

# Broughton-in-Amounderness 2016-2026



**OUR VISION = OUR FUTURE**  
**BROUGHTON NEIGHBOURHOOD**  
**DEVELOPMENT PLAN**

August 2018

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## Glossary of Planning Terms used in this report

<b>Adoption</b>	The first confirmation of a development plan by a local planning authority
<b>Business area</b>	An area covered by a neighbourhood plan which is wholly or predominately business in nature. The designation for a business area allows businesses to vote in the referendum in addition to those living in the area
<b>Community</b>	A group of people that who hold something in common. They could be a common place (e.g. individual neighbourhood) a common interest (e.g. interest in the environment) a common identity (e.g. age) or a community need (e.g. a particular service focus)
<b>Community engagement and involvement</b>	Involving the local community in the decisions that are made in regarding their area
<b>Conformity</b>	There is a requirement for neighbourhood plans to have appropriate regard to national policy and to be in conformity with local policy
<b>Consultation</b>	A communication process with the local community that informs planning decision-making
<b>Development Plan</b>	A document setting out the local planning authority's policies and proposals for the development and use of land in their area
<b>Evidence base</b>	The evidence upon which a development plan is based principally the background facts and statistics about an area and the views of stakeholders
<b>Front runners</b>	A mix of urban and rural communities selected and sponsored by government that are spearheading neighbourhood planning
<b>Independent examination</b>	An examination of a proposed neighbourhood plan carried out by an independent person set up to consider whether a neighbourhood plan meets the basic conditions required
<b>Legislation</b>	The Acts of Parliament, regulations and statutory instruments which provides the legal framework within which public law is administered
<b>Localism</b>	Shifting power away from central government controls to the local level. Making services more locally accountable, devolving more power to local communities, individuals and councils.

<b>Local referendum</b>	A direct vote in which communities will be asked to either accept or reject a particular proposal
<b>Neighbourhood area</b>	The local area in which a Neighbourhood Development Order can be introduced
<b>Neighbourhood plan</b>	A planning document created by a parish ( <i>or town council or a neighbourhood forum</i> ) which sets out a vision for the neighbourhood area and contains policies for the development and use of land in the area. Neighbourhood plans must be subjected to an independent examination to confirm they meet legal requirements and then to a local referendum. If approved by a majority vote of the local community the neighbourhood plan will then form part of the statutory development plan.
<b>Neighbourhood planning</b>	A community initiated process in which people get together through a ( <i>local forum</i> ) or parish ( <i>or town</i> ) council and produce a plan for neighbourhood setting out policies and proposals for the development they wish to see in their area.
<b>Policy</b>	A concise statement of the principles that a particular kind of development proposal should satisfy in order to obtain permission
<b>Qualifying body</b>	Either a parish ( <i>town</i> ) council ( <i>or neighbourhood forum</i> ) that can initiate the process of neighbourhood planning.
<b>Referendum</b>	A vote by the eligible population of an electoral area may decide on a matter of public policy. Neighbourhood plans ( <i>and Neighbourhood Development Orders</i> ) are made by a referendum of the eligible voters within a neighbourhood area.
<b>Site Allocation Plan</b>	A plan accompanying a planning policy document or statement which identifies sites within the plan area on which certain kinds of development re proposed e.g. residential or retail developments
<b>Strategic Environmental Impact Assessment</b>	Environmental assessment as applied to policies, plans and programmes. Have been in place since the European SEA directive (2001/42/EC)
<b>Sustainability Appraisal</b>	An assessment of the environmental social and economic impacts of a Local Plan form the outset of the preparation process to check that the plan accords with the principles of sustainable development.
<b>Strategic planning</b>	The overall vision and policies for the planning system in an area. Lays out what an area wants developments to accomplish.

<b>Strategic policy</b>	A policy that is essential for the delivery of a strategy for example the overall scale and distribution of housing and employment in an area
<b>Sustainable development</b>	An approach to development that aims to allow economic growth without damaging the environment or natural resources. Development that “meets the needs of the present without compromising the ability of future generations to meet their own needs”

Source My Community: Locality DCLG

## **FOREWORD**

The civil parish of Broughton in Amounderness lies four miles north of Preston in Lancashire and is a village with a lot of history. This thriving community hosts a wide range of businesses from prestige hotels and restaurants to energy and the service sectors. The village is currently the home to just under 2000 people who are able to enjoy sports and leisure facilities on their doorstep plus the views of the Pennines, countryside and farms. The Village Bypass named after a local man “James Towers Way” who won the Victoria Cross in 1918 was opened on the 5<sup>th</sup> October 2017.

The village is facing the challenges this will provide in bringing the community back together. The proposals in this plan will support this work and will assist in integrating the new members of our community from the developments in the NW Preston development area and Whittingham Lane. These developments will increase the population by roughly 50% by 2026

The Localism Act has given us the opportunity to give local people more say about how our area is developed through the preparation of our Neighbourhood Plan.

The Act defines a Neighbourhood Plan as:

*“A plan which sets out policies in relation to the development and use of land in the whole or any part of a particular neighbourhood plan area specified in the plan”*

The Neighbourhood Plan once ratified by referendum of the parish residents becomes part of the statutory development plan and a weighty consideration in decisions on planning applications whether by the City Council or when developers appeal against refusal of planning permission.

The Neighbourhood Plan will provide the opportunity for us to shape the future of this parish to 2026 and beyond as not only does it state what and where development should take place but sets out how the Parish Council will undertake investment in and improvement of local facilities through community projects, Parish Precept, the Community Infrastructure Levy & other grants.

The initial version (March 2017) of the Neighbourhood Plan’s report by the External Examiner was issued on 7<sup>th</sup> September 2017, he did not recommend that the plan go for referendum until the matters in connection with policy RES1 were addressed. He requested that the Plan should be amended and be subject to a further formal consultation, then be submitted for a further independent examination. Preston City Council and Broughton Parish Council have acted on this report and the plan has been amended where recommended. The Parish Council commissioned an independent report by JBA consultants of possible Village development sites with a view to clarifying the Village boundaries and a Strategic Environmental and Habitats regulations assessment as additional evidence for the revised Neighbourhood Plan.

***Cllr. Pat Hastings Chairperson Broughton Parish Council***

## **INTRODUCTION**

### **Neighbourhood Planning – Arriving at a Vision for Broughton 2026**



## **1.1 INTRODUCTION**

- 1.1.1 Broughton Neighbourhood Plan is a new type of planning document based on the views of our local community. It is part of the Government's new approach to planning, which aims to give local people more say about how their area is developed. This is particularly important for Broughton. The completion of the long awaited Broughton Bypass presents a huge opportunity to make Broughton Village a more attractive place to live, work or visit and a much more close knit local community. However it also poses considerable challenges in terms of pressures for development that, if not properly managed, could threaten the very characteristics of the village that residents and visitors value.
- 1.1.2 The Plan has been developed by a Steering Group established by the Parish Council and made up of Parish Councillors and local residents. The Steering Group has been assisted by a retired local authority Chief Planner who is a longstanding resident of Fulwood with children at Broughton High School.
- 1.1.3 The plan has taken into account the views of parishioners expressed in response to a number of consultation events between May 2016 and February 2017, culminating in local consultation on a draft plan between December 2016 and February 2017. This draft has since been revised in response to recommendations from the Examiner and is now subject to further consultation prior to his further consideration of the plan.



- 1.1.4 Provided that he is satisfied that the Plan now meets the *basic conditions* set down in legislation, the Council will then arrange for a referendum on the Plan, hopefully in late Winter/Early Spring 2018. Provided that more than 50% of residents responding support the Plan, it will then become part of the statutory Development Plan along with the Central Lancashire Core Strategy and Preston Local Plan. This means that there is a presumption that future planning applications will be determined in accordance with the plan unless there are very good reasons for the local planning authority (Preston City Council) or the planning inspectorate or Secretary of State where an appeal is lodged, to do otherwise.
- 1.1.5 The Steering Group would like to thank all those who have contributed to the development of the plan including staff and pupils at both Broughton C/E Primary School and Broughton High School who have undertaken project work: Broughton Inn, the Marriott Hotel and Broughton Sports and Social Club that have all hosted events, Broughton Police for supporting the Guild Wheel Coffee shop, Broughton St John Baptist Church for involvement in the Steering Group and Community Futures for their guidance and support.
- 1.1.6 The approved Plan will implement the Plan Vision which Parishioners have for Broughton and shape its future to 2026.
- 1.1.7 The Plan will be looked at regularly by the Parish Council and its provisions reviewed as necessary in the light of changing circumstances and review of the wider development plan for the Preston local authority area.

## **1.2 Broughton a village in need of reinvention**

Broughton Parish has three distinct sections to it, these are defined by environment, history & factors outside the Parish Councils control

### **1.2.1 Broughton Parish Village**

This is the area from the crossroads of the A6 and B5269, which is the historic centre of the Village. The A6 is was Toll Road with a Toll House, Coaching Hostels, cottages and later gentleman's residents lining it. Leading down to the parish church and primary school by the ford of the brook. This is the area that the long awaited bypass encircles.

### **1.2.2 Broughton Parish South**

This is the area beyond the motorways that is part of the North West Preston Development area which has been in place for over 4 years. This broad stretch of land from D'urton Lane through to the west at Bartle is the site of over 12,000 houses, of which in the Parish there are 450 under construction and a further 200-400 yet to reach the planning stage. As a parish council Broughton has not had a lot of opportunity to input into these areas as the Homes & Communities Agency and Preston City Council have developed the scheme to meet the city's shortfall in housing. This neighbourhood plan aims to support the existing residents and to reach out to our new residents

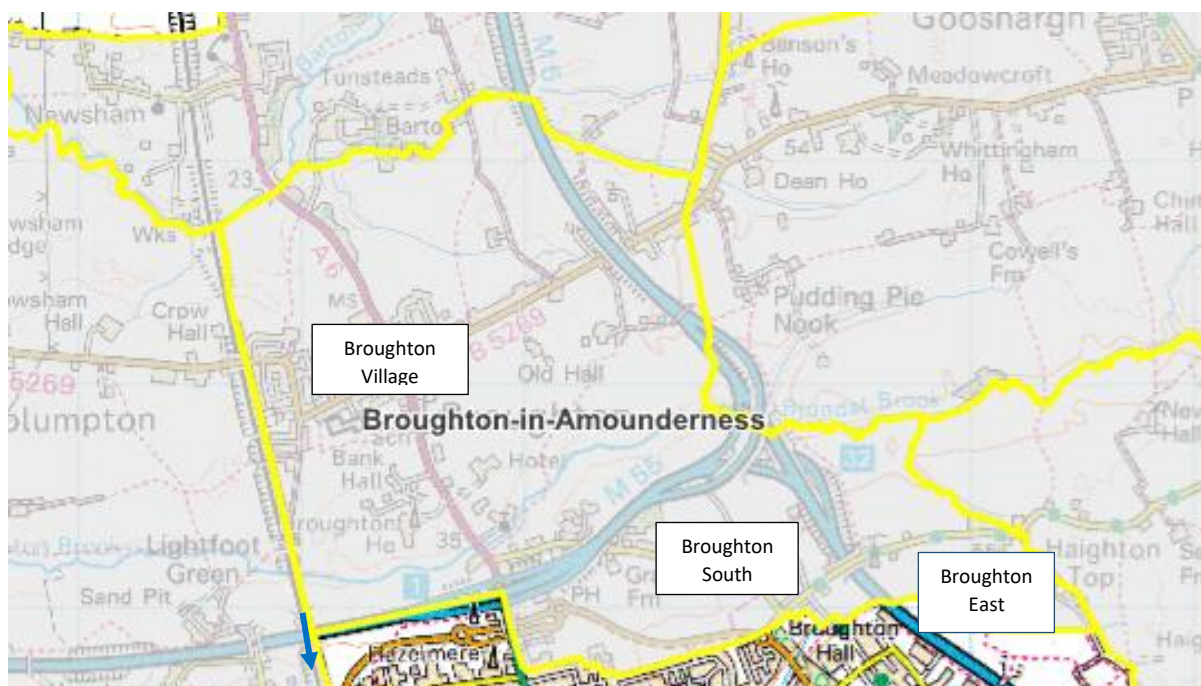
by linking them through footpaths, amenities and community activities to the village centre.

### 1.2.3 Broughton Parish East

Fernyhalgh is the area beyond the M6 which links to our neighbours Haighton (a small parish of less than 100 residents) and Whittingham. An area of rich farm land and history which as part of the PAP we will be working with Haighton to display this heritage. Which is an area of rich farm land and history.

## 2. DESIGNATED AREA

The solid yellow line shows the parish boundaries. To the north is Barton, to the west Woodplumpton, to the east Barton, Whittingham & Haighton and to the south, Preston city wards of Greyrigg and Fulwood.



## 3.1 PLAN CONTENT AND STATUS

3.1.1 The Neighbourhood Plan for Broughton covers the whole of the civil parish, taking in its three distinct constituent parts, Broughton Village (North of the M55), Broughton Parish South (South of the M55), and Broughton Parish East (East of the M6 and South of the M6/M55 junction).

3.1.2 The plan provides a vision for the future of the parish, and a set of plan objectives, agreed by residents. These were formulated following

consideration of consultation responses and an analysis of information about the plan area's existing and future physical, economic and social characteristics, drawing upon existing published sources and additional research and assessment.

- 3.1.3 The policies and proposals presented in this draft plan represent the collective view of the Steering Group (assisted by input from the Group's professional planning advisor) as to how existing development plan policy needs to be augmented in pursuit of plan objectives and in order to deliver the plan vision.

#### **4.1 PLAN DEVELOPMENT**

- 4.1.1 From the outset of the plan-making process, the Parish Council decided that the community would be involved as fully and as soon as possible.
- 4.1.2 One of the first steps in this process was to undertake a questionnaire survey. Some 267 responses were received. Responses were received from households making up over a quarter of Parish residents together with a significant number of responses from people working in or visiting the parish.
- 4.1.3 A number of public engagement events were then held between May and October 2016 including drop-in sessions, a business breakfast and school projects.
- 4.1.4 Over this period, meetings were also held with Preston City Council and Lancashire County Council, and Aecom consultants appointed to undertake a heritage and character Assessment of the area.
- 4.1.5 The Steering Group met monthly over this period with individual members researching and help developing background papers on various plan themes. These along with feedback from the community questionnaire and engagement events helped shape the drafting of Plan Issues, objectives and vision which were endorsed by the local community following a mail drop, web and exhibition based consultation prior to preparation and submission of the initial draft Plan in Spring 2017. In undertaking this process the Group also had to give careful consideration to:-
- National Planning Policy (NPPF)
  - The Central Lancashire Core Strategy and Preston Local Plan 2012-2026
  - EU Legislation
  - Human Rights Obligations.

in seeking to ensure the plan adhered to all statutory requirements.

