and decisions should:

Mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;

Further information relating to the NPPF is provided within the Appendix C.

3.1.2. Noise Policy Statement for England (NPSE)

In summary the NPSE outlines how noise is managed in England and should be read in conjunction with the NPPF to inform the planning process and decisions. NPSE aims to promote good health and good quality of life through noise management avoiding and mitigating adverse impacts of health and quality of life by balancing economic, social and environmental considerations.

Section 2.5 within NPSE advises that, For the purposes of the NPSE, ‘noise sources’;

- ‘environmental noise’ which includes noise from transportation sources;
- ‘neighbour noise’ which includes noise from inside and outside people’s homes; and

- ‘neighbourhood noise’ which includes noise arising from within the community such as industrial and entertainment premises, trade and business premises, construction sites and noise in the street.

NPSE aims to promote ‘the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:

- avoid significant adverse impacts on health and quality of life;
- mitigate and minimise adverse impacts on health and quality of life; and
- where possible, contribute to the improvement of health and quality of life

The NPSE also introduces three key noise effect levels which are discussed in the following table.

NOEL	No Observed Effect Level	The level below which no effect on health and quality of life is observed
LOAEL	Lowest Observed Adverse Effect Level	The level above which adverse effects on health or quality of life can be detected.
SOAEL	Significant Observed Adverse Effect Level	The level above which significant adverse effects on health or quality of life occur.

3.1.3. National Planning Policy Guidance - Noise (NPPG)

This provides guidance on the interpretation of the policy aims outlined within NPPF and introduces the concept of noise exposure hierarchy based upon average likely response and the noise effect levels introduced by NPSE.

3.2. Local Planning Policy

The assessment has considered relevant policies within the Arun Local Plan 2011-2031 and the Chichester Local Plan 2021-2039, as detailed in full within Appendix C.

The policies relevant to noise and environmental quality include:

- Policy D14 (Amenity): Development must not cause significant harm to the amenities of nearby occupiers, including from noise and vibration.
- Policy D15 (Environmental Quality), D16 (Pollution), and D21 (Air Quality): Proposals should avoid significant adverse effects on the environment and human health, incorporating mitigation to address potential impacts on air, water, and soil quality.
- Policy D17 (Residential Amenity): New residential development must provide a satisfactory standard of amenity, including protection from noise disturbances.
- Policy D18 (Development Management): Development should be designed and located to prevent significant harm to the environment or neighbours' amenity, with appropriate mitigation measures.
- Policy D19 (Agent of Change): Where development occurs near existing noise sources, applicants must demonstrate no significant harm to those uses and incorporate suitable mitigation to protect future occupiers from noise.
- Policy D20 (Environmental Protection) and D22 (Light Pollution): Developments should protect the natural environment and minimise light pollution.
- Policy D23 (Noise): Proposals should prevent significant noise pollution and include measures to protect future and neighbouring occupiers from noise disturbance.

These policies collectively require demonstration that noise impacts are adequately controlled to safeguard amenity and environmental quality, consistent with the principles of the Agent of Change and wider pollution control.

3.2.1. Planning Context

The site benefits from planning permission under application P/27/24/PL for the seasonal use of the land as a campsite for up to 50 tents, touring caravans and motorhomes for a maximum period of 60 consecutive days per calendar year.

Application P/6/25/PL for the siting of 18 seasonal shepherd's huts was subsequently refused by Arun District Council. In relation to noise, the principal reason for refusal was the impact of vehicle movements using the existing access road, which was considered to result in unacceptable noise disturbance, air pollution and loss of privacy to the occupants of Lagnersh Barn.

Accordingly, this assessment has been prepared to consider the potential access-related noise associated with the proposed development and to compare this with the existing lawful planning permission for the seasonal campsite.

3.3. Access Road Noise

There is no recognised British Standard or planning guidance that prescribes a methodology for assessing noise from occasional vehicle movements on private access roads serving small-scale developments. Whilst guidance such as the Design Manual for Roads and Bridges (DMRB) and the IEMA Guidelines for Environmental Noise Impact Assessment have been reviewed, these documents are primarily intended for highway schemes or Environmental Impact

Assessments involving continuous traffic flows and are therefore not considered directly applicable to the proposed development.

Accordingly, this assessment has been based on measured Sound Exposure Levels L_{AE} of individual vehicle pass-by events recorded during the environmental noise survey. The measured SEL values have been combined with predicted vehicle movements to calculate the equivalent continuous sound level ($L_{Aeq,T}$) for both the lawful and proposed development scenarios. These have then been combined with the measured residual sound level to determine the cumulative environmental noise level for each scenario.

