

AnnS Jones

From: Mared Rees
Sent: 07 August 2017 16:05
To: planning_admin
Subject: FW: Wrexham ref P-2017-0623 Broadoak Farm Redbrook Maelor COU to 13 dwellings

Can the consultation response below be added to the above application please?

Thanks

Mared

From: TownPlanning LNW [<mailto:TownPlanningLNW@networkrail.co.uk>]
Sent: 07 August 2017 14:25
To: Mared Rees
Subject: Wrexham ref P-2017-0623 Broadoak Farm Redbrook Maelor COU to 13 dwellings

P/2017 /0623
BROADOAK FARM REDBROOK MAELOR WHITCHURCH
CHANGE OF USE AND CONVERSION OF BARNS TO 13 NO. RESIDENTIAL UNITS INCLUDING PART
DEMOLITION, ACCESS AND PARKING ARRANGEMENTS
336757 / 358439
Our ref WSJ2 207.0817

FAO Mared Rees

The proposal is not adjacent to the railway but there is access via Llyndir Lane over Broadoak Level Crossing. The crossing in question is a full barrier obstacle detection crossing.

(1)

(a)

No part of the development shall cause the existing level crossing road signs or traffic signals or the crossing itself to be obscured. Clear sighting of the crossing must be maintained for the construction/operational period and as a permanent arrangement. The same conditions apply to the rail approaches to the level crossing. This stipulation also includes the parking of vehicles, caravans, equipment and materials etc, which again must not cause rail and road approach sight lines of the crossing to be obstructed. At no point during construction on site or after completion of works should there be any deterioration of the ability of pedestrians and vehicles to see the level crossing and its signage. There must be no reduction in the distance that pedestrians and vehicles have sight of the warning signs and the crossing itself. Network Rail reserves the right to provide and maintain existing railway signals/signs (whistle boards etc) and level crossing equipment along any part of its railway.

(b)

If there are any increase HGV movements over the level crossings (to facilitate the site construction works) then there may need to be discussion with Network Rail.

(2)

For information:

Councils are urged to take the view that level crossings can be impacted in a variety of ways by planning proposals:

- By a proposal being directly next to a level crossing
- By the cumulative effect of developments added over time in the vicinity of a level crossing
- By the type of level crossing involved e.g. where pedestrians only are allowed to use the level crossing, but a proposal involves allowing cyclists to use the route
- By the construction of large developments (commercial and residential) where road access to and from the site includes a level crossing or the level / type of use of a level crossing increases as a result of diverted traffic or of a new highway
- By developments that might impede pedestrians ability to hear approaching trains at a level crossing, e.g. new airports or new runways / highways / roads
- By proposals that may interfere with pedestrian and vehicle users' ability to see level crossing warning signs
- By any developments for schools, colleges or nurseries where minors in numbers may be using the level crossing

- By any proposal that may cause blocking back across the level crossing
- By any proposal which may see a level crossing impacted by the introduction of cycling or walking routes

Regards

Diane Clarke AssocRTP
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