MEMORANDUM

wrexham COUNTY BOROUGH
BWRDEISTREF SIROL wrecsam

From: Ian Jones
Public Protection Service Manager

To: Mathew Philips
Head of Service Planning Development

Our Ref:

Your Ref: P/2025/0597 & 598

Date: 18-11-2025

Town and Country Planning Act 1990

Town and Country Planning (General Development Procedure) Order 1996

Re: P/2025/0597 & P/2025/0598, LAND EITHER SIDE OF STANSTY CHAIN ROAD OFF A483 TRUNK ROAD AND A541 MOLD ROAD STANSTY WREXHAM LL11 4YF

MATERION A GADWYD YN ÔL YN DILYN CANIATÂD CAIS AMLINELLOL P/2019/0923 (YMDDANGOSIAD, TIRLUNIO, CYNLLUN A GRADDFA) – CODI 184 ANNEDD (CYFNOD 2A/2B) / RESERVED MATTERS PERSUANT TO OUTLINE PLANNING PERMISSION P/2019/0923 (APPEARANCE, LANDSCAPING, LAYOUT AND SCALE) – ERECTION OF 184 DWELLINGS (PHASE 2A/2B)

Report review

Noise:

Phase 1

Document 'STANSTY CHAIN ROAD, WREXHAM – PHASE 1. OUTLINE APPROVED RESIDENTIAL DEVELOPMENT NOISE MITIGATION SCHEME' ref: P25-165-R01. Dated 30-06-25 by Hepworth Acoustics, has repeated the noise monitoring carried out for the previous report (Noise Constraints Assessment, Stansty Chain Road, Wrexham.

Consideration of the diagrams on pgs 12 and 13 of the Hepworth report show that some of the plots modelled in the e3p report are no longer included, namely those closest to the Mold Road Roundabout. The rest of the plots fronting onto Mold Road and the A483 appear to be of a comparable distance from these roads as the plot outlines in the e3p report. Hepworth carried out more monitoring for their report with their results being slightly lower for Mold Road and whereas similar for the A483 it should be noted that Hepworths monitoring is closer to the A483 (3m) than e3p's (15m) which would account for the difference in the noise contour maps in the two reports. This would further suggest that the A483 had become quieter in the six years since the original monitoring exercise.

Disappointingly Hepworths report has not discussed their results in the context of Technical Advice Note (TAN) 11. However, the noise contour maps on pgs 12 and 13 of this report provide sufficient detail to show the proposed properties adjacent to these roads fall within Noise Exposure Category (NEC) B for both day and night time and therefore mitigation is warranted. It is noted that the model did not include any attenuation from the fence required by condition 25 of the 2019 planning permission. This has been explained as the fence is a boundary requirement as opposed to an acoustic necessity.

Mitigation

The report has proposed mitigation to meet the limits defined in BS8233 for the habitable rooms in the houses and the external amenity areas.

The report has correctly identified that it is desirable for outdoor amenity levels to not exceed 50dBLA with the caveat that an upper guideline value of 55 dBLA is acceptable in nosier environments. The report has adopted the upper limit of 55 dB without detailing why. For this to be acceptable, justification should be provided as to why the lower limit of 50 dB cannot reasonably be achieved.

Glazing and trickle vents standards have been recommended for the different rooms of buildings along the A483 as defined in paragraph 6.3 to 6.6. These recommendations are accepted and I recommend that they be conditioned on any planning permission.

The report has then made recommendations for the external amenity areas of certain plots. However, this is based on a limit of 55dBLA which would need confirming as acceptable as discussed above. I am currently therefore unable to recommend that this is accepted.

Phase 2

Document 'STANSTY CHAIN ROAD, WREXHAM – PHASE 2. OUTLINE APPROVED RESIDENTIAL DEVELOPMENT NOISE MITIGATION SCHEME' ref: P25-165-R02. Dated 11-07-25 by Hepworth Acoustics, has repeated the noise monitoring carried out for the previous report (Noise Constraints Assessment, Stansty Chain Road, Wrexham. Reference: 50-024-R1-6. Date: March 2021 by e3p) due to the length of time since the monitoring was carried out for that report.

Monitoring

Consideration of the diagrams on pgs 14 and 15 of the Hepworth report show the houses on the eastern side of the proposed area to be notably closer to the A483 than the e3p report. Hepworth carried out more monitoring for their report and whereas the noise levels reported in the two reports are similar it should be noted that Hepworths monitoring is closer to the A483 (3m) than e3p's (15m) which would account for the difference in the noise contour maps in the two reports. This would further suggest that the A483 had become quieter in the six years since the original monitoring exercise.

Disappointingly Hepworths report has not discussed their results in the context of Technical Advice Note (TAN) 11. However, the noise contour maps on pgs 16 and 17 of this report provide sufficient detail to show the proposed properties adjacent to the A483 fall within Noise Exposure Category (NEC) B for both day and night time and therefore mitigation is warranted. It is noted that the model did not include any attenuation from the fence required

by condition 25 of the 2019 planning permission. This has been explained as the fence is a boundary requirement as opposed to an acoustic necessity.

Hepworth have also repeated the railway noise monitoring and reached broadly similar results for the daytime noise levels but louder nighttime levels. The peak noise levels were similar in the two reports as to be expected. This would suggest that the monitoring locations were a similar distance from the railway. No distance was provided in the e3p report. Again there has been no discussion in the context of TAN 11, but based on the reported results the daytime levels were within NEC A but the nighttime results were within NEC B, again requiring mitigation. The report has also provided a summary of the expected number of trains and confirmed that overnight typically there are 2 passenger trains and 4 freight trains. The report has also confirmed that peak noise levels were between 72 to 83 dB LAmax but typically between 74 to 77 dB LAmax. It is therefore unlikely that the secondary caveat for train noise in TAN 11 in that regular exceedances of 82dBLAmax at night would define the area as NEC C would be met.

Mitigation

The report has proposed mitigation to meet the limits defined in BS8233 for both the habitable rooms in the houses and the external amenity areas.

The report has correctly identified that it is desirable for outdoor amenity levels to not exceed 50dBLA with the caveat that an upper guideline value of 55 dBLA is acceptable in nosier environments. The report has adopted the upper limit of 55 dB without explaining why. For this to be acceptable, justification should be provided as to why the lower limit of 50 dB cannot reasonable be achieved.

Glazing and trickle vents standards have been recommended for the different rooms of buildings along the A483 as defined in paragraph 6.3 to 6.6. These recommendations are accepted and I recommend that they be conditioned on any planning permission.

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Air Quality

The contour maps which accompanied the air quality report identified the south western corner of the Stansty link road under the A483 as modelled to be the closest to the air quality limit values. This area is now shown on the revised plots as a drainage ditch, hence non-residential. In view of the above my comments from the initial consultation are still the view of this section and I do not believe there to be any merit in requiring the air quality assessment to be repeated.

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Head of Service Public Protection