4. Environmental Surveys

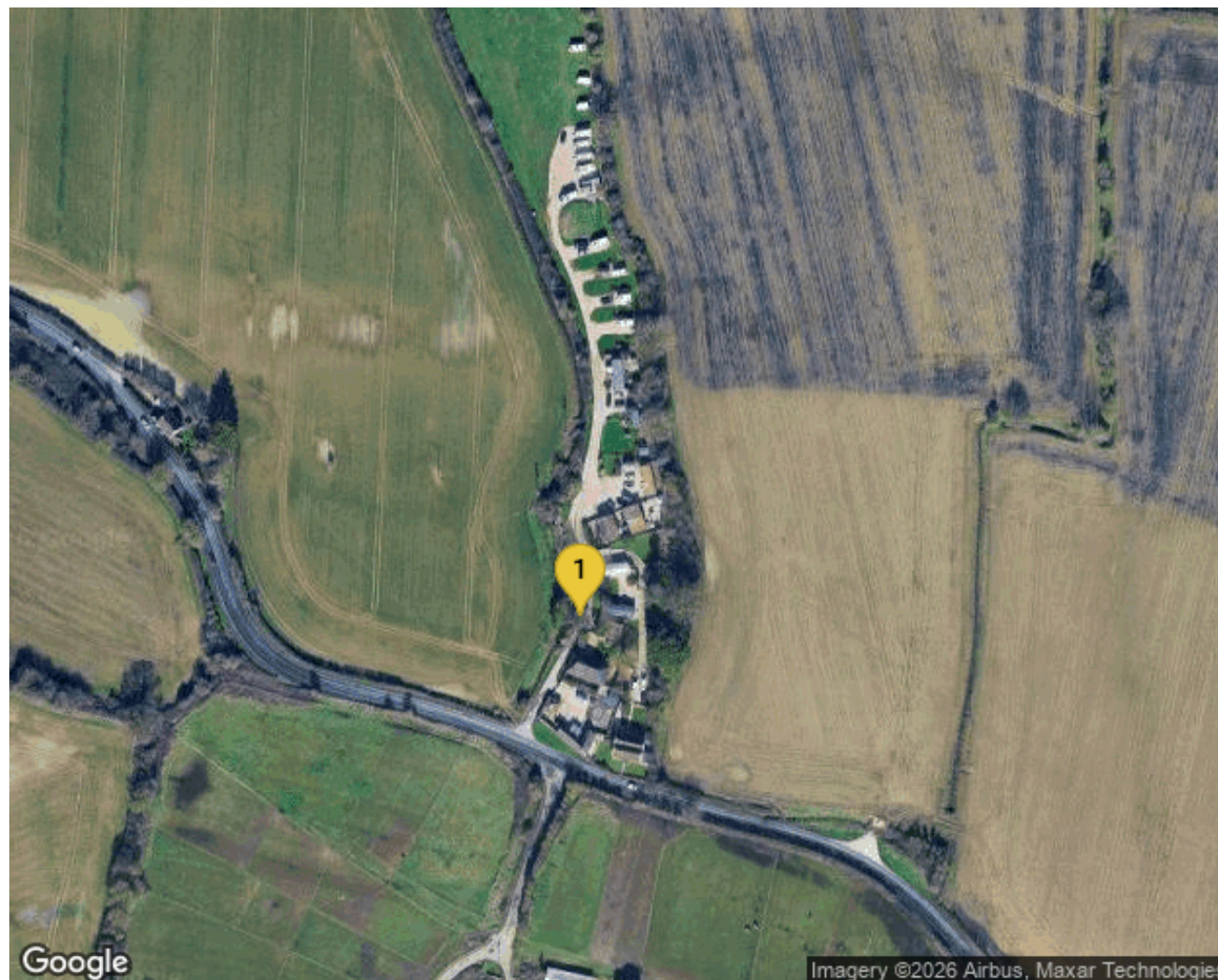
4.1. Noise Survey Methodology

An environmental noise survey was conducted on the site to quantify sound levels representative of the site, surrounding area and the nearest NSR's. The survey was conducted between 10:21 on the 22/05/2026 and 04:04 on the 29/05/2026 and consisted of one long term measurement position. Further details of the survey methodology and equipment are provided within Appendix D.

Measurement position 1 was considered to be representative of the nearest noise sensitive receptor to the access road, NSR A.

