

From: planninginfo@midsussex.gov.uk <planninginfo@midsussex.gov.uk>
Sent: 13 May 2026 16:37:36 UTC+01:00
To: "Andrew Horrell" <andrew.horrell@midsussex.gov.uk>
Subject: Mid Sussex DC - Online Register - Consultee Comments for Planning Application
DM/26/0872

Consultee comments

Dear Sir/Madam,

A consultee has commented on a Planning Application. A summary of the comments is provided below.

Comments were submitted at 13/05/2026 4:37 PM from Mr Nick Bennett on behalf of Environmental Protection.

Application Summary

Reference:	DM/26/0872
Address:	McDonald's 165 London Road East Grinstead West Sussex RH19 1ET
Proposal:	Variation of condition no 11 relating to planning application GR/199/96 - to extend the restaurant's opening hours.
Case Officer:	Andrew Horrell

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Comments Details

Comments:	Having reviewed the submitted Noise Impact Assessment, I can't confirm the acceptability of the proposed opening hours at this stage. Can I please request further clarification on the following points: • Drive-through and delivery noise The assessment concludes that vehicle noise associated with the development would be comparable to existing road traffic. However, the assumption that delivery scooters generate noise equivalent to cars is questionable, as scooters can exhibit different acoustic characteristics (eg greater intermittency, tonal qualities – scooter noise can be particularly annoying-, revving and acceleration noise), particularly during night-time periods. • Car door slams Predicted internal maximum noise levels (42 dB L_{Amax}) are noted
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to fall below typical sleep disturbance thresholds. However, these values are relatively close to guideline thresholds (45dB L_{max}) and I am concerned that the assessment does not adequately consider the frequency and repetition of such events, which is likely to be a key factor for a 24/7 operation. There is a table of predicted events, but it is not clear where these numbers come from. Could more justification/explanation be given to this please.

- Plant noise mitigation

The plant noise assessment indicates a +2 dB (low adverse) rating level, with compliance reliant on manual reduction of plant operation during night-time periods. Mitigation measures dependent on human intervention are not considered sufficiently robust (human error, staff changes etc). Clarification is required as to whether noise control could be secured through engineered or automated measures to ensure consistent compliance.

- Night-time activity and management controls

The proposed 24-hour operation has the potential to introduce increased night-time activity, for example vehicles arriving, idling and remaining on site for extended periods, including loud exhausts and bassy stereos etc, which is a reasonably foreseeable pattern of use regularly associated with late-night fast-food outlets. This can give rise to additional intermittent and potentially intrusive noise which is not fully captured within the assessment of traffic flows and customer noise. Whilst an ASB management plan is noted and welcomed, this relies on staff intervention and is not considered a fully robust mitigation measure in noise terms. Further clarification is required as to how such activity will be effectively controlled to prevent undue disturbance to nearby receptors. Is information available on the effectiveness of the ASB plan at other locations?

In summary, further information is requested in respect of the above before Environmental Protection can provide final comments.

Kind regards