*Broughton in Amounderness Parish Council Neighbourhood Development Plan*

- 4.1.6 The Examiner appointed by the City Council considered the Plan over Spring/Summer 2017 alongside the representations received by Preston City Council following formal local consultation.
- 4.1.7 His report received in late August 2017, was largely supportive of plan proposals but on the key issue of housing development raises concern that the plans proposals for a criteria-based approach to small scale extension of Broughton Village Settlement Boundary (Policy RES1) might not provide a robust defence against an inappropriate overall scale of future housing development.
- 4.1.7 Acting on his recommendations the Parish Council has since commissioned JBA Consulting, specialists in landscape and visual impact assessment, to establish where small scale housing development might best be accommodated as an extension to the settlement boundary, in a way that supports the objectives of the plan and helps deliver the Plan Vision.
- 4.1.8 That report has informed the revised Policy RES1 that is now included in the Plan proposing 3 sites on the edge of the settlement boundary be allocated for housing development.
- 4.1.9 A number of much more minor changes, many presentational, suggested by the Examiner have also been taken on board.

## 5.0 ISSUES AND OBJECTIVES

### 5.1 Key Issues arising from Consultation, Evidence and Analysis

1. **PROVISION FOR DEVELOPMENT** What provision should be made for future development, whilst safeguarding open countryside, and the rural setting, environmental quality, identity, character, and distinctiveness of Broughton Village?



Site of current application for 97 houses



Housebuilding in NW Preston

2. **HOUSING** – Should the Neighbourhood Plan provide more flexibility on future housing development than provided by Local Plan policies, and does it need to incorporate more detailed policies on the form of such development to better meet local needs?
3. **LOCAL IDENTITY/ROLE** How can the Plan realise the potential, post bypass, for the village to establish a strong positive identity and role and what should this be?



Hall at Sports & Social Club



Proposed Convenience Store & Café



St Georges Playing Fields



Pre School on Playing Field



Broughton CoE Primary



Dental Surgery, Northway

4. **LOCAL FACILITIES AND SERVICES** How should deficiencies in the provision and quality of local services and community facilities in Broughton Village be addressed, including the absence of a quality local convenience store, Post Office, Village Hall and State Primary School, and the poor quality of public facilities for sport and informal recreation?
5. **COMMUNITY IDENTITY/COHESION** What else can be done to address cohesion within the local community?

- 6 ENVIRONMENT** How should the neighbourhood plan conserve and enhance Broughton's natural and built environment to protect and improve the quality of life for local residents and visitors?



- 7 HERITAGE** How can Broughton's history and heritage assets best be conserved and showcased?



- 8 BUSINESSES AND EMPLOYMENT** What steps are necessary to ensure that existing businesses flourish post bypass? Is additional signage/parking provision needed? What provision should the plan make for new business development?

*Broughton in Amounderness Parish Council Neighbourhood Development Plan*



**9 BROUGHTON PARISH SOUTH** - What relationship should the Neighbourhood Plan seek to establish between the major new residential communities being developed to the South of the M55 on D'Urton Lane and Eastway, and Broughton Village? What if any additional policies/proposals are required for this area?



**10 BROUGHTON PARISH EAST** What additional policies and proposals, if any, could be beneficial in managing the future development of the open countryside areas east of the M6?



## **5.2 Neighbourhood Plan Objectives**

1. **RURAL SETTING** To retain Broughton Village's rural setting and enhance its identity as a distinct settlement and community physically separate from Preston's Urban Area.
2. **DEVELOPMENT** To ensure that any new development is of an appropriate, nature, location, scale and design, and in the case of Broughton Village is in keeping with and does not undermine the character, rural setting and environmental quality of the village (including through the impact of associated vehicle traffic).
3. **HOUSING** To ensure the location, scale, and form of future housing development takes full account of local needs, and helps establish a balanced and active local community.
4. **BUSINESSES/EMPLOYMENT** To support businesses to thrive and grow, supporting the development of small new businesses, home working and the retail and service opportunities in the new developments. Working with the providers of broadband to make sure the whole village can all benefit from good coverage.
5. **FACILITIES & LOCAL CENTRE** To secure a significantly enhanced range and quality of local services and community facilities, including establishing a vibrant *local centre* located within the heart of Broughton Village and creating other focal/meeting points for the local community.
6. **ENVIRONMENT & HERITAGE** To realise the potential created by provision of the bypass to secure improvements to the quality of both the natural and built environment; ensuring that heritage assets (designated and non-designated) are identified, conserved and enhanced.
7. **LEISURE AND RECREATION** To enhance opportunities for and participation in sport and informal leisure and recreation by the development, improvement and/or sharing of local facilities.
8. **HEALTH & WELL BEING** To promote health and wellbeing; by safeguarding and enhancing the Guild Wheel and local footpath network and ensure that improvements in air quality post bypass are maintained. To protect these routes from any development that would be to the detriment of the enjoyment and benefits they provide, particularly in providing access to and enjoyment of open countryside areas.
9. **NEW COMMUNITIES** To integrate successfully the major new housing developments on the southern and eastern edges of the plan area; and to further develop and encourage pedestrian and cycle access between these areas, key plan area facilities and the local centre.
10. **OPEN COUNTRYSIDE** To safeguard and enhance the special character and identity of the open countryside areas



## **6.0 THE VISION – BROUGHTON 2026**

### **6.1 In 2026 the Neighbourhood Plan Area will be.....**

#### **A. A revitalised Broughton Village that:-**

- Has retained its rural setting, and distinct physical identity from Preston Urban Area through stringent control of development within Open Countryside areas, and maintenance of extensive areas of separation between it, Preston Urban Area to the south and Barton to the North.
- Has grown, in the main, organically, through small scale development catering for local needs and carefully controlled to that appropriate to the scale and character of the village, excluding large scale estate housing.
- Has become a much more strongly identified and cohesive local community, with improved local services, environment and community facilities making the centre of the village an attractive and relaxing destination and meeting place not only for local residents but for a wider catchment drawn by its character and charm.
- Has an attractive pedestrian/cyclist friendly public realm, offering good air quality, that, along with the provision of enhanced refreshment opportunities, has further increased the popularity of the Guild Wheel and local footpath network.
- Takes pride in the quality of its natural and built environment, exercising careful control over the quality of new development and in the way it manages its public realm and green infrastructure.
- Celebrates and showcases its history and heritage.
- Has seen existing local businesses thrive - attracting custom through the quality of their offer and the improvements in access, parking and environmental quality delivered post bypass

**B. Broughton Parish South** - A thriving and attractive residential community to the South of the M55 forming an extension to Preston's Urban Area, looking in part towards Broughton Village for school, church, community, and leisure/recreation including the Guild Wheel but also boasting its own local shopping and health facilities, food and drink offer and enhanced cricket club facilities.

**C. Broughton Parish East** – Remaining a characterful and historic area of quiet country lanes, and open countryside within which development has been tightly restricted to that supporting farming, and rural diversification. The historical significance of St Marys, Fernyhalgh & Ladyewell and Shrine will have been further recognised, conserved and enhanced attracting increased but well managed visitor numbers.

## **7.0 NATURAL ENVIRONMENT**

### **7.1 Introduction**

- 7.1.1 With the exception of Broughton Parish South (to the south of the M55 and on the edge of Preston's Urban Area), and Broughton Village Settlement itself, the Plan area largely comprises gently undulating farmland mainly of Grade 3 Agricultural value interspersed with scattered associated farm buildings and properties.
- 7.1.2 The most significant exceptions to this in terms of developed sites are off Garstang Road and comprise the Broughton Marriott Hotel (once a grand Victorian Manor House), Lancashire and Cumbria Ambulance service headquarters both in landscaped parkland settings, Birley House First Trust Hospital (off D'Urton Lane), and Broughton Church, Vicarage and associated Primary School. However these built developments are significantly set back from the road and, St Johns Church apart, are significantly screened from public view by intervening trees and landscaping.
- 7.1.3 There are no large areas of woodland within the plan area. However the edges of the defined Broughton village settlement and many roads and lanes through the area are well wooded, screening the influence of any other built development on the surrounding rural landscape. Mature trees within hedgerows and watercourses create a sense of enclosure to fields and mature trees individually and in groups are also common in the rural landscape. A large number of trees within the open countryside and surrounding the larger scale buildings are protected by Tree Preservation Orders (TPOs)
- 7.1.4 As you approach Broughton village on Garstang Road from Preston, school and public playing fields to each side of the road provide a swathe of green space between the southern boundary of the village settlement and the farmland to the south.
- 7.1.5 Where some very limited housing development has been allowed in "Open Countryside", north of the M55 this has generally been in farm buildings, gardens and brown sites and of a form and scale that has not impacted significantly on the rural character of the immediate area e.g. along D'Urton Lane south of the Church.
- 7.1.6 Open countryside can be enjoyed to either side of Garstang Road in gaps between trees and over hedgerows. More extensive open views of open countryside can be enjoyed from Whittingham Lane and from the Guild Wheel cycle/pedestrian route southwards as it passes the High School playing fields and along Sandy Gate Lane, as well as from public rights of way.
- 7.1.7 Within Broughton Village Settlement Boundary there are some larger properties with extensive mature rear gardens particularly to properties on the North side of Whittingham Lane some of which extend for over 180 yards/138 metres. Other than this the largest green space is to the front of the United Utilities site on the corner of Woodplumpton Lane.
- 7.1.8 There are two waterways. Blundell Brook, runs from west to east, to the north of M55 and south of St Johns Church and Broughton House and is an identified wildlife corridor. Barton Brook, runs to the north of Broughton Village to the south of Barton Hall.

7.1.9 There are no designated Sites of Special Scientific Interest (SSSIs) or Biological Heritage Sites within the plan area. As in much of this part of the North West some ponds do contain Greater Crested Newts. Detailed ecological surveys have been undertaken in planning the Bypass and major development allocations in Broughton Parish South and necessary mitigation undertaken.

## **7.2 Existing Development Plan Policy**

7.2.1 Central Lancashire Core Strategy and Preston Local Plan include objectives and policies relating to landscape character, natural environment, development in open countryside, biodiversity and nature conservation.

7.2.2 Of relevance to this neighbourhood plan are

- Core Strategy Policy 21 **Landscape** Character Areas requiring any development to be well integrated into existing settlement patterns, and appropriate in terms of landscape character.
- Preston Local Plan Policies EN1 heavily restricting built development within **Open Countryside**,
- EN2 Protecting and enhancing **green infrastructure** in all its forms,
- EN4 **Area of Separation** - maintaining the identity and distinctiveness of Broughton Village.
- EN9 Design of New Development sets out basic design principles and refers to adopted detailed Supplementary Planning documents *Biodiversity and Nature Conservation July 2015* and *Design Guide October 2012* that set out guidelines applied to the detailed consideration of planning applications which include protection of the natural environment.
- EN10 protecting conserving and enhancing **designated sites of nature conservation importance**, wildlife habitats more generally and ecological networks and
- EN11 on **protected species**.

## **7.3 Consultation & Objectives**

7.3.1 Consultation has served to emphasise the enormous value that respondents place on the environment and rural setting of Broughton Village. These were rated the most important contributors to the quality of life in Broughton.

7.3.2 The challenge of safeguarding the rural setting and environmental quality of the village (and seizing the opportunities to enhance this upon the bypass removing through traffic) emerged as a key issue for the plan.

The following objectives were identified:-

**RURAL SETTING** To retain Broughton Village's **rural setting** and enhance its identity as **a distinct settlement and community physically separate from Preston's Urban Area**.

**DEVELOPMENT** To ensure that any new development is of an appropriate, nature, location, scale and design, and **in the case of Broughton Village is in keeping with and does not undermine the character, rural setting and environmental quality of the village (including through the impact of associated vehicle traffic)**.

**ENVIRONMENT & HERITAGE** To realise the potential created by provision of the bypass **to secure improvements to the quality of both the natural and built environment**; ensuring that heritage assets (designated and non-designated) are identified, conserved and enhanced

**OPEN COUNTRYSIDE** To safeguard and enhance the special character and identity of the open countryside areas

7.3.3 The application of development plan policy is intended to protect many of the aspects of the Parish held dear by the local community as reflected through local consultation, However those policies do not in themselves provide assurance, in the face of the housing development pressures that Broughton faces post bypass, that the location, scale and form of future development will be of an optimal form in respecting neighbourhood plan objectives and delivering the plan's vision for the plan area in 2026. Nor does development plan policy articulate the other actions, outside of the management of future development required to deliver that vision.

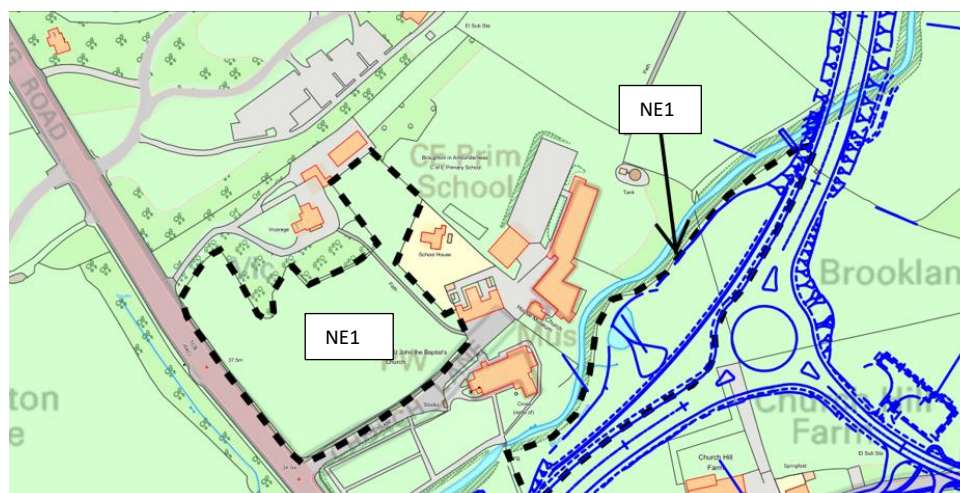
7.3.4 This plan is therefore proactive in:-

- Considering the location and form of development that might be appropriate outside the village settlement boundary and areas for development allocated in the Local Plan (see housing chapter)
- Designating Local Green Spaces that warrant additional protection beyond that afforded by development plan policy because of their local significance.
- Providing additional detailed policy in areas not covered in detail by the development plan and of particular importance and significance in the local context.
- Identifying a number of Parish Action Points for the Parish Council and local community to take forward in advancing the objectives of the plan and delivering the plan vision.