4.2. Measurement Positions

Pos.	Type	Coordinates
1	Long	50.798238000317674, -0.7208243948738733

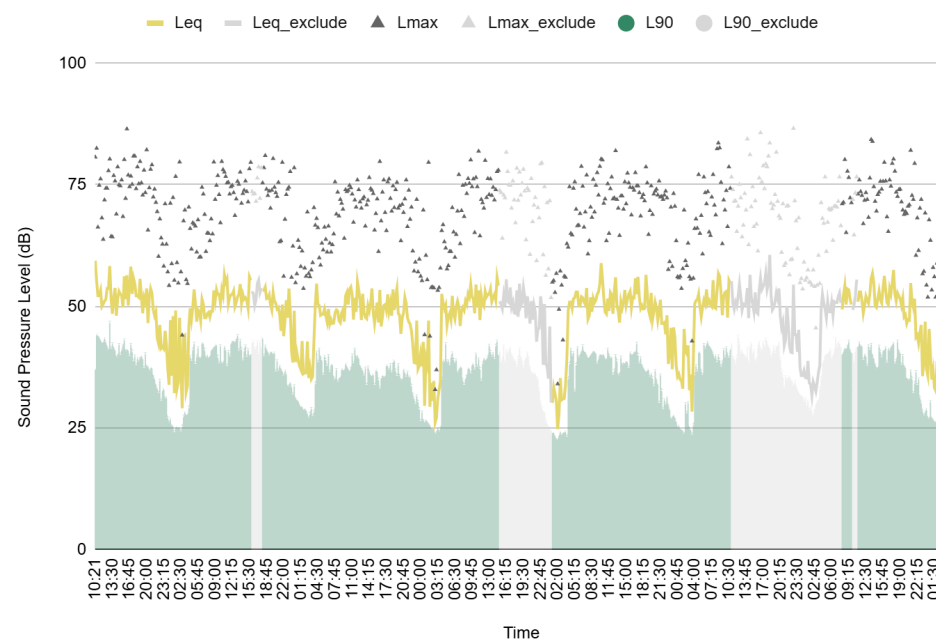


5. Survey Results - Position 1

Start	10:21	22/05/2026	Height (m)	1.5m
End	04:04	29/05/2026	Position	Freefield

Sound Pressure Level (dB) per Octave Band (Hz)

Parameter	Range	63	125	250	500	1K	2K	4K	dBA
Day 16hr (07:00 - 23:00)									
Leq,16hr	39 - 59	58.3	53.1	47.6	48.1	48.1	41.8	43.3	51.9
Lmax,9m	56 - 87	-	-	-	-	-	-	-	86.5
L90,9m	29 - 47	-	-	-	-	-	-	-	40.1
Night 8hr (23:00 - 07:00)									
Leq,8hr	25 - 55	49.7	44.6	39.8	40.1	39.9	36.8	42.5	46.8
Lmax,15m	33 - 80	-	-	-	-	-	-	-	79.7
L90,15m	23 - 43	-	-	-	-	-	-	-	39.2



5.1. Description of Survey

Noise levels measured across the 7 days were seen to be influenced by road traffic noise along Lower Bognor Road, wildlife noise and occasional vehicle movements along the access road.

Where weather conditions were not suitable for environmental noise measurements, these have been omitted from the assessment as illustrated by the greyed out areas within the graph.

6. Operational Noise Assessment

This section provides an assessment of noise from vehicle movements along the access road and includes an assessment of the legal use and proposed use scenarios, as well as an assessment of the cumulative change in noise for the two assessment scenarios.

6.1. Assessment Methodology

As mentioned in Section 3.3, there is no recognised British Standard or planning guidance that prescribes a methodology for assessing noise associated with occasional vehicle movements on private access roads.

As the vehicle movements along the access road occur as discrete passbys rather than as a steady continuous source, the assessment has considered the Sound Exposure Level (SEL) L_{AE} , of these individual events.

The SEL L_{AE} represents the total A-weighted sound energy of a discrete noise event normalised to a one second period. This allows events of different durations to be compared on a consistent basis and allows the cumulative contribution of multiple events to be calculated over a defined assessment period.

The measured SEL values have been used to derive a representative vehicle pass-by event, which has then been combined with predicted vehicle movement frequencies to calculate the equivalent continuous sound level ($L_{Aeq,T}$) for the existing lawful planning permission and the proposed development. This provides a consistent basis for comparing the access-related noise associated with each scenario.

6.2. Vehicle Movements

The site comprises a combination of park homes together with a camping field for caravans, motorhomes and tents. For the purposes of this assessment, the term *unit* is used collectively to describe an occupied camping pitch, park home or holiday lodge. Based upon the number of occupied units present during the representative survey period and the number of identified vehicle pass-by events, an average number of vehicle movements per occupied unit has been derived. This relationship has been used solely to estimate vehicle movements for the assessment scenarios presented within this report. The assessment assumes that the average number of vehicle movements per unit remain constant for both the lawful and proposed development scenarios.

