



Network Rail
1st Floor
Bristol Temple Point
Bristol
BS1 6NL

My Ref: P/TP21/
Your Ref: P/2019/0923

Date: 28 September 2021

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

APPLICATION NO: P/2019/0923

PROPOSAL: Outline application for residential development and detailed means of access with all other matters reserved

LOCATION: Land Either Side Of, Chain Road, Stansty, Wrexham, LL11 4YF

Dear Sir/Madam,

Thank you for your email together with the opportunity to comment on this proposal.

I am writing to provide an update on progress relating to investigations into level crossing risk from the proposed development at land either side of Chain Road, Stansty, LL11 4YF, and the potential impact to the safe use of the level crossings in close proximity. As you are aware, we have been working closely with the applicant to establish a scope of works to the level crossings to mitigate the impact the development has on the risk at both level crossings (Stansty LC and Forge LC).

Network Rail have previously objected to the application as the construction of any new residential development in this location would increase the risk to the public by changing the frequency and volume of use at the crossings. Therefore, it has been considered that the development would create an unacceptable risk to the two adjacent level crossings without the provision of appropriate mitigation.

We have since been in discussion with developer to identify a solution to offset the additional risk created. It has been established that a Meerkat Light System would be a suitable reinforcement to offset the additional risk of the proposed development. The total cost for this solution has been identified as £120,000 and only includes requirements to offset the risk associated with the proposed development.

We would look to work with your authority and the applicant to consider the appropriate controls for this via the S106 agreement, and a supporting condition such as the one drafted below:

- *Prior to the commencement of development on Site, the sum of £120,000 shall be paid to Network Rail. Upon receipt, Network Rail will use these monies to install the Meerkat Signal as direct mitigation to the development.*

Reason: To ensure there is no unacceptable increase in risk to the safety of the Level Crossings.

The most appropriate mechanism for securing the funding to deliver this solution is via a S106 Agreement. Please note that the costs of any solution would need to be borne by the applicant; As Network Rail are the operator of the railway, we will install the meerkat signal to our standards, to properly mitigate the development and would seek to complete these works within 18 months of receipt of the financial contribution. The recognised approach would be via a S106 Planning Obligation Agreement under the Town and Country Planning Act 1990 outlining in detail the solution, payment mechanism and delivery timescales. Our approach to the S106 obligations also provided a mechanism to refund any unspent money during the construction and delivery phase.

Subject to appropriate controls contained within a S106 Agreement to secure the full financial contribution in advance of commencement of works, to ensure the completion of the Meerkat System in a timely manner, we will remove our objection to this planning application.

Yours Sincerely,

Grace Lewis

Town Planning Technician Wales and Western

Network Rail

Temple Point, Redcliffe Way, Bristol, BS1 6NL

E grace.lewis@networkrail.co.uk

www.networkrail.co.uk/property