#### **7.4 Neighbourhood Plan Policies**

**NE1 LOCAL GREEN SPACES** The following sites, as defined on Plan 1, are designated as Local Green Spaces. In these areas there is a presumption against any development which is not ancillary to the use of these spaces and reduces their character or openness. Only when very special circumstances can be demonstrated will development be allowed which is contrary to these principles:-

- **Glebe Field between the Parish Church of St John Baptist and the Vicarage.**
- **Land between Blundell Brook and Broughton Bypass**



**PLAN 1 - PROPOSED LOCAL GREEN SPACES : POLICY NE1**

- 7.4.1 The National Planning Policy Framework (NPPF) in paragraph 77 provides for the designation in Local and Neighbourhood Plans of local green spaces that hold a particular significance for the local community whether this be for their beauty, historical significance, recreational value, tranquillity or richness of wildlife. Such designation rules out development other than in very special circumstances.
- 7.4.2 The Parish Church of St John Baptist, an impressive Grade II Listed Building, lies just north of the M55, and is framed to the south of the Church and graveyard as you look East by tree lined views of open countryside alongside Blundell Brook (with public footpath) and to the north by Church Meadow, a sloping area of pasture rising up to the Vicarage and the wooded parkland landscape surrounding the Marriott Hotel. As well as providing a scenic, rural setting to the church, these areas play an important role signalling the transition from urban Preston into rural Broughton.
- 7.4.3 The construction of the bypass west-east to the south of the church will inevitably intrude upon the tranquil rural setting to the south of the church but will still leave a significant green corridor between the bypass and Blundell Brook (a wildlife corridor).
- 7.4.4 Protecting these green areas from development will safeguard the scenic and historic rural setting of the Church (and Church Cottage, another listed building), and the attractive views they provide from both Garstang Road and from the footpath along the Brook.

## **NE2 VISUAL IMPACT OF NEW DEVELOPMENT**

**The visual impact of new development particularly that on the edge of the defined settlement of Broughton when viewed from approaching routes should be minimised by landscape screening and tree planting.**

- 7.4.5 The Aecom report describes a key characteristic of Broughton as *enclosure created by mature tree cover focussed around residential areas*. Where housing can be seen from outside the village this is in most instances softened and greened by trees and hedgerows, contributing greatly to the quality of the landscape and rural environment. It is important that any small-scale housing developments on the edge of or outside the current settlement boundary do not undermine this.

**NE3 DRAINAGE Sustainable drainage schemes shall be used to drain land wherever possible:-**

- **for development**
- **where waterlogging is an obstacle to use of public open spaces or to enjoyment and use of public rights of way**
- **to provide wildlife areas.**

7.4.6 The National Planning Policy Framework advises in paragraph 94 that plan policies “should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.

7.4.7 To this end it is important that priority is given to sustainable drainage solutions (as set out at paragraph 103 of the NPPF) for new development in order to limit run-off into drains and sewers. It is also important that steps are taken to ensure poor drainage does not continue to restrict enjoyment of public rights of way (see PAP 2 below) and make many of the areas sports pitches at best poor quality and at worst unplayable. Sustainable drainage schemes can also provide additional opportunities for wildlife and introduce attractive features into the landscape.

**7.5 Parish Action Points**

**PAP 1 TREES The Parish Council will**

- **Review the extent of local Tree Preservation Orders and, where appropriate, put forward proposals to the Local Planning Authority for further Orders**
- **Agree with Preston City Council a plan for the management and future replacement of ancient street trees and maintenance of hedgerow tree.**

7.5.1 Trees, whether in belts (e.g. lining Garstang Road), coppices or individually contribute hugely to the quality of Broughton’s natural environment and to local wildlife. Their preservation and proper management is crucial to retaining this quality, and in safeguarding the rural character and appearance of the area.

7.5.2 Whilst many trees are protected by Tree Preservation Orders, it is important that these be reviewed given the development pressures on the area. It is also important that the Parish Council work with the local authority to ensure that avoidable losses are prevented through proper management and that trees are replaced. .

**PAP 2 DRAINAGE The Parish Council will**

- **Identify sections of public rights of way the use of which is deterred by poor drainage, and work with landowners to agree and implement solutions to overcome these barriers to their full use and enjoyment by the local community.**

- **Lobby the County Council and Statutory Undertakers for action where drainage problems are the consequence of damage to public drainage infrastructure**
- **Ensure that a scheme is progressed to ensure King George V Playing Fields are properly drained and can be enjoyed for sport and informal recreation (see PAP \* Community Facilities)**

**7.5.3 There are sections of the public footpath network particularly north of the village which become virtually unpassable during wet weather and the winter season without wellingtons reducing their recreational value and contribution to the health of the local community.**

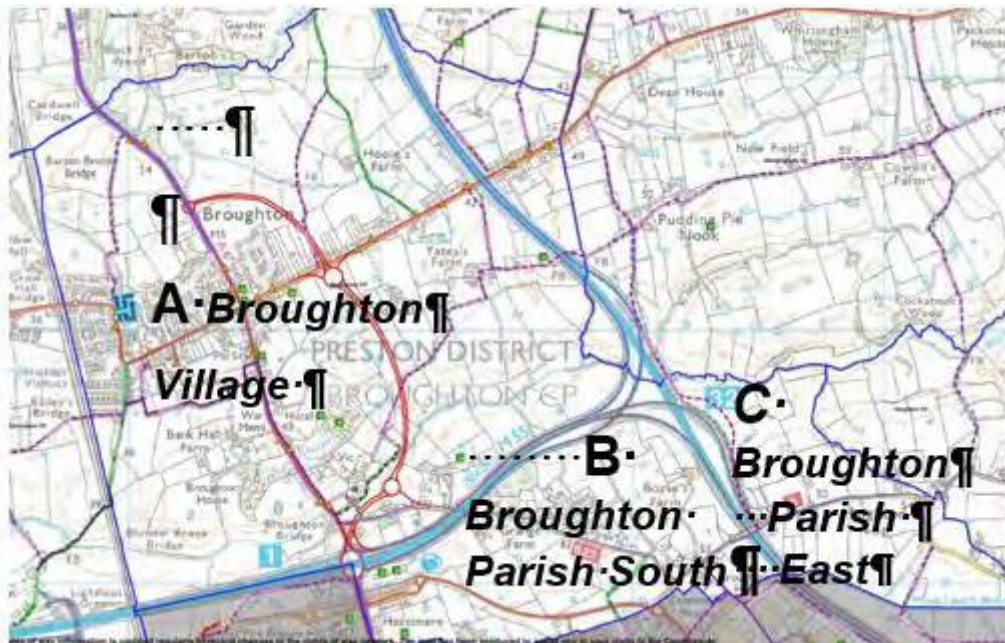
**7.5.4 Similarly King George V Playing Fields and those of Broughton High School regularly become waterlogged. Hopefully the cause of these problems will be at least partially addressed by culvert works being undertaken on Garstang Road following completion of the Bypass and prior to the redesign of the highway.**

**7.5.5 The Parish Council is also addressing drainage of King George V Playing Fields as part of a wider scheme of improvements to ensure that this returns to being a well used community resource (see PAP \*). This scheme is being funded through Community Infrastructure Levy (CIL) contributions and there is potential for this funding to be accessed to address wider drainage problems that restrict community use of public areas and footpaths.**

## 8. HOUSING

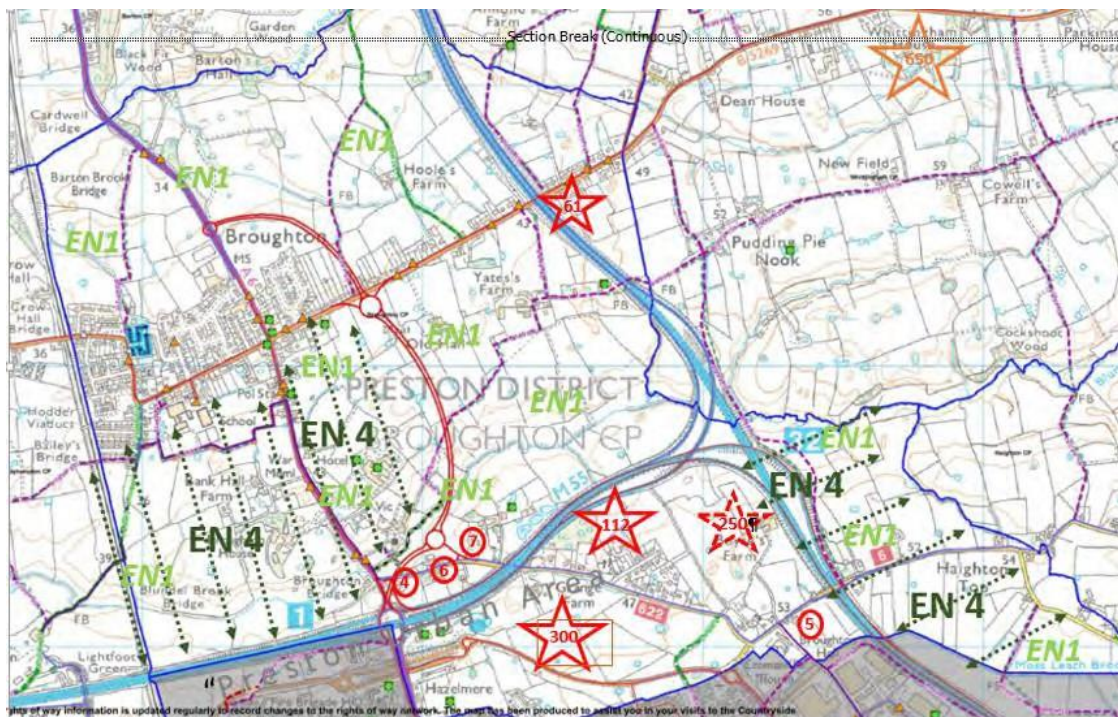
### 8.1 Introduction

- 8.1.1 The plan area is made up of three distinct physical areas (shown below) and has about 1722 residents (2011) in approximately 768 properties. Currently around 85% of the population is within the defined settlement area of Broughton Village



- 8.1.2 Preston Local Plan adopted in 2015, incorporated the **North West Preston Development Area** that has a number of sites designated for housing development taking in much of **Broughton Parish South**. The adopted supplementary planning document the North West Preston Masterplan provides an outline and guidance for development of these sites. There are two larger sites where building has started for 300 & 112 properties (see plan overleaf). The area yet to be developed is to the north of Durton Lane at Boyes Farm. It is owned by HCA who have submitted an application for a further 250 properties. Overall new property developments in Broughton Parish South will be in the region of 670 homes.
- 8.1.3 Elsewhere the area to the north of the M55 and to the south of the church hamlet, has planning permission for a further 28 dwellings on 4 sites, a scheme under construction on Whittingham Lane to the east of the M55 will add a further 61 properties and several small developments in the village centre for seven houses and eight apartments.
- 8.1.4 These housing approvals and allocations will together represent an increase in housing within Broughton Parish as a whole within the Local Plan/Neighbourhood Plan period to 2026 of well over 100% (768 to 1565)
- 8.1.5 All of the larger developments have affordable housing. Preston Parish South is approximately three quarters of a mile from the centre of Broughton traffic lights/crossroads with residents likely to choose private transport or walking for most trips into the village.





8.1.6 The 2011 Census showed the resident population having a markedly older profile than Preston as a whole with 57% of residents 45 or over and 27% 65 or over compared with 37% and 14% respectively for Preston as a whole. Updated figures for the population obtained from Preston City Council for 2015 show a small growth to 1787. Projections for 2019/20 show with the housing developments that have started in the NW Preston development area a growth of 75% by 2026. (approx. 3125)

8.1.7 The housing stock is of a wide range of types and ages including a substantial number of semi-detached and detached properties, and some bungalows with between 2-6 bedrooms and a small development of flats. Average number of bedrooms is 3.2 against a local authority average of 2.6.

8.1.8 Currently there are only 13 social rented properties available in the Village plus 22 sheltered properties both managed by Gateway Housing Association.

8.1.9 The neighbouring parishes of Barton, Woodplumpton, Whittingham and Barton have considerable housing developments planned, allocated or approved. At Barton, a mile to the north of Broughton (66 dwellings) on the A6, at Whittingham Hospital (some 650 dwellings) to the East and along Whittingham Lane (125 dwellings).

## 8.2 Existing Development Plan Policy

8.2.1 Preston's Housing requirements were established when the Central Lancashire Core Strategy (adopted in 2012) was prepared and land was identified to meet these needs in Preston Local Plan (adopted July 2015) and in plans prepared for Chorley and South Ribble. In late 2016 the Central Lancashire Authorities commissioned

research into current objectively assessed housing needs across the three authority areas.

- 8.2.2 This work has confirmed that the housing figures upon which Preston Local Plan is based, continue to reflect Preston's housing needs and are an up to date basis for assessing the adequacy of its housing supply. At the time of neighbourhood plan preparation that supply was assessed to be about 5.5 years based on these requirements.
- 8.2.3 In looking at how housing requirements should be met, the Core Strategy established a hierarchical approach (Core Strategy Policy 1 based on size, accessibility and range of services available) choosing as a focus of development within Preston, its Urban Area including a Strategic Development Location at **North West Preston**.
- 8.2.4 Most villages including Broughton appear at the bottom of that hierarchy – where development will typically be small-scale and limited to appropriate infilling, conversion of buildings and proposals to meet local need unless there are exceptional reasons for larger scale redevelopment schemes
- 8.2.5 Preston City Council applied this approach in drawing up Preston Local Plan, allocating land in Broughton Parish South for major development as part of North West Preston (now subject to planning approvals and construction work- see above) and limiting development elsewhere within the neighbourhood plan area to sites within the defined **Broughton Village settlement** boundary (see red cross-hatched area below) and to small-scale development of an appropriate design and scale that is in keeping with the character and appearance of the area and provided that there would be no adverse impact on residential amenity (Preston Local Plan Policy AD1(b)).



Outside the settlement boundary all land north of the M55 and East of the M6 is allocated as **Open Countryside** (Policy EN1) and that between the M55 and Broughton Village (and also East of the M6) also allocated as an **Area of Separation** (Policy EN4) to seek to ensure, in Broughton's case, that the identity and distinctiveness of it as a village separate from Preston's Urban Area is safeguarded.

8.2.6 Under Policy EN1 housing development within Open Countryside is restricted to:-

- The re-use or re-habitation of existing buildings
- Infilling within groups of buildings in smaller retail settlements (not identified as a village)
- Rural Exception Affordable Housing Developments adjoining village settlement boundaries where need for such housing has been established by a comprehensive needs assessment for the local area.
- Rural Workers dwellings where there is a functional need for workers to live near their place of work and no suitable existing accommodation and subject to other criteria.

8.2.7 Under Policy EN4 any development within Areas of Separation has to be assessed in terms of any harm to the effectiveness of the gap between settlements (e.g. that between Broughton and Preston's Urban Area) and whether such harm would compromise the function of the Area of Separation in protecting the identity and distinctiveness of settlements.

8.2.8 Where housing development is considered acceptable Core Strategy Policy 5 requires that local planning authorities *secure densities of development which are in keeping with local areas and which will have no detrimental impact on the amenity, character, distinctiveness and environmental quality of an area, consideration will also be given to making efficient use of land.*

8.2.9 Central Lancashire Core Strategy Policy 7 sets out a number of design criteria for new development.

### **8.3 Consultation & Objectives**

8.3.1 This neighbourhood plan is being prepared in the context of fears amongst the local community that, following the completion of the bypass, Broughton may see housing development of a scale far in excess of that allowed under policies in the Core Strategy and Local Plan.