Period	Movements per Unit
Daytime 0700-2300	6.6
Night 2300-0700	1.5

6.2.1. Legal Use

The table below provides a summary of the understood legal operation of the site.

Type	Units	Calculated Vehicle Movements	
		Daytime	Night time
Camping	50	329	75
Park Homes	2	14	3
Total	52	343	78

In addition to the above, it is understood that the camping can take place for 60 consecutive days throughout the year with the existing park homes benefiting from year-round occupation.

6.2.2. Proposed Use

The proposed development comprises 10 self contained lodges.

Type	Units	Calculated Vehicle Movements	
		Daytime	Night time
Lodges	10	66	15

It is understood that the proposed planning permission is for the self contained lodges to be occupied for 7 months of the year.

6.3. Assessment

The average Sound Exposure Level ($L_{AE,avg}$) for a vehicle pass-by event has been calculated based upon the identified vehicle pass-by events during the representative survey period and using the following equation, where N is the number of events and L_{AE} is the sound exposure level of each event.

$$L_{AE,avg} = 10 \log_{10} \left(\frac{1}{N} \sum_{i=1}^N 10^{L_{AE,i}/10} \right)$$

The following equation has then been used to calculate the $L_{Aeq,T}$ for each period for both the legal and proposed assessment scenarios.

$L_{Aeq,T} = L_{AE,avg} + 10 \log_{10}(N) - 10 \log_{10}(T)$ where T is the assessment period in seconds.

6.3.1. Legal Use

The following table illustrates the predicted $L_{Aeq,T}$ from vehicle passbys at the measurement position for the legal use of the site.

Period		SEL	Movements	Time (hrs)	LAeq
60 Days	Day	76.3	343	16	54
	Night		78	8	51
Rest of Year	Day	76.3	14	16	40
	Night		3	8	36

6.3.2. Proposed Use

The following table illustrates the predicted $L_{Aeq,T}$ from vehicle passbys at the measurement position for the proposed use of the site.

Period		SEL	Movements	Time	LAeq
7 Months	Day	76.3	66	16hrs	47
	Night		15	8hrs	43

6.3.3. Access Road Comparison

The table below provides a comparison of the predicted noise levels solely from the access road during the legal use and the proposed use.

		Predicted Sound Level dBA		
Period		Legal	Proposed	Difference
60 Days	Day	54	47	-7
	Night	51	43	-7
7 Months	Day	40	47	7
	Night	36	43	7
Rest of Year	Day	40	0	-40
	Night	36	0	-36

The previous table shows that:

- During the 60 day camping season, the proposed development would reduce access road noise by approximately 7 dB compared with the lawful operation of the site.
- Outside the camping season but during the proposed seven-month operating period, access road noise would increase by approximately 7 dB compared with the lawful operation of the site, reflecting the fact that only two existing park homes are occupied.
- Assuming that the 60 day camping season is within the 7 months period then access road noise levels would only be higher for 5 months of the year.
- During the remaining 5 months of the year, noise levels from the access road would be significantly lower with no or minimal noise from the access road.

6.3.4. Cumulative Noise

Although a comparison of the noise levels solely from the access road provides an indication of the change in noise associated with the different development scenarios, the overall impact on residential amenity is more appropriately assessed in terms of the cumulative environmental noise level. The cumulative noise level comprises the existing residual sound environment together with the predicted contribution from vehicle movements associated with each development scenario.

Throughout the survey, one second sound level data and synchronised audio recordings were collected to enable detailed analysis of individual vehicle pass-by events. The quietest representative 16-hour daytime period occurred on Sunday 24 May and has therefore been used to derive the residual daytime noise level. During this period, each identifiable vehicle pass along the site access road was

identified from the audio recordings and the corresponding Sound Exposure Level L_{AE} identified. The measured residual daytime noise level was subsequently derived by subtracting the acoustic energy associated with the identified vehicle pass-by events from the measured daytime L_{Aeq} using the following equation.

$$LAeq, res = 10 \times \log_{10} [(T \times 10^{(LAeq, meas/10)} - N \times 10^{(LAE, avg/10)}) / T]$$

Where T is the assessment period in seconds, N is the number of events, $L_{Aeq, meas}$ is the measured noise level and $L_{AE, avg}$ is the average sound exposure level for a vehicle pass-by event. Finally, the cumulative daytime noise level for each development scenario was determined by logarithmically combining the predicted vehicle noise levels from the tables within sections 6.3.1 and 6.3.2 with the measured residual sound level using the following equation.

$$LAeq, total = 10 \times \log_{10} (10^{(LAeq, res / 10)} + 10^{(LAeq, veh / 10)})$$

This methodology enables the measured residual sound environment to remain constant whilst only the number of access vehicle movements varies between the lawful scenario and the proposed scenario, thereby providing a consistent and robust basis for comparing the likely noise impact of each scenario. The table below provides guidance on the magnitude and perceptibility.

