



Objection to

The proposed Longmoor Village development

Why the twin planning applications to Bristol City Council and North Somerset Council must be refused in their present forms

There are two planning applications for a proposed development of mixed housing on greenbelt land; they are:

Bristol City Council planning application	21/03166/P
North Somerset Council planning application	21/P1679/OUT

In summary; the planning application to Bristol City Council is for a development of some 510 housing units, and the planning application to North Somerset Council is predominantly for roadway access onto the existing road network that falls within the North Somerset Council jurisdiction.

Portishead Railway Group's Statement regarding the proposed development

Why Portishead Railway Group objects to the twin planning applications in their current form

Future development of the re-opened Bristol-Portishead Railway line will be jeopardised by the proposed Longmoor Village development.

The long-aspired reopening of the Bristol-Portishead railway was originally intended to provide a half-hourly service in both directions. All other recent railway reopenings have seen their passenger-usage rates vastly exceed their original predictions.

Most notably:

The Borders Railway has had to receive further massive infrastructure investment to cope with the increased number of passengers and trains, and this continues.

Similarly, the Ebbw Vale Line is just about to commence a similarly massive spate of further investment to provide increase infrastructure to cater for an increased number of trains to cope with the increased number of passengers.

There is no reason to think that the future of a reopened Bristol-Portishead railway will be any different, particularly in view of the overriding need to shift road transport away from single-occupancy vehicles onto mass-transit schemes.



Why the proposed Longmoor Village development would jeopardise the long-term development of the Bristol-Portishead railway

The following summary explains why the current railway reopening scheme has had to be based upon an hourly service in each direction, with a 45-minute service at peak times:

1. To allow for the necessary guard-times either side of a train movement across the level crossing between Winterstoke Road and the Ashton Vale trading estate, a half-hourly train service in each direction would have meant that the level crossing would be closed to vehicular traffic for more than 50% of the time, with nowhere for queuing traffic to wait.
2. Therefore, to facilitate a half-hourly train service in both directions would require the permanent closure of the existing level crossing.
3. A road access bridge over the railway is impossible, so the only viable solution would be to build a new access road from the south of the Ashton Vale trading estate, to link up with the existing road network within the North Somerset Council jurisdiction. A scheme for this was devised by Metrowest and costed.
4. Unfortunately, the cost of provision of the new access road and the necessary compulsory purchase to facilitate its construction contributed to a funding mis-match between the available budget, and that required to complete the overall scheme.

Closing statement from Portishead Railway Group

Unless the proposed Longmoor Village development takes account of the inevitable future need to build a new access road between the Ashton Vale trading estate and the existing road network within North Somerset Council's jurisdiction, then the Bristol-Portishead railway would never be able to accommodate a half-hourly train service.

This restriction on train frequency would severely limit the future ability to provide mass transport of people between Bristol, Pill and Portishead in a reduced-carbon manner.

Consequently, Portishead Railway Group urges Bristol City Council and North Somerset Council to reject the twin planning applications, and to make it clear to the would-be developer, and to any other would-be developers, that the relevant land area could only be similarly developed if provision for a new access road corridor for the Ashton Vale trading estate is included, ring-fenced, and built as part of a future development scheme.