8.3.2 Broughton's residents (and those visiting the village e.g. on the hugely popular Guild Wheel cycle/pedestrian route) attach huge importance to the village's rural setting amongst views of open countryside and are looking forward to the character and appearance of the village and local environment being considerably enhanced by the removal of through traffic and the works to create a pedestrian and cyclist friendly street environment post bypass.

8.3.3 Fears that these positive attributes will be threatened by large scale development have been further heightened by applications submitted in August 2016 for 97 dwellings to the south of the settlement boundary off Sandy Gate Lane and for up to 130 dwellings at Key Fold Farm on the east side of Garstang Road. Both these applications are in Open Countryside and the Area of Separation (Both schemes subsequently allowed on appeal because of Preston's lack of a 5 year housing supply).

- 8.3.4 Local consultation shows that the local community overwhelmingly feel that housing development should continue to be tightly restricted in line with Core Strategy and Local Plan policy and that any development should be relatively small scale. In the context of Preston's housing policies having been demonstrated to be *up-to-date* there would need to be very significant overriding planning considerations to justify applications being determined other than in accordance with this general approach
- 8.3.5 However there is an acceptance that the opportunities for additions to the housing stock within the existing defined settlement are modest and some additional scope for development close to the village could assist in meeting local housing needs, in supporting development of community facilities and activity, and in rebalancing a local community that is skewed towards the middle aged and elderly..
- 8.3.6 The following objectives have been agreed by the local community in respect of the future development of the village:-
1. **RURAL SETTING** To retain the rural setting of Broughton Village and of Broughton Parish East and enhance the Villages identity as a distinct settlement and community physically separate from Preston's Urban Area.
  2. **DEVELOPMENT** To ensure that any new development is of an appropriate, nature, location, scale and design, and in the case of Broughton Village is in keeping with and does not undermine the character, rural setting and environmental quality of the village (including through the impact of associated vehicle traffic).
  3. **HOUSING** To ensure the location, scale, and form of future housing development takes full account of local needs, and helps establish a balanced and active local community.
- 8.3.7 Arising from the housing issue identified above, the specific views of the local community were sought in respect of the best future housing development strategy for Broughton Village. The community supported a slightly more flexible approach than expressed through local plan policy in terms of providing for small scale development of appropriate sites adjoining the defined settlement boundary.
- 8.3.8 This approach is consistent with the strategic approach adopted in the Core Strategy and Local Plan in terms of the scale of development being commensurate with Broughton's position at the foot of the settlement hierarchy, but is seen to offer the following advantages
- More flexibility in meeting local housing needs
  - Development on sites close to the village centre would help to support improved local facilities and services and create a greater sense of community.
  - Such development is considered capable of being accommodated without detriment to Broughton's rural setting, or significant loss of open countryside and views.

- Such provision would strengthen the case against damaging large scale housing proposals.

- 8.3.9 This choice has informed the agreed Neighbourhood Plan vision that in 2026 Broughton Village will have retained its rural setting, and distinct physical identity from Preston Urban Area through stringent control of development within Open Countryside areas, and the maintenance of extensive areas of separation between it and Preston Urban Area to the south. The village will, in the main, have grown organically, through small scale development catering for local needs and carefully controlled to that appropriate to the scale and character of the village, excluding large scale estate housing.
- 8.3.10 Local consultation has also informed the judgment that the Neighbourhood Plan should endorse the strict policy restrictions on development of the open countryside and quiet country lanes making up Broughton Parish East.
- 8.3.11 The scale and form of most proposed housing development within Broughton Parish South is already largely committed.

## **8.4 Neighbourhood Plan Policy - General**

### **RES Housing General**

**Housing proposals will be determined in accordance with policies in the Central Lancashire Core Strategy and Preston Local Plan as amended and augmented by the Neighbourhood Plan Policies set out below.**

- 8.4.1 Existing Development Plan policies are up-to-date and provide an appropriate broad policy framework for control of development within the Neighbourhood Plan Area. However the Neighbourhood Plan process has enabled more detailed consideration of and a more detailed local focus upon the needs and ambitions of the local community than possible in the preparation of the Core Strategy and Preston Local Plan.
- 8.4.2 That process has highlighted the enormous contribution that Broughton Parish is already making to meet Preston's wider housing needs in the southern part of the Parish – accommodating housing development that will more than double the current housing stock and resident population.
- 8.4.3 In the context of this scale of development, it is vital that existing Core Strategy and Local Plan policy be rigorously applied and the scale, form and location of any further housing be carefully managed so as to safeguard the rural character and setting of the wider area.
- 8.4.4 The Neighbourhood Plan has a key role to play in ensuring that this is the case, augmenting and strengthening existing Core Strategy and Local Plan policy with local provisions reflecting local conditions, and community aspirations and needs.

## 8.5 Area Specific Neighbourhood Plan Housing Policies

### RES1 Broughton Village – Housing Development Sites as an extension to the defined settlement boundary

Small-scale housing developments will be permitted on the following sites, as a rounding off of the village form, within an extended village settlement boundary, as shown on the Plan below.

1. 522 Garstang Road - field to front of bungalow – 1.45 has
2. Park House and disused former football field to the east and to the south and east of Broughton District Sports and Social Club - 1.5 has
3. Land to east and South of Broughton District Sports and Social Club-0.75 has

Other proposed development within designated Open Countryside will be heavily restricted in accordance with Central Lancashire Core Strategy Policies 1 and 19 and Preston Local Plan Policies EN1 and EN4.



— Allocated Site

--- Amended settlement boundary around site allocation

- 8.5.2 The completion of the bypass has already transformed the quality of the local environment by the removal of queuing traffic, noise and fumes from the heart of Broughton Village. The imminent associated remodelling of the former A6 Garstang Road and Broughton Crossroads, and the wider proposals and initiatives being pursued by the Parish Council as set out in this Neighbourhood Plan will make the village even more attractive to house buyers drawn by its rural setting and the opportunity to live in a village community outside of Preston's main urban area.
- 8.5.3 The bypass has also removed significant highway constraints that applied to major schemes of development in the area as a result of the long delays and congestion around Broughton crossroads and Junction 1 of the M55. Unsurprisingly this has led to many sites being the subject of applications or pre-application proposals for housing development from landowners, developers and housebuilders keen to secure enhanced land values and attractive and profitable opportunities for housing development.
- 8.5.4 The size and physical extent of many of these proposals would represent major intrusions into currently Open Countryside and the Area of Separation, conflict with Core Strategy and Local Plan Policy in respect of the scale of development deemed appropriate for villages, and impact upon the character, rural setting and identity and distinctiveness of Broughton village. Such development would be wholly at odds with the aspirations of the local community as reflected in the Vision, Objectives and Policies of this plan.
- 8.5.5 Nor is development on such a scale required to meet Preston's wider housing needs (see paras 8.2.1 & 8.2.2). There are a large number and choice of major housing schemes close by within Broughton Parish South and other sites within North West Preston. Many of these are in the early stages of construction thus helping to ensure that Preston has a housing supply adequate to meet its housing needs for some time to come. Quite apart from the damage large scale development would do to the village, it would divert investment away from these allocated sites and undermine the delivery of sustainable new communities within those areas
- 8.5.6 There are some modest opportunities to help manage pressures for development on open countryside and the areas of separation, through site redevelopment, conversion, infill and back land development within the existing village settlement boundary. Such development, particularly close to the centre of the village, will support sustainable lifestyles and the development of enhanced local facilities and contribute to a more cohesive local community post bypass.
- 8.5.7 Potential opportunities for such development may include:-
- Lengthy rear gardens to properties on Whittingham Lane
  - Broughton South Petrol Filling Station (outline planning permission now granted)
  - Potential surplus car park space to the rear of the Taste of Spice Restaurant

- 8.5.8 However these are extremely modest in number and scale and are unlikely to deliver any contribution towards affordable housing provision within the village.
- 8.5.9 The only significant committed housing development adjoining Broughton Village settlement boundary is the 61 unit Whittingham Place development east of the M55 on Whittingham Lane, but this is three quarters of a mile from the Village Centre so may make only a limited contribution to sustaining local facilities and creating a more active and cohesive local community.
- 8.5.10 Some modest additional flexibility towards housing development is supported by the local community in the context of these constraints, the benefits of some additional housing provision in meeting the needs of those requiring accommodation within the village, in supporting local facilities and in creating a better balanced and more active and cohesive local village community. Making such provision will also strengthen the local planning authority's case against damaging larger estate developments within open countryside being pursued by volume housebuilders
- 8.5.11 The sites proposed and identified above are modest extensions to the settlement boundary, rounding off the wider village form. They minimise intrusion into open countryside and areas of separation, pose no threat to the village's character or rural setting or to its identity and distinctiveness and afford ready access on foot to the Village Centre, other local facilities and bus routes. Sites 2 and 3 whilst relatively small-scale, total capacity perhaps 60-72 units, are sufficiently large to make a modest but significant contribution to meeting affordable housing needs.
- 8.5.12 The sites have been identified as the best sites in respect of these and wider considerations through a detailed process of site identification and appraisal undertaken by an established and reputable consultancy skilled in such matters and particularly in landscape and visual impact assessment (JBA Consulting: *Broughton-in Amounderness Neighbourhood Plan : Landscape/Visual appraisal of small-scale housing sites.*)
- 8.5.13 This study demonstrates conclusively that these sites perform best not only in relation to landscape/visual impact considerations but also when other sustainable development considerations are taken into account.
- 8.5.14 The company has also produced a wider Strategic Environmental Appraisal of the plan as a whole including these proposals.

## **RES2 Broughton Village Housing Mix**

**Residential development of more than 10 dwellings shall provide a range of housing to meet local needs as identified in the latest objective assessment of local housing needs.**

8. 5.15 This policy relates to open market housing and the manner in which housing proposals can respond to objective assessments of housing need in studies such as Strategic Housing Market assessments.



- 8.5.16 Development on this scale will require the provision of 30% affordable housing units in accordance with Preston Local Plan policy.
- 8.5.17 The additional flexibility afforded by this Neighbourhood Plan in respect of housing development in the village is not to meet any wider quantitative shortfall in housing provision across North West Preston. Existing Local Plan housing allocations and planning approvals are entirely adequate in meeting Preston's objectively assessed housing needs.
- 8.5.18 The case for Broughton to accommodate housing development of a scale modestly beyond that allowed by limiting development to the existing settlement boundary is about promoting the development of a strong, sustainable local community post bypass. To do this, it is important that development be tailored to local needs rather than duplicate the general private market housing that housebuilders are delivering closeby within the North West Preston Masterplan area south of the motorway.

### **Broughton Village Housing Design**

- 8.5.19 Appropriate good design helps new development to foster a locally distinctive area. In support of the objectives and vision of this neighbourhood plan. There are established design policies in the development plan (listed below) and adopted SPD, the application of which will be crucially important in meeting plan objectives and in delivering the plan vision.
- **Central Lancashire Core Strategy Policy 17 – Design of New Buildings**
  - **Preston Local Plan Policy EN9 – Design of New Development**
  - **Central Lancashire Core Strategy Design Guide Supplementary Planning Document (SPD)**
- 8.5.20 Core Strategy Policy 5 “Housing Density” states densities should reflect those of the local area and make efficient use of land.
- 8.5.21 Taking this into account, appropriate development densities for the plan area are likely to be at the lower end of the range stipulated in the Core Strategy (25-35 dwellings per hectare). This is justified in the context of that guidance covering inner urban and suburban areas of Preston where densities at the higher end of this range and incorporating development forms such as 3 storey town housing and higher rise apartment development may be eminently suitable. Local consultation has raised specific concerns over density and specifically over development of such townhouses. Relatively low density single or 2 storey housing, in a well landscaped setting, will normally help ensure that development is not to the detriment of the character and appearance of the village and is not unduly prominent in the wider landscape.

- 8.5.22 Core Strategy Policy 17 “Design of New Buildings” and Local Plan Policy EN9 “Design of New Development” establish general design criteria which are given further expression in the adopted Supplementary Planning Document “Design Guide October 2012. . Retention of existing features is encouraged. In this context, particular care will need to be taken in respect of any proposals coming forward for backland development of large rear gardens on the north side of Whittingham Lane. It will also be crucially important in successful development of the additional sites identified under Policy RES1.
- 8.5.23 Development should encourage walking and cycling and sustainable lifestyles by the adoption of layouts that facilitate direct access by these modes of transport to local facilities.

### **Broughton Parish East**

- 8.5.24 Broughton Parish East has a rural character that is distinct from that of the open countryside around Broughton Village in that it is devoid of villages or significant smaller settlements and has no major traffic routes passing through it.
- 8.5.25 This special character that provides the historic setting to Ladyewell Shrine could easily be undermined by anything other than the strictest application of Policy EN1 of the Local Plan for development within Open Countryside.
- 8.5.26 Such development would also be within the defined Area of Separation between Goosnargh, Whittingham and Goosnargh designated under Local Plan Policy EN4 necessary to protect the identity and distinctiveness of these settlements.

## **9. BUSINESS & EMPLOYMENT**

### **9.1 Introduction**

- 9.1.1 If you exclude farmland, Broughton has relatively little land devoted to business and employment use but has some large employers in the emergency services, hotel, food and drink and education sectors; a number of smaller businesses and a significant level of home working. Of particular note amongst the former are the Headquarters for Lancashire and Cumbria Ambulance Services, Broughton High School, and the Broughton Marriott Hotel.
- 9.1.2 The 2011 Census showed significantly more people working within the plan area (over 1200) than the 840 resident population who were economically active at that time (under half of the overall resident population). Many of these travel into Broughton while residents have a number of centres of employment close by not least Preston East Employment Area along Eastway.
- 9.1.3 The other most conspicuous feature of the plan area is the number of employers providing goods or services to the wider general public but the absence of the basic local services that you would expect to see in the centre of more traditional large rural villages e.g. convenience store, post office, coffee shop (although the latter has recently been rectified).
- 9.1.4 Broughton has specialist retailers but no dedicated local convenience store majoring on custom from the immediate resident population. The only convenience goods available within the village are the limited range available from the 2 petrol filling stations on Garstang Road either side of the crossroads, the future of which may be affected by the impending completion of the bypass.
- 9.1.5 Small convenience units and a post office have existed in the past in the centre of the village on the North West corner of the crossroads, in small units on Garstang Road south of the crossroads and in the store by the playing fields now occupied by Maidenhead Aquatics. All have closed.
- 9.1.6 The small shopping parade on Northway off Woodplumpton Lane has also lost all local shopping facilities and now comprises a physiotherapist, dentist and specialist running shoe store. .
- 9.1.7 There is a private hospital (off D'urton Lane) but no GP facilities although the Story Homes development, D'urton Manor, in Broughton Parish South, includes a proposed health centre above a local convenience store.
- 9.1.8 Following the closure of the former Golden Ball PH some years back, the Broughton Inn is the village's only pub (there is a pub/restaurant in Broughton Parish South – The Phantom Winger – south of the M55) but the majority of its floor space is devoted to a restaurant rather than it being a traditional local. Recently opened opposite is Chameleon a licensed café/bistro. A short drive from the village, the Italian Orchard, an Italian Restaurant by the M6 has prospered. The Gate of Bengal Indian Restaurant in the former

Golden Ball PH closed a few months ago but has recently reopened as *A Taste of Spice*.

