

FOSBR responds to South Gloucestershire Core Strategy Consultation

FOSBR has responded to the [Pre-Submission Publication Draft of South Gloucestershire Council's Core Strategy](#). The Core Strategy will be South Gloucestershire's primary planning document within its Local Development Framework, replacing the Local Plan. The Pre-Submission Publication Draft may be downloaded in pdf form from the link on [this page of South Gloucestershire's website](#); and the responses from FOSBR and other parties may now (November 2010) be viewed in context by using the links to navigate through the document on [the right-hand side of this page](#). FOSBR's responses may also be viewed together [here](#), or on the page linked to below.

FOSBR's response to South Gloucestershire Council

FOSBR welcomes the Council's commitment to the Bristol Rail Metro project, including the turnback at Yate, and its support for the reopening of Charfield station and the restoring of passenger services to the Henbury loop. We also welcome the Council's commitment to safeguarding railway trackbeds and associated land for continuing use.

FOSBR is concerned, however, that the Council proposes that the principal access to development proposed for the northern and eastern fringes of Bristol should be by bus rapid transit.

FOSBR urges that:

- new stations should be considered for Winterbourne, Coalpit Heath and Chipping Sodbury;
- the Henbury loop should include stations at North Filton and Hallen, as well as at Henbury;
- a passenger service should be considered for the Thornbury line, with stations at Thornbury, Tytherington and Iron Acton;
- Patchway, Filton Abbey Wood, Bristol Parkway and Yate stations should be developed as interchanges, with improved access and bus connections, particularly from UWE and the areas nearby proposed for development;
- Severn Beach should be developed as a railhead station, with a car park provided on the land formerly occupied by railway sidings;
- the proposed rapid transit links to the northern and eastern fringes of Bristol should be rail-based rather than bus-based;
- the proposed Stoke Gifford transport link should serve Bristol Parkway station.