Level Change $L_{Aeq, T}$	Perceptibility
≥ 10 dB	Perceived doubling
≥ 5 dB and < 10 dB	Clearly Perceptible
≥ 3 dB and < 5 dB	Just perceptible
≥ 1 dB and < 3 dB	Barely
< 1 dB	Imperceptible

6.3.5. Daytime Noise

The measured daytime ambient sound level was 52dB $L_{Aeq,16hr}$ and is representative of the existing noise environment. The table below summarises the predicted cumulative daytime noise levels for the assessed scenario

Scenario	Period	Vehicle L_{Aeq}	Residual L_{Aeq}	Cumulative L_{Aeq}
Legal	60 days	54	46	55
Legal	Rest of year	40	46	47
Proposed	7 months	47	46	50

The assessment indicates that during the lawful 60-day camping period, the cumulative daytime noise level is predicted to be 55 dB $L_{Aeq,16hr}$, approximately 3 dB above the measured daytime ambient sound level. In comparison, the proposed development is predicted to result in a cumulative daytime noise level of 50 dB $L_{Aeq,16hr}$, representing a 5 dB reduction compared with the lawful camping operation and approximately 2 dB below the existing ambient sound level.

Outside the camping season, the lawful use of the site is limited to the existing park homes, resulting in a cumulative daytime noise level of approximately 47 dB $L_{Aeq,16hr}$. During the additional five months in which the proposed development would operate, the cumulative daytime noise level is predicted to increase to 50 dB $L_{Aeq,16hr}$. Whilst this represents an increase compared with the lawful baseline for this period, the predicted level remains below the measured daytime ambient sound level and substantially below that associated with the lawful campsite operation.

Accordingly, during the period when the lawful camping permission could operate, the proposed development is predicted to reduce cumulative daytime noise by approximately 5 dB, representing a clearly perceptible improvement in the acoustic environment at the nearest receptor.

6.3.6. Night Time Noise

The measured night-time ambient sound level was 47 dB $L_{Aeq,8hr}$, which is considered representative of the existing night-time noise environment. The Table below summarises the predicted cumulative night-time noise levels for the assessed scenarios.

Scenario	Period	Vehicle L_{Aeq}	Residual L_{Aeq}	Cumulative L_{Aeq}
Legal	60 days	51	46	52
Legal	Rest of year	36	46	46
Proposed	7 months	43	46	48

During the lawful 60-day camping period, the cumulative night-time noise level is predicted to be 52 dB $L_{Aeq,8hr}$, approximately 5 dB above the measured ambient sound level. The proposed development is predicted to result in a cumulative night-time noise level of 48 dB $L_{Aeq,8hr}$, representing a 4 dB reduction compared with the lawful camping operation and remaining broadly comparable with the existing ambient sound environment.

Outside the camping season, the lawful use of the site generates only limited vehicle movements associated with the existing park homes, resulting in a cumulative night-time noise level of approximately 46 dB $L_{Aeq,8hr}$. During the additional five months of operation associated with the proposed development, the cumulative night-time noise level is predicted to increase to 48 dB $L_{Aeq,8hr}$.

which remains broadly consistent with the measured night-time ambient sound level.

The corresponding night-time reduction is approximately 4 dB, representing a just perceptible to clearly perceptible improvement over the lawful fallback position.

7. Conclusion

This assessment has examined the potential noise impact associated with the proposed change of use at Lagnersh House Holiday Site, Lower Bognor Road, Lagness, comparing the existing lawful consent for a seasonal campsite with the introduction of 10 self-contained lodges. The primary focus has been on noise arising from vehicle movements along the existing private access road, given its proximity to the nearest sensitive receptor, Lagnersh Barn.

A detailed environmental noise survey was undertaken over a seven-day period to characterise the baseline acoustic environment. The dominant noise sources were identified as road traffic on Lower Bognor Road, local wildlife, and sporadic vehicle movements on the site access road. The measured ambient sound levels represent a typical rural context with low to moderate background noise levels.

