

North Somerset Local Plan saved policies

We understand that North Somerset has applied to the Government to save the following policies (among others) from the [North Somerset Local Plan](#):

- **Policy T/1: Existing and Proposed Railway Lines:** Corridor 10 metres either side of Taunton–Bristol railway line safeguarded for provision of additional tracks. Alignment of (i) proposed Weston southern chord and (ii) Portishead–Portbury reinstated line safeguarded for rail use.
- **Policy T/2: Existing Railway Stations:** Development around existing stations to be permitted only if it would not prejudice their functions. Land safeguarded for park-and-ride schemes at (i) Worle; (ii) Yatton; (iii) Nailsea and Backwell.
- **Policy T/3: Proposed Railway Stations** at (i) Portishead; (ii) Portbury; (iii) Pill.
- **Policy T/8: Strategic Cycle Routes:** Among the routes protected for use as cycle routes are the disused railway lines between (vii) Yatton and Clevedon; (viii) Congresbury and Blagdon; and (xxvi) Yatton and Winscombe.

If the Government agrees to North Somerset’s request, these policies will remain in effect until explicitly superseded by the Core Strategy or by a Supplementary Planning Document in the Local Development Framework.

According to the [Proposed Programme for Replacement of Adopted North Somerset Replacement Local Plan Policies](#), it is proposed that, once the Core Strategy comes into effect, all of Policies T/1, T/2, T/3 and T/8 in the Local Plan will be superseded by Core Strategy Policy CS10.

Policy CS10 does not mention safeguarding land for additional tracks for the Taunton–Bristol railway line, the Weston southern chord, the development of existing stations or the proposed park-and-ride schemes at Worle or Yatton. Nor does it make any mention of protection for disused railway lines for use as strategic cycle routes.

It is a matter of concern that the rail policies in North Somerset’s Local Plan are set to be superseded by a Core Strategy policy that does not give equivalent protection to the current and former rail network.

FOSBR urges that the Core Strategy policy should be no less favourable to rail than the Local Plan policies that it will replace.