

Planning Application Reference: APP/24/01010

Description: Proposed employment development, with associated access, parking, yards and landscaping

Location: Interbridges Site, New Brighton Road, Emsworth

The Clark Saunders document entitled 'INTERBRIDGES, NEW BRIGHTON ROAD, EMSWORTH NOISE IMPACT ASSESSMENT | Ref: AS14674.260630.R1.docx' (dated 24th July 2026) has been reviewed.

I am satisfied that the report has considered relevant guidance (BS4142:2014+A1:2019) and that the methodology, results and findings relating to the predicted specific noise and rating levels for external plant/equipment and breakout noise from the proposed units are considered reliable.

I can confirm that it was agreed that the scope of the assessment did not need to include consideration of L_{Amax} and L₁ noise values as nighttime operations are not proposed.

Whilst I am satisfied that the assessment is in broadly in accordance with BS4142, the assessment of noise from reversing alarms of FLTs during loading manoeuvres only includes a penalty for tonality, however the noise source may also result in intermittency being perceptible at the receptors and may be distinctive from the environment.

It is unclear whether noise from reversing alarms of visiting LGVs has specifically been considered in the assessment. The proposed block plan indicates that the units shall likely include loading docks which is anticipated to result in most visiting LGVs having to reverse for loading and unloading activities.

Given the trip generation information, there are concerns that nearby residents may experience noise from bleeping type reversing alarms throughout the day.

It is therefore recommended that further information is requested to include assessment of noise from reversing alarms of visiting LGVs. In recognising that BS4142 assessment methodology may not be fully effective in determining representative impact from a short-term noise source that is subject to time weighted averaging to determine impact, it is requested that the assessment identifies the maximum noise level from the alarms that will be experienced at receptors, the duration of manoeuvres, and the frequency of incidents throughout the day.

Should the assessment indicate that there shall be significant frequency of incidents where noise from reversing alarms will likely be audible at the nearest receptors, recommendations to mitigate noise from reversing alarms from visiting LGVs should be included.

Kind regards,

Craig Milligan

Environmental Health Officer

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