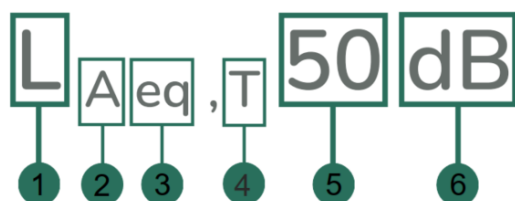
The assessment predicted that during the lawful 60-day camping period, vehicle access noise contributes to cumulative daytime and night-time noise levels of 55 dB $L_{Aeq,16hr}$ and 52 dB $L_{Aeq,8hr}$ respectively at the nearest receptor. The proposed lodge use is predicted to reduce access-related noise by approximately 7 dB during this period, resulting in a cumulative noise level that is broadly consistent with, or lower than, the existing ambient environment. However, outside the camping season the cumulative noise levels would remain below those experienced during the lawful camping use.

Given the assessed noise climate and proposed operational scenario, no specific mitigation or operational controls beyond the existing site management are considered necessary. The reduction in vehicle movements during the key camping season relative to the lawful permission, and the fact that increases outside this period remain below the highest baseline levels, support the

conclusion that noise impact will not be materially worsened.

In summary, the proposed development is deemed acceptable from an acoustic perspective in the context of relevant national and local planning policy, including Arun District Council's requirements. The development does not give rise to significant adverse noise effects and will not materially diminish the amenity of nearby residents or future occupants, subject to compliance with the submitted operational assumptions.

A. Glossary



Descriptor	1. Indicates the parameter being described, which in this case is sound pressure level (L). 2. Indicates the frequency weighting applied, i.e. the A-weighting filter in this instance. 3. Indicates the method of statistical analysis. Where this is a numerical value this illustrates the numerical value exceeded for n % of the time such as L90, 90% for 90% of the time. 4. Indicates the time period, the duration over which the analysis is evaluated e.g. 15 mins or 1 hour etc. 5. Indicates the numerical value, e.g. the measured sound pressure level. 6. Indicates the unit, which is the decibel. Note. For maximum levels the Time Weighting may also be included between items 2 & 3 within the descriptor.
Sound Pressure	This is the change or variation in air pressure relative to the ambient atmospheric pressure.
Sound Pressure Level (L)	This is a measure of how loud a sound is at a specific location and is influenced by its environment and surroundings. It is the sound pressure relative to a reference pressure of 20 μ Pa in air and is expressed in decibels (dB).
Sound Power Level (Lw)	This is a measure of the total acoustic energy omitted by source and is expressed in decibels relative to a reference power level of 10^{-12} watts. Unlike sound pressure, sound power is independent of its environment.
Decibel (dB)	A logarithmic unit used to measure sound level. It expresses the ratio between two quantities, commonly sound pressure or sound power.
A-Weighting	A frequency weighting that adjusts sound measurements to reflect the sensitivity of human hearing, which is less sensitive to very low and very high frequencies.
$L_{eq,T}$	The equivalent continuous sound level over a specified period (T). Leq represents the average sound energy over time.
$L_{90,T}$	The sound level exceeded for 90% of a specified time period (T). Commonly used to describe background sound levels.
$L_{10,T}$	The sound level exceeded for 10% of a specified time period (T). Often used to describe road traffic noise.
L_{max}	The maximum sound pressure level measured within a time period (T). Measure
Background Sound Level (L_{A90})	This is generally considered to be an indication of the relative quietness at a given location and is typically used as a benchmark to derive noise limits from.
Specific Sound Level (L_s)	This is the $L_{Aeq,Tr}$ of solely the sound source(s) under consideration at the assessment location over a given time interval Tr .
Residual Sound Level (L_r)	This is the $L_{Aeq,T}$ of solely the sound source(s) under consideration at the assessment location over a given time interval Tr .
Rating Level ($L_{A,r,Tr}$)	This is the specific sound level (L_s) plus any adjustment for characteristic features of the sound.
Ambient Sound Level (L_a)	This is the $L_{Aeq,T}$ of the totally encompassing sound in given situation for a given time and is usually composed of sounds from many sources.
Time Weighting	This is the average time utilised for measurement and is typically fast (F), slow (S) or impulse (I) as defined within BS 5969:1981.
Freefield	A measurement location at least 3.5 metres from any reflective surface (excluding the ground), where sound is unaffected by reflections—representing the direct sound from the source.
Facade	Measurement location 1m in front of a facade or reflective surface.

