

From: [REDACTED]
To: [Metrowest1](#)
Subject: Statement
Date: 06 October 2020 14:35:08
Attachments: [Trinity FB statement 1.pdf](#)

Portishead Branch Line - MetroWest Phase 1

Please find attached statement to be considered for the examination process of the above project.

Best regards

Gerard & Christine Sanders

Sent from my iPhone

Mr Gerard & Mrs Christine Sanders



Statement with regard to Trinity Footbridge

5 October 2020

Portishead Branch Line - MetroWest Phase 1 project

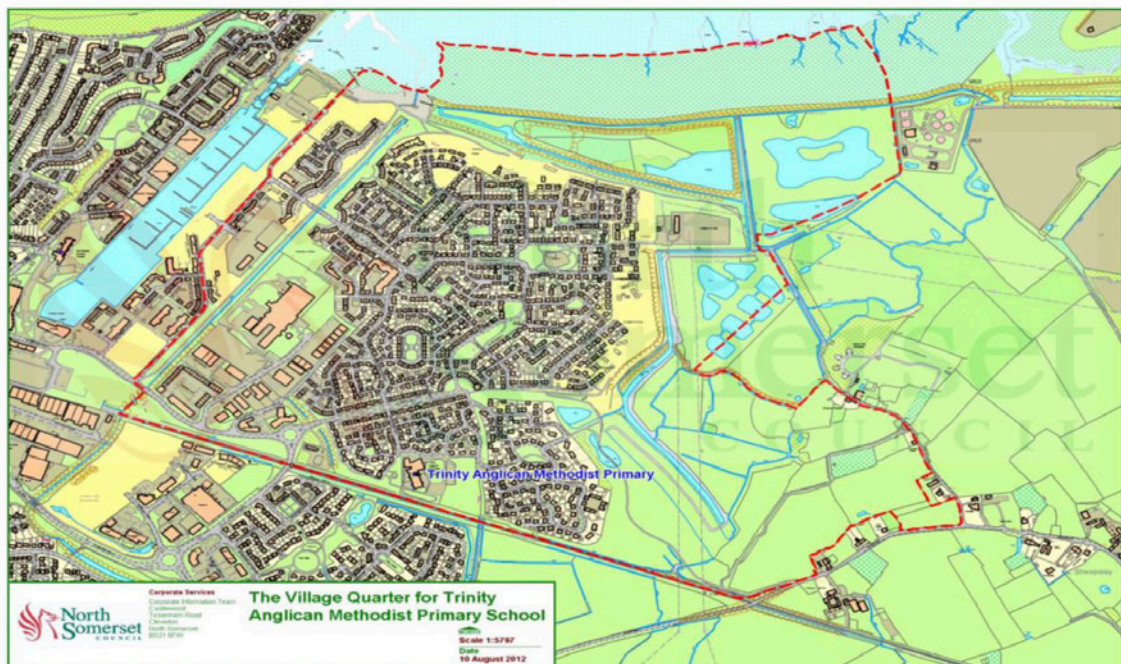
Document Trinity Footbridge APP-019. 2.15 - 2.17

There are a number of issues about the proposed Trinity Footbridge as described in the above referenced documents that we wish to bring to your attention . Our property lies next to the proposed railway line and right next to the proposed Trinity Footbridge.

Statement

This proposed bridge is not necessary to enable students to reach Trinity school as the school catchment area falls entirely to the north of the proposed railway line. See attached map.

7. Catchment area (Village Quarter)



In addition the proposed bridge is so close to the station that it cannot be justified. The bridge construction overlaps the end of the station platform. The proposed ramps are so long the pedestrians using them could effectively walk around the station using the proposed paths and have walked the same distance.

For the few number of people that might use the proposed footbridge the bridge is totally over engineered. Building well designed and attractive paths is much cheaper than building a bridge.

The location and design of the bridge also has a large and detrimental effect on the privacy and security of the two properties lying along side it and has effectively devalued them. Anyone using the footbridge will have a direct high level view into the houses and gardens alongside it.

Also the footbridge design shows that it has lights that come on whenever someone uses it. This is totally unacceptable as it is proposed to go alongside the full length of the house and garden of two dwellings.