## **9.2 Existing Development Plan Policy**

- 9.2.1 Central Lancashire Core Strategy and Preston Local Plan policies include a presumption that all sites and premises that are in employment use be protected in such use unless there are very good reasons for their release for other purposes (CS Policy 10; PLP Policy EP2).
- 9.2.2 In the case of retail and service facilities, these plans also provide for the identification of town and local centers that should be protected specifically for such uses (PLP Policy EP4). There are no such identified local centers in Broughton. There is a presumption in these plans that proposed new developments for retail and similar use should be directed to such centers or to sustainable locations.
- 9.2.3 Land allocated for development in Broughton Parish South as part of the North West Preston Masterplan is for residential led mixed use development that can include new local centers. Such a center is included in the approved plans for the Story Homes development Durton Manor, currently under construction.
- 9.2.4 The Core Strategy encourages appropriate growth of rural businesses and rural diversification including visitor facilities and the sensitive conversion of and alternative use of farm buildings (CS Policy 13 Rural Economy).

## **9.3 Consultation, Issues, Objectives and Vision**

- 9.3.1 The building of the bypass and the housing developments proposed in the plan area albeit away from the center of Broughton Village, create both opportunities and challenges for business development.
- 9.3.2 The bypass will remove through traffic from Garstang Road, making premises far more easily accessible by car and creating an attractive and pedestrian/cyclist friendly environment. This has raised hopes amongst the local community that the village will be able to attract, support and retain the local shopping and other facilities that it has for so long lacked.
- 9.3.3 However the bypass will also remove potential car-borne custom from through traffic impacting on local businesses particularly the 2 filling stations both of which are now the subject of redevelopment proposals. Businesses have raised their concern at the need for adequate signage to address this threat and this has been taken up by the Steering Group on their behalf.
- 9.3.4 It is not felt that it would be appropriate for the plan to allocate further land for business/employment uses given the sites available for such use and that existing local jobs exceed the size of the working population. Such develop-

ment could also pull unnecessary traffic including commercial vehicles back into the village to the detriment of its character and appearance of the area.

- 9.3.5 Consultation and analysis has identified the following plan issues and objectives that have since been endorsed by the local community in the consultation undertaken at the end of October 2016.

### **ISSUES**

- **LOCAL FACILITIES AND SERVICES TO SUPPORT BUSINESSES**  
How should deficiencies in the provision and quality of local services and community facilities in Broughton Village be addressed, including the absence of a quality local convenience store, Post Office, Village Hall and state Primary School, the poor quality of public facilities for sport and informal recreation?

### **OBJECTIVES**

- **FACILITIES & LOCAL CENTRE** To secure a significantly enhanced range and quality of local services and community facilities, including establishing a vibrant *village centre* located within the heart of Broughton Village and creating other focal/meeting points for the local community
- **BUSINESSES/EMPLOYMENT** To create conditions in which local businesses can thrive.
- **DEVELOPMENT** To ensure that any new development is of an appropriate, nature, location, scale and design, and in the case of Broughton Village is in keeping with and does not undermine the character, rural setting and environmental quality of the village (including through the impact of associated vehicular traffic)

- 9.3.6 The agreed plan vision contains the following references to businesses and employment:-

*A revitalised Broughton Village that*

- *Has become a much more strongly identified and cohesive local community. Much improved local services and community facilities, an attractive traffic-calmed streetscape and wider public realm, and improved public car parking have made the centre of the village an attractive and relaxing destination and meeting place not only for local residents but for a wider catchment drawn by its character and charm*

- *Has seen existing local businesses thrive - attracting custom through the quality of their offer and the improvements in access, parking and environmental quality delivered post bypass*

#### **9.4 Neighbourhood Plan Policy - General**

##### **BE Development for Business and Employment Uses will be permitted:-**

- on sites allocated for this purpose in the Local Plan or**
- on sites where it can be demonstrated that there is no detrimental impact on residential living conditions, highway safety or local environmental quality as a consequence of associated vehicular traffic and there is conformity with other policies in the development plan including this plan.**

9.4.1 There is no shortage of business and employment land in the wider Preston Area or lack of accessible local employment opportunities for plan area residents. Local employment exceeds the local workforce and the character and appearance and environmental quality of the area will be considerably enhanced post bypass. It is important that business development be carefully managed, so that the impact of new development and the activity and traffic associated therewith does not erode these benefits.

9.4.2 The Parish Council is keen to encourage combined living and small-scale employment space.

#### **9.5 Neighbourhood Plan Policies - Specific**

##### **BE1 Village Centre**

**Within the area identified as a Village Centre on Plan 5 below the following uses will be encouraged and permitted at ground floor level:-**

- A1-A4 – Retail, Financial and Professional Services, Café/Restaurant, Public House\***

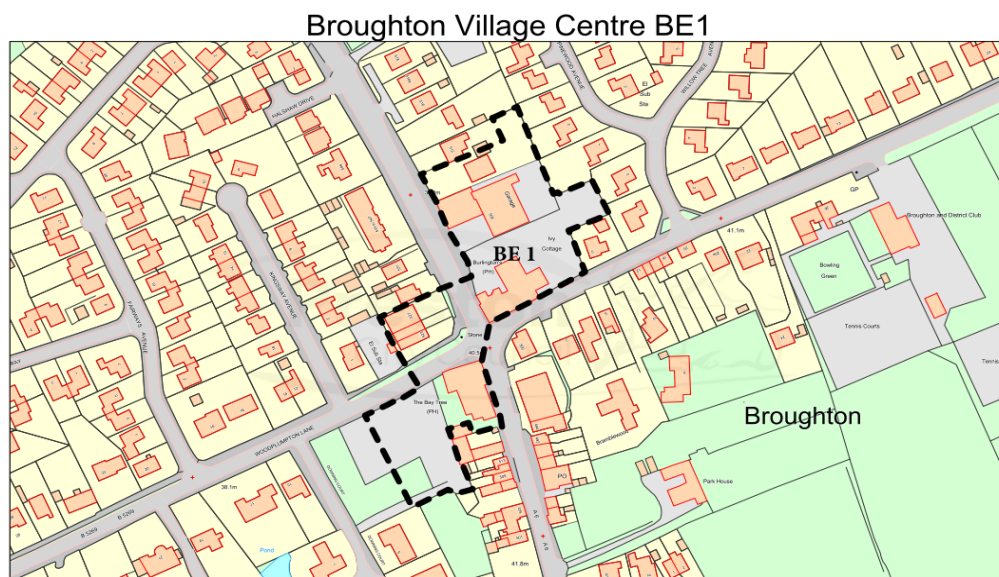
**Subject to such development not prejudicing residential amenity or highway safety.**

\*As determined by the Town and Country Planning (Use Classes) Order 1987 (as amended).

**Other uses will be allowed where it can be demonstrated they will maintain the social and economic vitality and viability of the centre or**

**It can be demonstrated through evidence submitted by a surveyor who is a member of the RICS that the property has been adequately marketed for a minimum period of 6 months and there have been no formal offers of occupation from persons intending to carry out the specified preferred uses. The proposed uses shall conform to other development plan policies including those in this plan.**

- 9.5.1 Broughton Village urgently requires the development of local facilities both to meet the needs of local residents without them having to drive out of the area but to utilize the opportunity the bypass offers to bring the local community together in a way that has not previously been possible because of a local environment too often blighted by queuing traffic, noise and fumes.



**Plan 5 – Broughton Village Centre BE1**

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- 9.5.2 There is a need to recognise that the preferred uses may not prove viable. This policy allows for alternative uses provided that this is supported by professional evidence that there has been rigorous marketing which has not identified a formal offer of purchase or tenancy.

## BE2 Filling Station Site North

Development proposals for this site as shown on Plan 6, within the designated Local Centre, should be anchored at ground floor level by a Class A1\* food/convenience goods retail use and supporting customer car parking.

Proposals not including such provision will not be permitted.

- 9.5.2 Apart from congestion and access constraints, one of the main obstacles to provision of a local convenience store in the village has been the absence of a development site large enough to accommodate the amount of floor space (generally up to 280 sq metres net retail floorspace) and associated customer car parking required by operators in the buoyant local convenience sector.



**Plan 6 - Broughton Village Sites BE2; BE3; BE4**

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- 9.5.3 There is a need for a local convenience store to anchor the village centre. This represents the only conveniently located site within the settlement boundary sufficiently large and suitable for such development. Any planning permission granted for retail development will be subject to a condition not allowing the sale of non-food/convenience goods.

The sale of non-food goods serving a wider non-local catchment would not address the shortfall in local food/convenience shopping facilities and would perpetuate the need for local residents to drive in order to enjoy the quality and range of food/convenience top-up shopping now readily available to

\*As described by the Town and Country Planning (Use Classes) Order 1987 as amended



most local communities. It would also draw extraneous vehicular traffic into the village centre to the detriment of the quality of the local environment. These effects would be contrary to sustainable development principles. Such provision should be located in larger district and town centres.

### **BE3 Land to Rear of *A Taste of Spice* Car Park**

**Appropriate uses for site BE3, as shown on Plan 6, in support of neighbourhood plan objectives include:**

- Small Scale Housing Development**
- Retail (A1), Financial and Professional Services (A2), café/restaurant (A3)\***
- Public Car Parking**

**Subject to such development not prejudicing residential amenity or highway safety.**

9.5.4 The amount of car parking to the rear of the restaurant building (a former public house) has long ceased to be required to meet customer demand. Proposals for residential development of the rear of the site were refused planning permission on highway grounds but those concerns are likely to be addressed by the bypass.

9.5.5 Given the lack of brownfield development opportunities within Broughton, it is important that full use is made of any under-utilized brownfield sites, particularly in central locations close to village facilities.

### **BE4 Filling Station South**

**Appropriate uses for the site BE4 (see Plan 6) in support of neighbourhood plan objectives include**

- Retail, financial/professional services or café/restaurant use (Use Classes A1-A3\*) or for**
- Residential development**

**Subject to proposals being of a design appropriate to this historic part of Broughton Village and not giving rise to residential amenity or highway problems.**

9.5.6

With the completion of the bypass, the future of the 2 petrol filling stations in the village (both on the southbound side of the A6) is uncertain prompting the owner of both to submit outline planning applications for their redevelopment.

\*\*As described by the Town and Country Planning (Use Classes) Order 1987 as amended

- 9.5.7 Residential development as proposed for this site would represent an appropriate use for the site given the limited housing opportunities within the existing settlement boundary. However the site might also appropriately be developed for local retail or other facilities should the Northern Filling Station stay in its current use.
- 9.5.8 In either case, it is important that any redevelopment of the site take full account of the character and appearance of this historic section of Garstang Road and the opportunity that redevelopment presents to enhance that character.

**BE5 Northway Local Centre -**

**Within the Northway Local Centre identified on Plan 7, the following uses will be encouraged and permitted at ground floor level:-**

- A1-A3\* – Retail, Financial and Professional Services, Café/Restaurant**
- Provision of facilities which fall under Class D1 of the Town and Country Planning (Use Classes) Order 1987 (as amended) or a subsequent re-enactment.**

**Subject to such development not prejudicing residential amenity or highway safety.**

**Other uses will not be permitted unless it can be demonstrated through evidence submitted by a surveyor who is a member of the RICS that the property has been adequately marketed for a minimum period of 6 months and there have been no formal offers of occupation from persons intending to carry out the specified preferred uses. The proposed uses shall conform to other development plan policies including those in this plan.**

- 9.5.9 This development was designed to provide local facilities for local residents in the immediate housing area. Whilst it has lost its local shopping facilities it still provides a local valuable role including accommodating local health facilities. It is important that it continue to do so. There is a need to recognize that the preferred uses may not prove viable. The policy allows for the alternative uses provided this is supported by professional evidence that there has been vigorous marketing that has identified a formal offer of purchase or tenancy.

\*As described by the Town and Country Planning (Use Classes) Order 1987 as amended



### Plan 7 – Northway Local Centre

#### **BE6 Broughton Village Shops outside the designated Village Centre and Northway Local Centre**

**Planning permission will be granted for change of use of existing shop premises at ground floor level to uses other than those falling within the Town And Country Planning (Use Classes) Order 1987 Class A1 Retail; Class A2 Financial and Professional Services, and A3 Café/Restaurant Use Or D2 Non-Residential Institutions (as amended) or a subsequent re-enactment, where:-**

- **it can be demonstrated through evidence submitted by a surveyor who is a member of the RICS that the property has been adequately marketed for A1 Retail, A2 Financial and Professional Services, A3 Café/Restaurant and D2 Non-residential institutional use uses for a minimum period of 6 months and there have been no formal offers of occupation from persons intending to carry out the specified uses.**

**And**

- **The proposed uses conform to other development plan policies including policies in this plan.**

9.5.10 The small ground floor shop units on Garstang Road without car parking that in past times provided local village shopping facilities (including the Village Post Office) have struggled in recent years. Permitted Development and Prior Approval provisions allow changes between the above uses A1, A2,

\*The Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (GPDO)

A3 and D2 that provide local services without the need for planning permission subject to certain restrictions\*.

- 9.5.11 However in the context of current retailer requirements and preferences, and ambitions to deliver more significant local shopping facilities and local services in the Village Centre, such units may not necessarily have a future in retail use or in providing a local service.
- 9.5.11 if this proves to be the case then it is important to the character and appearance of the area that they be subject to sensitive schemes of conversion in line with development plan policies including those elsewhere in this Neighbourhood Plan particularly given their location within the historic centre of the village and close to Heritage assets identified on the Heritage Register.

## **10. COMMUNITY FACILITIES AND ACTIVITY**

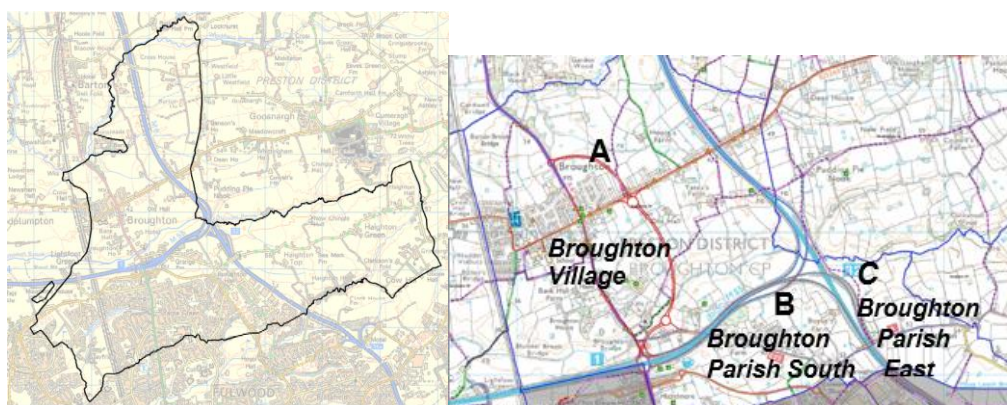
### **10.1 Introduction**

10.1.1 Broughton Parish is unusual in terms of community identity, facilities and activity in that:-

- the motorway network divides it into 3 discrete areas
- local community facilities are dispersed across the parish rather than being concentrated in Broughton Village and often serve a much wider catchment taking in the more populous adjoining urban suburb of Fulwood in North Preston.
- The longstanding impact of traffic congestion on the A6 and associated, noise and pollution has been an additional factor militating against Broughton Village developing its own community identity and becoming a hub of community facilities and activity.