B. Suitably Qualified Acoustician

This report has been prepared and reviewed by suitably qualified and experienced acoustic engineers (SQA's) as required by BS4142:2014+A1:2019 and where applicable BREEAM. The following table provides details of the SQA for this project.

Name	Phil Jordan
Qualifications	BSc (Hons) - Music Systems Engineering
Professional Membership	Member of the Institute of Acoustics (MIOA)
Total Years Relevant Experience	19
Total Experience in Last Five Years	5

C. Performance Standards

C.1. National Planning Policy Framework (NPPF)

The NPPF outlines the government's policies for England and how they should be applied. The latest version December 2024, states the following with respect to noise impacts:

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:

- mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;
- 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 limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

C.2. Noise Policy Statement for England (NPSE)

The NPSE:

- Aims to provide clarity regarding current policies and practices to enable noise management decisions to be made within the wider context, at the most appropriate level, in a cost-effective manner and in a timely fashion.
- Applies to all forms of noise including environmental noise, neighbour noise and neighbourhood noise.
- Seeks to promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development; and
- Aims to, Through the effective management and control of environmental, neighbour and neighbourhood noise within the context of Government policy on sustainable development:
 - avoid significant adverse impacts on health and quality of life;
 - mitigate and minimise adverse impacts on health and quality of life; and
 - where possible, contribute to the improvement of health and quality of life.

The NPSE also introduces three key noise effect levels NOEL, LOAEL, SOAEL. These have been developed further within the more recent National Planning Policy Guidance - Noise”.

C.3. National Planning Policy Guidance - Noise

This provides further guidance on the noise exposure hierarchy which is presented within the following table.

Response	Examples of outcomes	Increasing effect level	Action
No Observed Effect Level - NOEL			
Not present	No Effect	No Observed Effect	No specific measures required
No Observed Adverse Effect Level - NOAEL			
Present and not intrusive	Noise can be heard, but does not cause any change in behaviour, attitude or other physiological response. Can slightly affect the acoustic character of the area but not such that there is a change in the quality of life.	No Observed Adverse Effect Level	No specific measures required
Lowest Observed Adverse Effect Level			
Present and intrusive	Noise can be heard and causes small changes in behaviour, attitude or other physiological response, e.g. turning up volume of television; speaking more loudly; where there is no alternative ventilation, having to close windows for some of the time because of the noise. Potential for some reported sleep disturbance. Affects the acoustic character of the area such that there is a small actual or perceived change in the quality of life.	Observed Adverse Effect	Mitigate and reduce to a minimum
Significant Observed Adverse Effect Level			
Present and disruptive	The noise causes a material change in behaviour, attitude or other physiological response, e.g. avoiding certain activities during periods of intrusion; where there is no alternative ventilation, having to keep windows closed most of the time because of the noise. Potential for sleep disturbance resulting in difficulty in getting to sleep, premature awakening and difficulty in getting back to sleep. Quality of life diminished due to change in acoustic character of the area.	Significant Observed Adverse Effect	Avoid
Present and very disruptive	Extensive and regular changes in behaviour, attitude or other physiological response and/or an inability to mitigate effect of noise leading to psychological stress, e.g. regular sleep deprivation/awakening; loss of appetite, significant, medically definable harm, e.g. auditory and non-auditory.	Unacceptable Adverse Effect	Prevent

C.4. Local Planning Policy

Local planning policy is provided within the Arun Local Plan 2011-2031 and the relevant sections relating to noise and acoustics are provided in the following table.

Policy	Section	Description
D14	Amenity	Development will be permitted where it does not result in significant harm to the amenities of occupiers of nearby properties, including through noise, vibration, light pollution, odour, fumes, dust, or other forms of pollution.
D15	Environmental Quality	Development proposals should demonstrate that they will not result in significant adverse effects on the environment, including air, water, and soil quality, and should incorporate measures to mitigate any potential impacts.
D16	Pollution	Development will not be permitted where it would result in significant harm to the environment or human health due to pollution, including air, water, and land pollution.
D17	Residential Amenity	Development proposals should ensure that new residential development provides a satisfactory standard of amenity for future occupiers, including adequate daylight, sunlight, privacy, and protection from noise and other disturbances.
D18	Development Management	Development proposals should be designed and located to ensure that they do not result in significant harm to the environment or the amenities of occupiers of nearby properties, and should incorporate measures to mitigate any potential impacts.
D19	Agent of Change	Where new development is proposed near existing noise-generating uses, the applicant will be required to demonstrate that the development will not result in significant harm to the existing use, and that appropriate mitigation measures will be incorporated to protect future occupiers from noise disturbance.
D20	Environmental	Development proposals should incorporate measures to protect and

Protection enhance the natural environment, including biodiversity, water resources, and landscape character.