In summary.

This proposed bridge is going to be an expensive structure. It has few benefits and several disadvantages. Thus we would argue that the proposed Trinity Footbridge is not necessary and a enormous waste of money.

From: [REDACTED]
To: [Metrowest1](#)
Subject: "Trinity footbridge statement V2"
Date: 01 November 2020 20:57:56
Attachments: [Trinity footbridge statement V2.pdf](#)

Dear MetroWest planning team

Please find attached version 2 of our Statement regarding the proposed Trinity Footbridge.

In this we have concentrated on the general arguments with regard to this proposal. We have not at this stage included the financial cost and stress already caused to us by the proposal of the building of this bridge.

Yours Faithfully

Christine & Gerard Sanders

[REDACTED]

Unique references. PORT-S57183 & PORT-AFP001

Sent from my iPhone

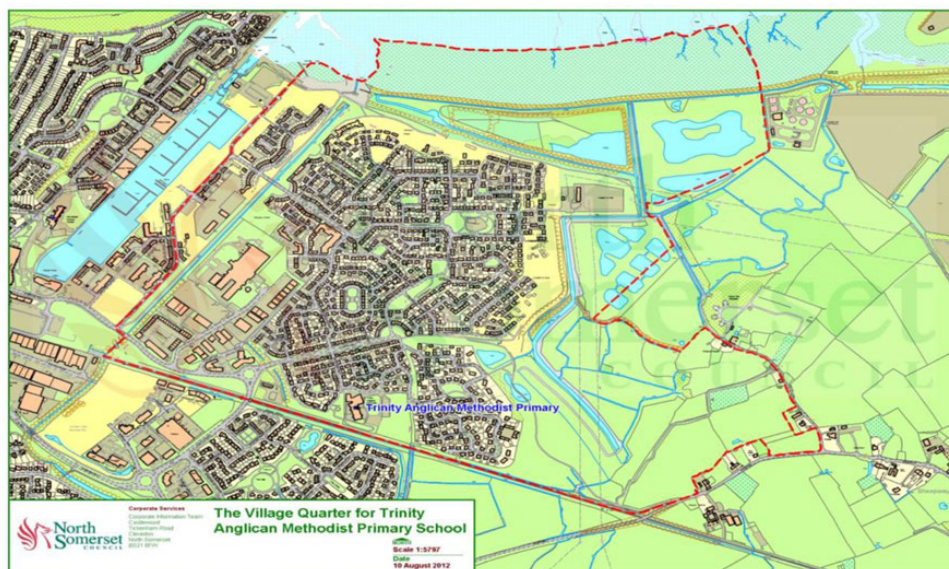
Trinity Footbridge

We wish to put forward the argument that the proposed “Trinity Footbridge” is not necessary and is not providing good value for the taxpayer, whilst also impacting several properties some severely. This conclusion is based on the published MetroWest plans for the proposed station and the surrounding infrastructure, particularly the footbridge.

The primary reason for the conclusion that the bridge is not necessary is the distance that it saves versus the other safe route, which would be to walk around the station using proposed footways. The construction of the bridge to allow accessibility and the proximity of the bridge to the station has meant that the bridge route is barely shorter than the proposed paths. The alternative footway will be lit and level and not at height which seems preferable if the distance and time saved is minimal.

The secondary reason for the bridge being unnecessary is the justification used for its existence is flawed. Trinity school catchment is entirely the other side of the railway line (See map below) and therefore the school users should be minimal. Those already using the pre-existing cut through already have another route via the roadway which would be enhanced by the proposed level and lit gravel paths as part of the station construction.

7. Catchment area (Village Quarter)



Negative Impacts

The limitations of gradient to allow the bridge to be rightly inclusive have meant that the pathways are very long and therefore run the full length of 2 properties whilst also impacting others surrounding it. The two properties that are severely impacted are concerned about the following not exhaustive list.

