wrexham
COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL
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MEMORANDUM

From: **Ian Jones**
Head of Service Public Protection

To: **Matthew Phillips**
Head of Service Planning Development

Our Ref:

Your Ref: **P/2024/1362**

Date: 23-12-2024

Town and Country Planning Act 1990

Town and Country Planning (General Development Procedure) Order 1996

Re: P/2024/1362, 36 BROOK STREET, WREXHAM, LL13 7LL

CADW LLAWR GWAELOD FEL SIOP GYDAG ARDAL STORIO YN Y CEFN, BLAEN SIOP NEWYDD A THROSI LLAWR CYNTAF AC AIL LAWR YN 3 FFLAT / RETENTION OF GROUND FLOOR AS SHOP WITH STORAGE AREA TO REAR, NEW SHOPFRONT AND CONVERSION OF FIRST AND SECOND FLOORS INTO 3 APARTMENTS

RPT1 - REPORT REVIEW

Report '36 Brook Street, Wrexham NOISE IMPACT ASSESSMENT' Dated December 2024 Ref: 1602024-001 by JPM Acoustics has considered the impact of environmental noise on the proposal and confirmed that traffic noise is the dominant noise source. The report has shown that of the three hourly recorded noise levels two of them are within Noise Exposure Category (NEC) C of TAN 11 with the remaining one being within NEC B. This has resulted in the Derived day time (07:00 to 23:00) noise levels being in NEC C and the night time predicated to be within NEC B for road traffic noise, TAN 11 defines NEC C as:

Planning permission should not normally be granted. Where it is considered that permission should be given, for example, because there are no alternative quieter sites available, conditions should be imposed to ensure a commensurate level of protection against noise.

Considerations has also been given to noise from the adjacent MOT garage where modelled noise levels were determined to likely be a significant adverse impact as defined in BS4142. The modelled noise levels (worst case scenario) are also within NEC C for daytime noise from a mixed source., As the garage does not operate at night no consideration of night time noise is required.

The report has provided a scheme of mitigation for the above as a glazing and ventilation requirement as defined in section 4 and 5 of the report. The report concludes with the following statement

A further assessment should be undertaken to determine the extent of the mitigation required to control structure-borne noise transfer, once the building is unoccupied and internal measurements / sound insulation testing can be undertaken. However, it is reasonable at this stage to assume that an independent wall lining comprising 2 x 15 mm dense plasterboard with mineral wool in the cavity may be required for spaces adjacent to the MOT Garage.

Such an assessment was also recommended by this section.

Further to the above comments relating the NEC C, if Planners are satisfied that the criteria to permit development is met, I note that the monitoring was carried out on a Tuesday afternoon (03-12-24 13:42 to 16:42) and therefore any noise associated with the nearby nightclub would not have been identified. As this could represent a significant impact on the amenity of the potential residents at night and from the lower bass frequencies I am unable to recommend this report is accepted. I recommend the monitoring be repeated on a relevant night so as to be able to determine if the noise from the nightclub requires mitigation with a specific consideration of the lower bass frequencies in both the evaluation and discussion on mitigation.

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Head of Service Public Protection