10.1.2 The wider catchment of church related facilities including Broughton's CoE Primary school is a direct consequence of the church parish being one of the largest 200 parishes in England, covering a large part of Fulwood.

10.1.3 Demand for primary school places from this widely drawn parish means that it is commonplace for children within Broughton village itself to struggle to secure places at the area's only primary school with children commonly attending primary schools in the nearby villages of Woodplumpton to the west and Barton to the north (albeit these are increasingly under pressure from significant housing development in those areas).



10.1.4 The Parish has within it, in addition to the aforementioned **Broughton St Johns Baptist Parish Church** and **CoE Primary School** :-

- an Outstanding secondary school (**Broughton High School**);
- thriving local **Scouts and Guide Groups**
- its own **Broughton Sports and Social Club** in the heart of the village although this is a private members club with a much wider catchment

- One of the most attractive rural sections of **the Guild Wheel** enjoyed by both cyclists and walkers from the local area and across Preston.
- A network of other **attractive countryside footpaths**
- **Fulwood and Broughton Cricket Club** on its southern boundary that has recently obtained planning permission to extend its facilities including a second playing area.
- **2 pre-school nurseries** one in Broughton Village and one in Broughton Parish East at Fernyhalgh
- A **Dentists Surgery** and **Physiotherapists** on North Way
- **St Marys Roman Catholic Church**, Fernyhalgh and Ladyewell

10.1.5 The most evident deficiencies in terms of community facilities and activity in Broughton Village are the lack of:-

- Any decent well used park facilities – St Georges Playing Fields being poorly drained, and heavily underutilised
- Any attractive public or civic space in the centre of the village where the community can come together.
- Any Village Hall or multi-use community building for local groups
- any arrangements for significant dual use of school and private facilities
- Village Convenience Store and Post Office (albeit a travelling post office operates from the Sports and Social Club 2 days a week) or coffee shop (see Business and Employment)
- A Primary school within the village itself and of any nearby non-denominational primary school.
- A GP's surgery

## 10.2 Existing Development Plan Policy and Associated Proposals

10.2.1 The Core Strategy and Preston Local Plan set out policies seeking to ensure that:-

- local communities have sufficient community facilities provision;
- everyone has the opportunity to access good sport, physical activity and recreation facilities
- community, and sports recreational facilities are protected
- *green Infrastructure* defined widely to include public parks, and open spaces, and natural habitats is protected and enhanced.

*(CS Policies 18 24, and 25; PLP Policies WB1; EN2;EN3)*

10.2.2 Preston Local Plan Policies and Guidance for the development of North West Preston including the major development allocations at Broughton Parish South currently under development, include the development of Local Centres together with *the infrastructure to facilitate the creation of*

*sustainable communities*. AS Local Centre comprising local convenience store and health centre forms part of the approved plans for the Story Homes development D'Urton Manor north of Eastway.

- 10.2.3 The Masterplan for North West Preston includes a masterplan framework for the development of the major development allocation between Eastway, the M55 and M6 (see below).



- 10.2.4 This includes an indicative area for Green Infrastructure/Open Space. The approved plans for the D'Urton Manor (Story) development currently under construction include play areas. The Charles Church development of 112 homes north east of D'Urton Lane includes a centrally situated public open space but excludes a significant portion of the developable area indicated in the Masterplan (red line above)..
- 10.2.5 The Masterplan does not include any additional local schools within walking distance of these developments or the wider plan area. 2 additional primary schools and a secondary school are proposed within the wider North West Preston Masterplan area but are all proposed to be developed in the Cottam/Bartle Area significantly to the west and accessed via Tom Benson Way.

### 10.3 Consultation, Issues, Objectives and Vision

- 10.3.1 The opportunity that the bypass and the neighbourhood plan presents to address deficiencies in community facilities and bring together Broughton Village residents as a local community has been a popular theme during plan consultation. People would like to see the village's identity being as a real place and local community not as a notorious traffic blackspot.

- 10.3.2 The absence of dedicated local shopping facilities, a village hall, coffee shop, decent park are amongst a range of deficiencies that residents would like to see the plan address.

### **ISSUES**

- **LOCAL IDENTITY/ROLE** How can the Plan realise the potential, post bypass, for the village to establish a strong positive identity and role and what should this be?
- **LOCAL FACILITIES AND SERVICES** How should deficiencies in the provision and quality of local services and community facilities in Broughton Village be addressed, including the absence of a quality local convenience store, Post Office, Village Hall and state Primary School, the poor quality of public facilities for sport and informal recreation?
- **5. COMMUNITY IDENTITY/COHESION** What else can be done to address cohesion within the local community

### **OBJECTIVES**

**FACILITIES & LOCAL CENTRE** To secure a significantly enhanced range and quality of local services and community facilities, including establishing a vibrant *local centre* located within the heart of Broughton Village and creating other focal/meeting points for the local community

**LEISURE AND RECREATION** To enhance opportunities for and participation in sport and informal leisure and recreation by the development, improvement and/or sharing of local facilities.

**HEALTH & WELL BEING** To promote health and wellbeing by safeguarding and enhancing the Guild Wheel and local footpath network; protecting these routes from any development that would be to the detriment of the enjoyment and benefits they provide, particularly in providing access to and enjoyment of open countryside areas.

**NEW COMMUNITIES** To integrate successfully the major new housing developments on the southern and eastern edges of the plan area; and to further develop and encourage pedestrian and cycle access between these areas, key plan area facilities and the local centre

## 10.4 **VISION**

*A revitalised Broughton Village that has become a much more strongly identified and cohesive local community. Much improved local services and community facilities, an attractive traffic-calmed streetscape and wider public realm, and improved public car parking have made the centre of the village an attractive and relaxing destination and meeting place not only for local residents but for a wider catchment drawn by its character and charm*



**10.4 Neighbourhood Plan Policy**

10.4.1 The completion of Broughton Bypass will remove the queuing traffic, noise, fumes, and delay that have been an obstacle to the centre of the village developing as a community hub and that have contributed to the loss of local shopping and other facilities.

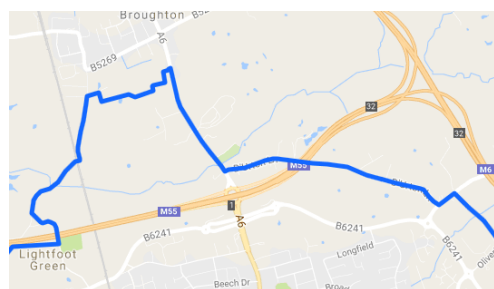
10.4.2 It is a key plan objective and major part of the plan vision that over the next ten years the opportunity will be seized to bring the local community together not only to enjoy the attractive, pedestrian friendly public realm that will be created from the former A6 but to enjoy a range of new and improved facilities and leisure activities centred on or close to the heart of the village.

10.4.3 Core Strategy Policy 25 and Local Plan Policy WB1 support the development and protection of community facilities subject to them being economically viable no alternative provision and still relevant to local needs. In accordance with these policies this plan seeks to protect and enhance the range of community facilities available within the plan area particularly to address deficiencies within Broughton Village.

**10.5 Neighbourhood Plan Policies and Proposals**

**CF1 Development which impacts on the Guild Wheel, public footpaths and bridleways shall not have a detrimental impact on the safety of users or the landscape setting of these routes.**

**Proposals which improve these facilities and benefit users will be supported in principle.**



**Guild Wheel**

**Guild Wheel route through plan area.**



**Countryside Views from Guild Wheel at Sandygate Lane and South of Broughton High School**



**Countryside Views from public footpaths in open countryside North of the village**

- 10.5.1 Since its development to celebrate the 2012 Guild, the Guild Wheel Cycle Route has proved an outstanding success with both enthusiasts and more occasional cyclists and walkers including young families.
- 10.5.2 Counts show an average of over 200 cyclists daily using the route through Broughton during the week and this figure rises to 300 at weekends. These figures do not include the significant number of walkers using the route. Whilst there are significant parts of the route through parkland and along the River Ribble, the route through Broughton is the most extensive rural stretch of this popular facility. Cycling increase heart rate, improves mental health and is an excellent way of reducing loneliness
- 10.5.3 The areas public footpaths, although in need of some attention, also provide an important and valued leisure resource for local residents offering attractive views of open countryside and towards the Bowland Fells.
- 10.5.4 The Parish Council will work with the local community and landowners to restore the existing footpaths and bridleways including addressing problems of drainage, and to explore the introduction of new ones to link the Village centre, development areas and outlying parts of the parish

**CF2 BROUGHTON POLICE STATION - Broughton Police Station will be safeguarded as a local community facility. Other uses will only be permitted only if they conform to the terms of Local Plan Policy WB1.**

**Any works associated with the use for other purposes must safeguard the character and appearance of this historic landmark building.**

**Other uses will be permitted only if they conform to the terms of Local Plan policy WB1.**



- 10.5.5 Broughton's late Victorian Police Station, is manned only \* days a week but occasionally made available to local groups for meetings.
- 10.5.6 With the closure of many local Police Stations its long term future to 2026 in this use must be considered uncertain. It is on the Village Heritage Register and securing a positive long term use for the building, consistent with

retaining its character is important as part of the wider initiative to showcase that heritage.

10.5.7 The Police Station is conveniently located between the High School and St Georges Playing Fields, and close to the Guild Wheel. The County Councils works for Garstang Road post bypass will turn it into an attractive, traffic calmed pedestrian friendly space and could help the potential for a positive future for the building in community use or as a social enterprise.

**PAP3 A comprehensive package of improvements will be developed and implemented for King Georges Playing Fields.**

**These may include**

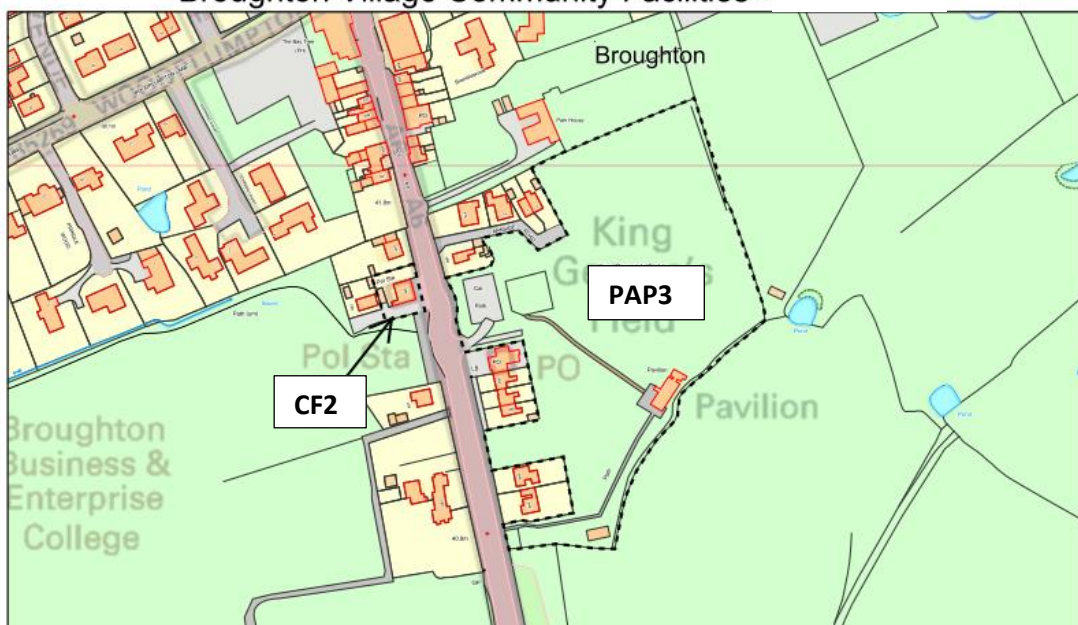
- **Additional Parking**
- **Improved Playground Facilities for young and older children**
- **Improved, drained sports pitches**
- **Multi-Use Community Building including changing facilities**
- **Surfaced paths, signage and landscape features/focal point.**
- **Trim Trail**
- **Creation of additional access points (if negotiable)**





**KING GEORGE V PLAYING FIELDS**

**Broughton Village Community Facilities - CF1 & CF2**



10.5.8 Through its poor drainage and lack of facilities, King George V Playing Fields is a vastly underutilised resource. It is an attractive green space on a dry sunny day but with little other than a large expanse of grass, it becomes a rather wet, bleak and uninviting space in other seasons and weathers. Its football pitch is little used having been abandoned by the local team because of its poor condition.

10.5.9 Some additional privately owned land (red line) between the playing fields and the back of Broughton Sports and Social Club was drained and used as an additional football pitch, some years ago but fell into disuse, and has been sold and is now in an unkempt state. The Playing Fields only have play equipment for younger age groups (albeit this is about to be improved) –

used mainly by those dropping off and collecting children from the popular pre-school located at the back of the playing fields.

10.5.10 The playing fields don't have particularly good pedestrian access for local residents this being restricted to two entrance points on Garstang Road away from the main concentrations of housing. The small parking area on the Garstang Road frontage, the only public facility within the village is too small to accommodate the demand for parking that might arise from a park offering more attractions or, if the football pitch was used, by senior teams.

10.5.11 With appropriate investment (including use of Community Infrastructure Levy – CIL) creating reasons to visit for wider sections of the local community and additional parking it could become a popular local resource for all age groups. The Parish Council is developing a scheme with Preston City Council to make this happen.

**PAP4 PRIMARY SCHOOL Proposals for development of a non-denominational Primary School on an appropriate site, will be supported.**

10.5.12 Whilst the Local Plan proposes 2 new primary schools and a secondary school, to support development in NW Preston, the indicative Masterplan shows these being located in the new housing areas off Tom Benson Way west of Preston Grasshoppers and a significant distance from both Broughton Village and the major new housing developments under construction in Broughton Parish South.

10.5.13 Village residents unable to secure a place for their child at Broughton CoE School, would be likely to be reliant on private transport to get their child to these schools. For the new housing areas south of the M55, St Peters CoE School on Meadowfield and Our Ladies and St Edwards Catholic School on Lightfoot Lane are within walkable distance but involve crossing Eastway and in the latter case Garstang Road. Neither offer attractive walking options or non-church education.

10.5.14 Should proposals be tabled to develop a primary school within the plan area, then this would be supported. This would reduce the reliance on private transport for Broughton Parish residents arising from current existing or planned schools provision particularly for parents preferring a non-church school.

