

# MEMORANDUM



**From:** Ian Jones  
Public Protection Service Manager

**To:** Mathew Philips  
Planning Control Manager

**Our Ref:**

**Your Ref:** P/2022/0459

**Date:** 16/01/2024

**Town and Country Planning Act 1990**

**Town and Country Planning (General Development Procedure) Order 1996**

**Re: P/2022/0459, RUABON RAILWAY STATION, STATION ROAD, RUABON WREXHAM**

**TRAWSNEWID SWYDDFEYDD I ANNEDD, GWAITH MEWNOL CYSYLLTIEDIG, WAL DERFYN NEWYDD A GWAITH YN Y BLAENGWRT / CONVERSION OF OFFICES TO DWELLING, ASSOCIATED INTERNAL WORKS, NEW BOUNDARY WALL AND WORKS TO FORECOURT**

Report 'BS8233 & BS6472 ASSESSMENT OF STATION HOUSE, STATION ROAD, RUABON, WREXHAM, LL14 6DL' By E2 Consultants, dated December 11, 2023 has concluded that with mitigation the noise levels are within the guideline values published in BS8233 and the WHO. The report has also concluded that the vibration levels are likely to be perceivable but the standard used concludes it is unlikely to result in adverse comment.

However, the assessment was completed without reference to Technical Advice Note (TAN) 11 where the average noise levels for both day and night, fall within noise exposure category (NEC) B for railway noise, which was identified as the main noise source in the report. NEC B permits development with mitigation. The graph provided in the report suggest that there are several instances where the noise is in excess of 85 dB both during the day and night presumably from passing trains. Though it is worth noting that the graph shows a period overnight without trains running. TAN 11 states that:

*Night-time noise levels (2300-0700): sites where individual noise events regularly exceed 82dBLA<sub>max</sub> (S time weighting) several times in any hour should be treated as being in NEC C, regardless of the LA<sub>eq,8H</sub> (except where the LA<sub>eq,8H</sub> already puts the site in NEC D).*

The report suggests that this is the case particularly in the morning. It is also worth noting that the average levels recorded during the day time are at the upper limit of NEC B.

In TAN 11, NEC C recommends that planning permission should not normally be granted for residential developments unless there are no alternative sites.

The report is based on the current situation with regards to the number of trains, should this number increase the noise levels could worsen.

It has also been confirmed that the platform will remain operational it is therefore not unreasonable to expect disturbance from people boarding and alighting from trains in particular late and night or early in the morning. This has not been discussed in the report as well as other related noise sources such as a tannoy to announce train arrivals and departures. It is therefore not unreasonable to expect disturbance from this.

In conclusion there are concerns about the appropriateness of this site for residential development given the potential for noise disturbance.

p.p.

A handwritten signature in cursive script, appearing to read 'Ian Jones', written in black ink.

**Ian Jones**  
**Public Protection Service Manager**