D21 Air Quality Development proposals should demonstrate that they will not result in significant adverse effects on air quality, and should incorporate measures to mitigate any potential impacts.

D22 Light Pollution Development proposals should ensure that they do not result in significant light pollution, and should incorporate measures to minimise light spill and glare.

D23 Noise Development proposals should ensure that they do not result in significant noise pollution, and should incorporate measures to protect future occupiers and neighbouring properties from noise disturbance.

D. Noise Survey Appendix

D.1. Methodology

The noise survey was conducted between 10:21 on the 22 May 2026 and 04:04 on the 29 May 2026 by Phil Jordan of Veas Acoustics.

The noise survey consisted of one long term measurement position. All measurement equipment was configured to record the L_{eq} , L_{90} and L_{fmax} parameters over consecutive $\{\{measperiod\}\}$ periods to allow detailed analysis of the fluctuations in sound levels over time.

D.2. Equipment

All instrumentation used in the measurement of environmental sound pressure levels including microphones, cables, windshields, recording devices and other accessories conforms to BS EN 61672-1 Class 1 for free field application and all sound calibrators to BS EN 60942 Class 1.

Full details of all instrumentation used including corresponding traceable calibration records are available upon request. A summary of the instrumentation used is provided within the following table.

Description	Serial No.	Completed	Calibration	
			Certificate	Due
NTi XL3 Acoustic Analyser	A3A-02501-F0	20/05/26	UK-26-064	20/05/27
NTi Pre-amplifier MA220	15990	20/05/26	UK-26-064	20/05/27
NTi Measurement Microphone MC230A	A40159	20/05/26	UK-26-064	20/05/27
Cirrus Sound Calibrator CR515	112216	21/05/26	266571	21/05/27

A field calibration check on all equipment was made at the start and end of the survey with no significant drift ($>0.5\text{dB}$) was observed.

Microphones used to measure environmental noise levels utilised appropriate wind shields and where necessary, appropriate waterproof environmental windshields.

D.3. Weather Conditions

Throughout the duration of the survey a record of the weather conditions were recorded. Where weather conditions are deemed unsuitable for environmental noise measurements then the data within the identified periods is omitted from the noise survey data. Where necessary details of the omitted data is illustrated within the graph within Section 2.

The following table provides a summary of the weather conditions for the duration of the survey.

Date	Time	Temp (°C)	Humidity (%)	Description	Wind (m/s)	Dir (°)
22/05/26	10:21	19	77	Partly cloudy	3.4	150
22/05/26	16:21	20	74	Mainly clear	2.6	121
22/05/26	22:21	18	80	Overcast	3.9	164
23/05/26	04:21	19	80	Mainly clear	1.6	280
23/05/26	10:21	24	61	Mainly clear	5.3	227
23/05/26	16:21	21	61	Mainly clear	5.1	262
23/05/26	22:21	19	74	Mainly clear	3.4	5
24/05/26	04:21	18	79	Clear	2.1	68
24/05/26	10:21	22	74	Clear	2.7	175

24/05/26	16:21	20	83	Clear	2	133
24/05/26	22:21	18	70	Clear	2.8	78
25/05/26	04:21	20	75	Clear	4.2	85
25/05/26	10:21	25	60	Clear	5.3	105
25/05/26	16:21	24	55	Clear	5.8	99
25/05/26	22:21	19	74	Clear	5.6	100
26/05/26	04:21	20	73	Clear	3.4	100
26/05/26	10:21	24	57	Clear	3	126
26/05/26	16:21	23	54	Clear	2.7	103
26/05/26	22:21	18	61	Clear	2.5	75
27/05/26	04:21	20	62	Clear	4.5	73
27/05/26	10:21	24	56	Mainly clear	5.7	108
27/05/26	16:21	22	62	Partly cloudy	6.4	94
27/05/26	22:21	19	74	Mainly clear	6.4	83
28/05/26	04:21	19	81	Mainly clear	6	106
28/05/26	10:21	22	71	Overcast	3.2	152
28/05/26	16:21	21	75	Overcast	4.2	176
28/05/26	22:21	18	77	Overcast	3.2	287

D.4. Measurement Locations

Location 1 **Coordinates** 50.798238000317674,
-0.7208243948738733 **Height** 1.5m

Position Freefield >
3.5m

Direction -

Road Traffic Dominant

Railway None

Aircraft Occasional

Industrial None

Plant None

Operational None

Human Occasional

Wildlife Regular