10.5.17 If such a facility could be developed this would also assist in developing a stronger sense of local community.

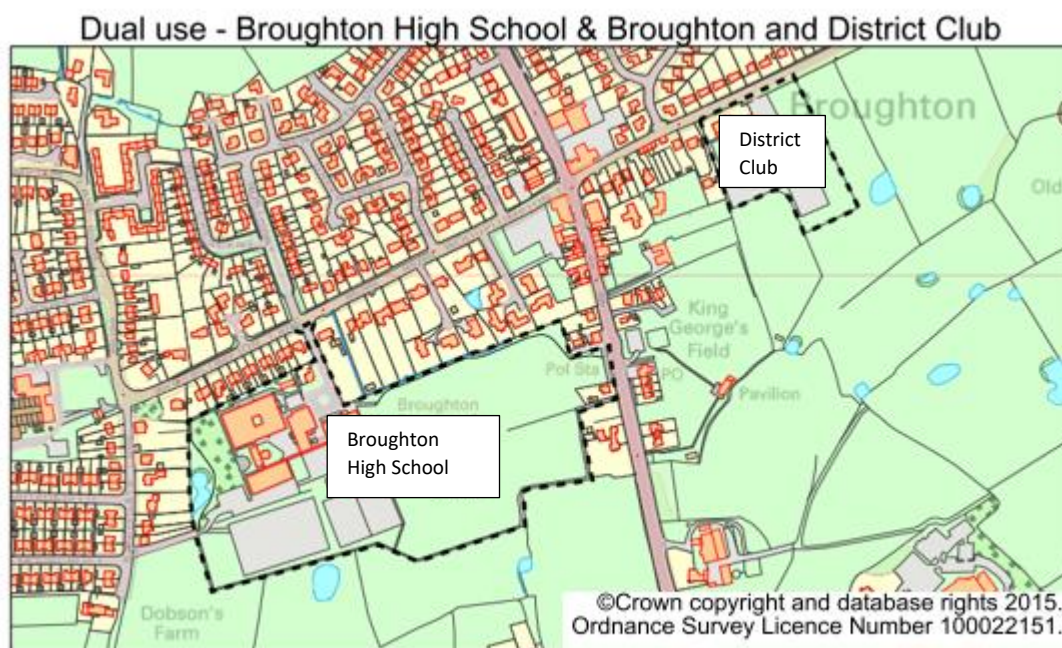
**PAP5 DUAL USE The Parish Council will work with local organisations, in particular Broughton Sports and Social Club and Broughton High School, to secure the extended dual use and improvement of indoor and outdoor facilities.**

10.5.18 The Sports and Social Club and the High School have a wide range of sports and other facilities.

10.5.19 However the Club is a private establishment with members from a much wider area rather than just the village. On site outdoor sports facilities comprise Bowls and Tennis. There is limited wider use of club facilities by the local community including a travelling Post Office on two afternoons a week.



10.5.20 The High Schools facilities have recently seen the addition of an all-weather artificial sports pitch (specialist hockey surface but usable for football). The Schools grass pitches suffer from the same problems of drainage affecting St Georges Playing Fields. There is little current community use of the schools outdoor or indoor facilities.



**PAP6 COMMUNITY HALL A centrally located Community Hall facility for Broughton Village will be secured through dual use of an existing facility or, if this proves not to be possible, through construction of a new multi-use building.**

10.5.21 Unlike nearby villages such as Goosnargh, Grimsargh and Catforth Broughton has no village hall. There is a hall building within Broughton Sports and Social Club (see bottom right) but this is a members club. Although it can be booked it does not host the traditional range of community

activities associated with a village hall and is often required for club functions. Dual use may require extension to this building.



**Goosnargh Village Hall**



**Grimsargh Village Hall**

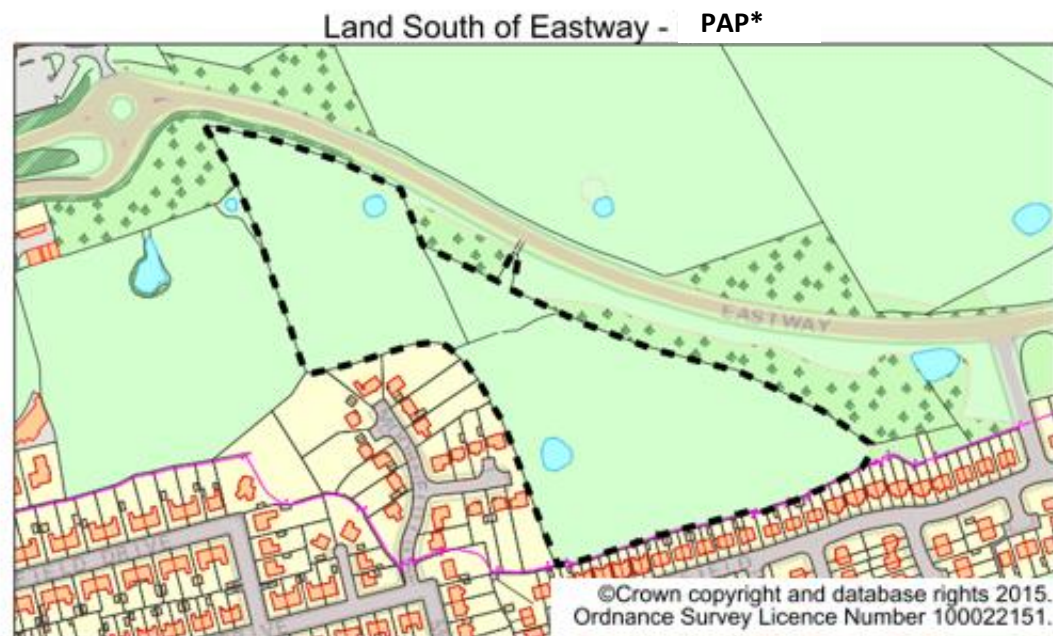


**Catforth Village Hall**



**Hall at Broughton Sports and Social Club**

**PAP7 GREEN SPACE SOUTH OF EASTWAY - The potential for public access to green space south of Eastway, Broughton Parish South for informal leisure and recreation will be pursued.**



10.5.22 This publicly owned area of green space, allocated as green infrastructure in Preston's Local Plan backs onto the proposed extended Fulwood and Broughton Cricket Club.

10.5.23 It has been used to mitigate the impact on wildlife of the development of lands opposite for housing. Subject to the establishment of a safe crossing point across Eastway it has the potential to provide wider benefits than visual amenity and as a wildlife habitat. A link along Eastway could be established from the footpath to Tower Lane and potentially to the extended cricket ground (that has problematic vehicle access and egress onto the A6).



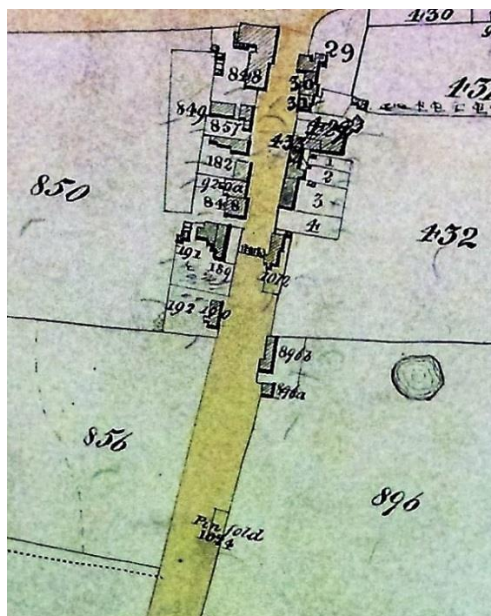
## 11 BUILT ENVIRONMENT AND HERITAGE

### 11 Introduction

**11.1.1 Broughton in Amounderness is a civil parish to the north of Preston in central Lancashire.** The name Broughton has developed down the years initially it was referred to as “Brocton” in the Domesday book (1086) which over the years became; Brocton, 1200; Brocton, 1256; Brochton, 1261; Brocton, 1262; Brighton, 1292; Brocton, 1297 and finally by 1345 Broughton. The actual name derives from “ton” or “tune” means hamlet or farm, so we have the hamlet or farm of Brock is Celtic name meaning “badger like” usually used to refer to a person with a white streak in their hair. So we have the hamlet or farm of the man with a white hair streak from the late 800’s. It is referred to as Amounderness to distinguish it from the 4 other Broughton’s in the duchy of Lancaster at Salford, Ulverstone, Cartmell & Furness

11.1.2 The parish boundaries today are much smaller than the original one which was the Anglican church parish boundary encompassing land as far south as Blackbull Lane in Fulwood, as far west as Ingol-head and to the south east it encompassed areas around Fulwood Hall (Preston Golf Course) up until 1935. Today its boundaries are to the west: the west coast railway line, to the north: Barton Brook, to the northwest: the M6 with the old hamlet of Fernyhalgh, to the south west: the M55 and south east: the cricket ground.

11.1.3 The current village centre is based around the old toll road crossroad where the coaching inns are. To the south of this area is the Anglican parish church with the school which is to the northern end of the parochial church parish: referred to as Broughton centre. The centre of the village by the crossroads today is mainly garages, pubs, houses and a few specialist shops, dissected by a very busy main road. It is very different from before the 1<sup>st</sup> world war when there were 2 smithies, a clog and boot maker, a Hanson cab firm and a larger joinery firm run by Richard Hardman. This area is shown below on the 1824 tithe map.



- 11.1.4 Further to the south beyond the M55 the old hamlet of Durton that once held weekly markets is now the focus of the new housing developments that are within the parish boundaries that are part of the NW Preston development and are referred to as Broughton South
- 11.1.5 The parish also includes the farm, Catholic Church and school at Fernyhalgh a hamlet associated with the Ladyewell shrine in the neighbouring Haighton Parish: referred to as Broughton East
- 11.1.6 The parish has a number of working farms mostly mixed cereal for animal feed with one dairy and several sheep herds. The working farms encompass approximately 65% of the parish.
- 11.1.7 The land slopes north to south from the crossroads. The land to the east is undulating's with the related streams producing several valleys to the west and a deeper one to the north to Barton parish.
- 11.1.8 The built environment has a variety of types of property. A large proportion of the properties along B5269 are low density, large, detached, two-storey and generally date from the interwar and post war periods. These properties form a consistent building line, set back from the road with generous private front gardens and driveways for off street parking. Buildings are broadly of a consistent architectural style and tend to be constructed of red brick with pitched slate rooves and chimneys, which are typical of the local vernacular. Architectural detailing is generally simple, with occasional use of brick to highlight edges and door and window surrounds. Many properties have a rendered or pebble dashed finish. Boundaries are generally defined by hedges but also include a mix of stone and brick walls. These ribbon developments have a verdant character due to the mature trees lining the streets with private gardens as shown below on Woodplumpton Lane.



11.1.9 Properties within the historic centre are of a much higher density. Houses are predominately Georgian/Victorian terraces laid around Broughton crossroads. Properties sit at the back of pavements and have a strongly defined building and roofline creating a high degree of unity.



11.1.10 Many of the properties have a rough rendered or pebble dashed finish, currently with the excessive pollution of the A6 requiring regular painting. In addition to the historic core and large properties along A6 there has been a considerable amount of later post war development, including the development off D'Urton Lane and B5269. The largest settlement area in Broughton intersects the B5269 and consists predominately of two storey semi-detached houses and bungalows. Buildings differ in size but the majority are built from brick and have white rendered detailing or plastic fascia boards to the front façade with pitched slate roofs. The building line varies between streets; properties are laid in cul-de sac's and have private front gardens with driveways in the majority of cases, which reduces on street parking.

11.1.11 The grade II\* listed St John Baptist Church forms an important local landmark within Broughton and is visible on the raised banks of Blundel Brook. The M55 and M6 motorway have a strong presence in the south and

parts of the eastern areas along the B5269. Mature trees and hedgerows lining the roads create long views through the area. The majority of views within the settlement area are restricted there are instances where the rural countryside is visible, particularly where the settlement edge connects to the open countryside such as along Parkstone Road and Sandy Gate Lane.

- 11.1.12 The Parish Council has taken the opportunity given by Preston City Council to submit a proposal in September 2016 for a schedule/list of the heritage assets (both designated and non-designated) which reflect the setting of those assets the character of the wider village and landscapes in which they are situated. The result of which will not be known until later in 2017.

*“Broughton, has a rich cultural and historic heritage it was mentioned in the Domesday book, has several unique claims. The Broughton C of E Primary School is the oldest in the country, being built in 1590. Several battles during the civil war were fought around the area and this was the route of the 1745 Jacobite rebels took both to and from Scotland. A notable resident was Pte James Towers, who received the Victoria Cross in WW1. Broughton has strong connections to past wars and contains two war memorials, one along A6 (Garstang Road) and a second on Fernyhalgh Lane. Broughton was selected as the location of the UK’s first Crossbar exchange, an electronic system introduced in 1964 which substantially increased capacity. The village was chosen due to its relatively proximity to the Plessey factory”*

The refurbished war memorial on the A6



## **11.2 Existing Development Plan Policy**

### **11.2.1 National Planning Policy**

National Planning Policy Framework (NPPF), 2012: The NPPF requires local authorities to set out in their Local Plan a positive vision for the enhancement and enjoyment of heritage assets (DCLG, 2012). Part 12 Conserving and enhancing the historic environment clearly states that local authorities should recognise “the desirability of new development making a positive contribution to local character and distinctiveness” and should seek “opportunities to draw on the contribution made by the historic environment to the character of a place”.

Planning Practice Guidance, 2014: Planning Practice Guidance was reviewed, catalogued and published on the internet by the government in 2014 (DCLG, 2014). The section on design includes guidance on promoting landscape character (Paragraph: 007Reference ID: 26-007-20140306). It states that “development should seek to promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of

development” and that the “successful integration of new development with their surrounding context is an important design objective”.

### 11.2.2 Local Planning Policy

Preston Local Plan 2012-26: Preston’s Local Plan was adopted in 2015. The role of the plan is to identify the scale of development and allocate sites to meet the development needs of Preston and to identify key local issues and provide a set of policies to manage change. Relevant policies to the Broughton area include:

*Policy AD1: Rural settlement boundaries*

Development within (or in close proximity to) the Existing Residential Area will be permitted provided that it meets set criteria including design, scale and sensitivity of development to the surrounding area.

*Policy EN1: Development in the open countryside*

Development in the Open Countryside, will be limited to that needed for purposes of agriculture or forestry or other uses appropriate to a rural area including uses which help to diversify the rural economy, the re-use or habitation of existing buildings and infilling within groups of buildings in smaller rural settlements.

*Policy EN4: Areas of separation*

Areas of Separation are designated between Broughton and the Preston Urban Area. Development will be assessed in terms of its impact upon the “Area of Separation” including any harm to the effectiveness of the gap between settlements and, in particular, the degree to which the development proposed would compromise the function settlements.

*Policy MD2: Housing sites*

Land is identified at the North West Preston Strategic Location for a residential mixed-use development comprising 5,300 dwellings. The policy incorporates the area east of the M6 within the neighbourhood area. The policy states that the proposals should financially support key infrastructure including schools, play areas, roads and sustainable transport.