- Privacy & Security – the elevated nature of the structure has meant that the users of this footbridge will have uninterrupted view of the entire gardens of two properties that are currently not overlooked from the side of the garden at all. The users of the bridge will also have clear view into the bathroom and bedrooms of both houses. This presents real safeguarding concerns as these houses both have children resident in them.
- Peace – The footbridge is lit by approx. 500 LED lights which are motion sensitive. The trains are limited to an operating period but the footpath will be open and accessible all day and night. This will undoubtedly cause disruption to those effected properties shining directly into bedrooms and lighting gardens for passing opportunistic criminal elements.
- Damage to Aspect – The houses effected will be able to see the bridge from every part of the property and garden where currently there is open sky and green trees. This is negatively impacting the feel of the property that has been built and occupied for the last 20 years. The impact of the train station and proximity to the station is not in question here it is wholly the objection to construction of the bridge.

In conclusion – the necessity for the bridge does not bear out. The considerable cost of installation and ongoing maintenance of the bridge and the deep impact to the houses surrounding it is not balanced by the need. This is before compensation claims are taken into consideration for the impacted properties.

Our recommendation is for the plans to include rerouted pathways to ensure that there is safe passage around the station using level lit pathways and pre-existing infrastructure. Saving taxpayers money and removing the negative impact to an acceptable level.

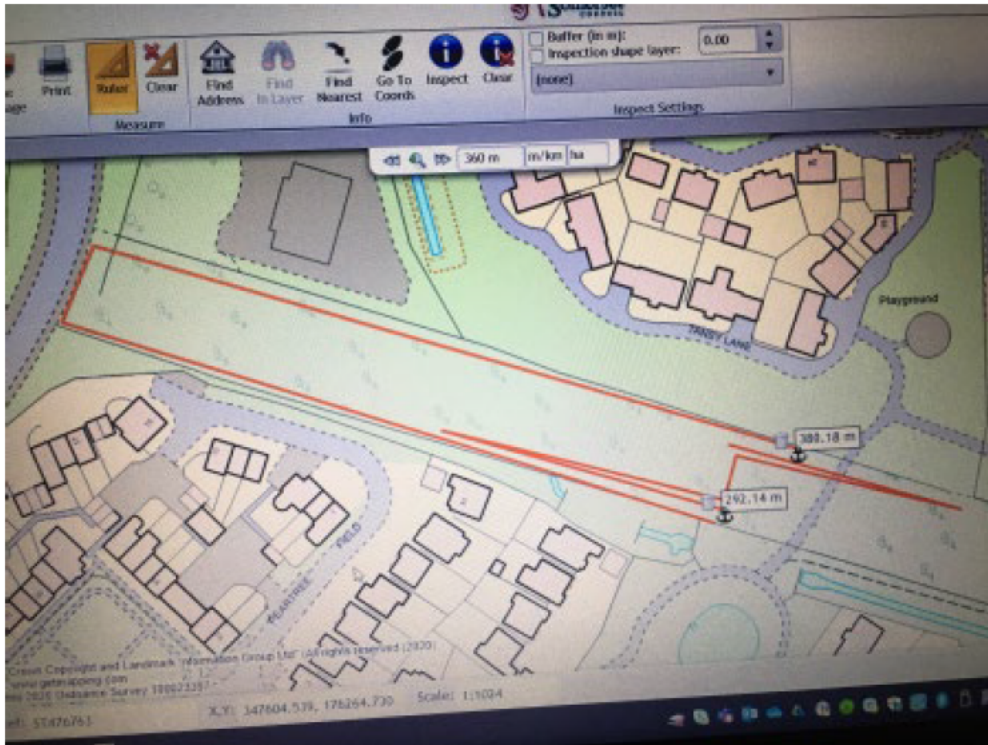
From: [REDACTED]
To: [Metrowest1](#)
Subject: Trinity Footbridge
Date: 01 November 2020 23:00:16

Dear Metrowest team

We have further information regarding our Statement against the proposed Trinity Footbridge.

With regard to our statement that the route using the proposed footbridge is barely shorter than using the alternative footpath route around the station we have now been able to have this distance measured.

To cross the railway using the Footbridge ramps is approx 290m. To walk around the station using the proposed footpaths is approx 380m. This means users would need to walk about an extra 100m which would take just over a minute extra per journey. Please see attached diagram.



Yours Faithfully

Christine & Gerard Sanders
[REDACTED]

Unique references: PORT-557183 & PORT-AFP001

Sent from my iPhone