Central Lancashire Adopted Core Strategy Local Development Framework July 2012: The Core Strategy was prepared jointly by Preston City Council, Chorley Council and South Ribble Council and was adopted in July 2012. The purpose of the document is to co-ordinate the development in the area covered by all three councils. Relevant policies to the neighbourhood area include:

*Policy 16: Heritage Assets*

The policy sets out to protect and seek opportunities to enhance the historic environment, heritage assets and their settings by safeguarding heritage

assets from inappropriate development, supporting development or other initiatives where they protect and enhance the local character, management and historic significance of heritage assets and identifying and adopting a local list of heritage assets

*Policy 17: Design of New Buildings*

The policy states the design of new buildings will be expected to take account of the character and appearance of the local area.

*Policy 18: Green Infrastructure*

The policy sets out to manage and improve environmental resources through a Green Infrastructure approach. This will be achieved by protecting and enhancing the natural environment where it already provides economic, social and environmental benefits, investing in and improving the natural environment and securing migration and/or compensatory measures where development would lead to the loss of, or damage to, part of the Green Infrastructure network

*Policy 19: Areas of Separation and Major Open Space*

The policy aims to protect the identity, local distinctiveness and green infrastructure of certain settlements and neighbourhoods including Broughton by the designation of Areas of Separation and Major Open Space, to ensure that those places at greatest risk of merging are protected and environmental/ open

*Policy 21: Landscape Character Areas*

The policy states new development will be required to be well integrated into existing settlement patterns, appropriate to the landscape character type and designation within which it is situated and contribute positively to its conservation, enhancement or restoration or the creation of appropriate new features.

### **11.3 Consultation and objectives**

11.3.1 In September 2016 Preston City Council offered the Rural Parish's the opportunity to prepare a local register of heritage assets for their Parish's. In September 2017 the properties and vistas were published for consultation with a view to designating these lists in early 2018. Broughton in anticipation of the opening of the bypass submitted a list with the key purpose of preserving the historic centre of the Village, this list was accepted by Preston City Council and is currently part of the consultation.

(A copy is available with the supporting documents to the plan)

11.3.2 The Heritage and Character Assessment (a copy is available in the additional documents) undertaken by Aecom on behalf of the Parish Council has helped inform the identification of the following key issues:-

## *Broughton in Amounderness Parish Council Neighbourhood Development Plan*

1. The quality and function of the village centre as a focus of activity is compromised by the prominence of the busy A6 (Garstang Road.) This is further emphasised at Broughton crossroads as the traffic lanes are narrower than standard and properties at the back of the very narrow footways restricting movement through the area;
2. The busy A6 (Garstang Road) and Broughton crossroads are dominated by traffic which restricts movement for pedestrians and cyclists east to west
3. The quality, consistency and condition of shop fronts through the village centre, is poor in locations such as the unoccupied run down shops along A6
4. Uninspiring and poor quality gateway features at Broughton crossroads and the Broughton roundabout A6/ M55 junction.

*This will be addressed by the post bypass improvements funded as part of the Preston City Deal*

5. The value by the community of the state and setting of heritage asset of the village of Broughton and the rural characteristics of the surrounding landscape.
6. Heritage assets and their settings, in particular the cluster of listed buildings along Church Lane, which are in close proximity to the under construction Broughton Bypass
7. Mature street trees, some with Tree Preservation Orders (TPO) See *PAP 1 in section 7*
8. Open farmland which creates a green wedge, physically separating Broughton from Preston to the south and Barton to the north See *Policies in section 8*
9. Parkland features, such as estate rail fencing that provides reference to Broughton's historic development and The Guild Wheel as a recreational resource which is in close proximity to the housing developments that has been granted planning permission off D'Urton Lane.

- 11.3.3 Historic England's advice on the need for a Strategic Environmental Screening states that "on the basis of the information available to us, "We note the plan appears to propose no site allocations/policies which would have significant environmental effects upon the historic environment and as such we concur that in



this regard Strategic Environmental Assessment is **not** required” (see additional evidence)

### **Broughton Village Centre**

- 11.3.4. The red area is the main section of the historic Village the numbers refer to the Heritage register submitted to Preston City Council.



### **Broughton Parish East**



- 11.3.5 The Parish Council has consulted with Lancashire Archaeology Service who prior to their closure recommended that we work with the archaeology department of the University of Central Lancashire. Their advice has been sought, the county archives consulted and the university is working with the

Parish council on the first identified project of the Pinfold refurbishment. Additional advice was sought from the Lancashire Archaeology Society who are supporting the work on the pinfold/pound.

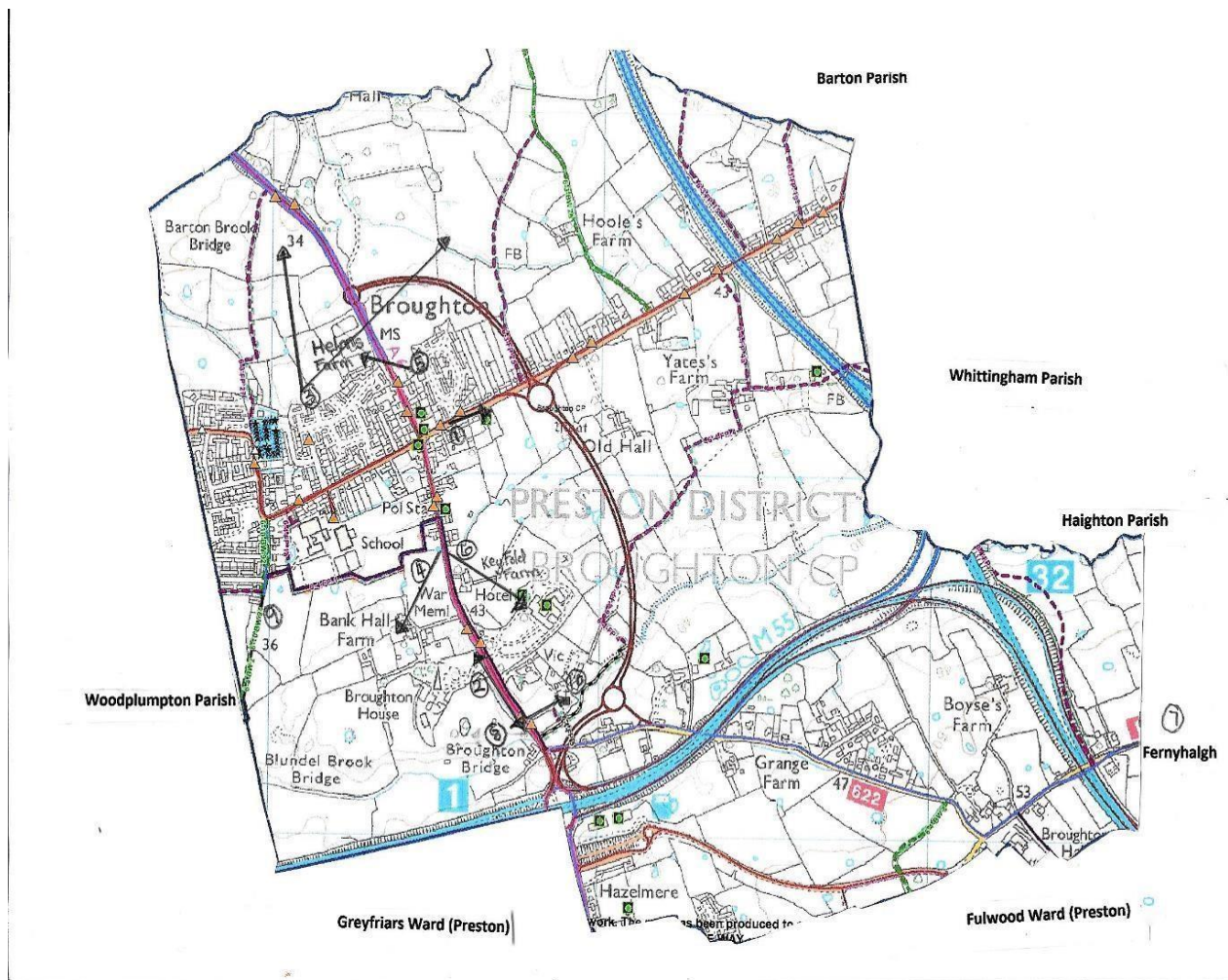
#### 11.4. Neighbourhood Plan Policy

##### 11.4.1 General Policy HE

The heritage assets identified in the Heritage Register in this plan and any subsequent reviews shall be protected in accordance with policies EN8 and EN9 in the Preston Local Plan and national guidance.

The views shown on the map below are considered to have significance in terms of the historic setting of the village. Development proposals will be considered in relation to the need to protect these historic settings and will be resisted where it results in a significant detrimental impact.

##### 11.4.2 Photos and map highlighting some of the significant views which that contribute to the historic settings



1. Whittingham Lane looking east



2. Garstang Road looking north



3. Garstang Road north looking towards Barton and the Pennine hills



4. Garstang Road looking north  
Bank Hall Farm



5. Garstang Road looking south Helms  
Farm



6. Garstang Road looking north Key fold Farm



**7 Fernyhalgh Church and presbytery**



**8 Garstang Road looking south**



**9. Guild Wheel**



**10 St John Baptist church**



*Note – Whilst the local heritage register provides no additional planning controls, the fact that a building or site is on a local list means that its conservation as a heritage*

*asset is an objective of the NPPF and a material consideration when determining the outcome of a planning application (NPPF, paragraph 17). Local heritage listing also demonstrates explicitly that a building makes a positive contribution to the character of a conservation area, and locally listed heritage assets within conservation areas also benefit from the general control over demolition afforded by the Planning (Listed Buildings and Conservation Areas) Act 1990.*

## **11.5 Parish Action Points**

### **PAP 8 Village Gateways**

**Proposals to create Gateway Features to create a strong sense of arrival when entering Broughton Village on the remodelled A6 will be developed.**

- 11.5.1 The opening of James Towers Way (Broughton bypass) will be used as an opportunity to enhance the compass points where the roads come into the parish. The new roundabouts are an opportunity for the local businesses to advertise.

### **PAP 9 Heritage Assets**

**(A) The Parish Council will work with Preston City Council and Historic England to secure:-**

- **The local listing of buildings, structures and sites within areas around Broughton Village, Broughton St John Baptist Church hamlet including the lime trees on Church Lane planted in 1935 and Fernyhalgh**
- **The Listing of Heritage Assets warranting this designation.**
- **The inclusion of those heritage assets identified under Policy HE1 above on the Local List currently being drawn up Preston City Council**
- **The potential designation of Assets of Community Value**

**(B) The parish council will work with the community to:**

- **Manage and update a local register of heritage assets to preserve the historic centre of the Village, in conjunction with Preston City Council**
- **Ensure that heritage assets are brought into or kept in a good state of repair. Detailed mapping of all trees within the area, including TPO's**
- **Detailed architectural study of buildings and vernacular features within the area to better understand their value and contribution to the history of the area with signage to inform the community**
- **To ensure the continued access for local residents a detailed mapping and review exercise of PRow's with the quality of accessibility, management and upkeep of these.**
- **Consideration for the introduction of new and connecting routes where merited**

11.5.2 The Heritage Register was established by Preston City Council in June 2018 after consultation with the community

### Broughton in Amounderness Heritage register

Property & Heritage register number	Type of building *	Age of property	Architectural significance: is it still substantially the same as when it was built, is it by a significant architect or style, is it an important part of the setting, is the building method or materials significant	Historic significance: is it associated with famous people, families or events Is its setting of historic importance, does it relate to local social, religious or economic history	Townscape significance: does it have a visual impact in its setting and is it a significant part of the townscape
<b>LISTED</b>					
Bank house	House	late medieval	A late medical manor house or farmhouse, later converted into two dwellings, it has a timber-framed core, including a full cruck truss. It is clad in brick which is partly rendered, and has a slate roof. The building has two storeys, and a T-shaped plan, with a front of six bays and a rear wing. The windows are sashes. Inside are a large inglenook and a bressumer.	Singleton Family, linked to the catholic martyrs, also built Broughton Tower. Associated with the Grace Pedder Locket and Bonnie Prince Charlie	Part of a complex that was the Bank Hall hamlet
St John's Church	Church	1533	The oldest part of the church is the tower. The rest of the church was rebuilt in 1823 by Robert Roper, and further additions were made in 1905–06 by Austin and Paley. It is in sandstone with slate roofs, and consists of a nave, a north porch, a chancel with an organ chamber to the south, and a west tower. The tower is in three stages with diagonal buttresses, an embattled parapet, and a southwest stair turret.	Chancel by Austin & Paley, stained glass chancel scheme by Powless others by A F Erridge 1952, Jabe Gray 1985. Window of 1999 by Halton Stained Glass. Monument Roger Langton 1719. Brass Edward Wilson 1908	

The school house	school	1843	The school is in sandstone with a slate roof, and is in Jacobean style. It has a single storey with three wide bays, and there is a later wing at the rear. On the front are buttresses and windows, three of which have three stepped lights under gables. To the left is a porch with a Tudor arched doorway, above which is a panel and a crowstepped parapet, and there is a similar porch behind the right bay.	This was built on the site of the 1st grammar school with a deed granted in 1597	
Church Cottage The Inn of the Board or Church Inn	industrial	1810	The cottage has been restored and converted into a museum. It is in rendered brick with a thatched roof. The cottage has two bays, the first bay with 1 ½ storeys, and the second bay with two. At the rear is a lean-to extension. In the first bay is a casement window, and in the second bay are sliding sash windows in both floors	Tuson family	
Mounting block, by Church Cottage, <i>probably moved from Crow Hall</i>	structure	18th C	The mounting block is by the entrance to the Church Cottage. It is small and in stone, and consists of two steps		
Stocks by Church gates, <i>moved from D'Urton Green??</i>	structure	18th C	The stocks are near gateway to the churchyard of St John the Baptist's Church, and were restored in 1902. They consist of two stone slabs, with two wooden beams and metal shackles, and have housing for two occupants. Behind is a stone bench carrying an inscription relating to the restoration		
Sundial in graveyard NE	structure	18th C	The sundial stands to the south of St John the Baptist's Church. It is in stone, and consists of an octagonal vase-shaped pedestal with a moulded square foot and cap. On the top is a brass plate and a gnomon probably 18 <sup>th</sup> century.	Church Cross or pillar made of millstone grit, moved to the graveyard in 1818 now used as the plinth for the listed sundial	

Milestone, in layby off Garstang Road north of crossroads	structure	mid to late 18th C	The milestone is in stone, and has a triangular plan with convex sides and a rounded top. The sides have panels with the distances in miles to Garstang and to Preston		The only one left in the parish
St Mary's church & Presbytery, Fernyhalgh lane	church & house	1792-94	A Roman Catholic church in brick with a sandstone plinth and quoins and a slate roof. It has a cruciform plan with five bays and two-bay transepts. At the west end is a bellcote and a semi-circular Tuscan porch. The presbytery attached to the east of the church has two bays and two storeys, and a two-story canted bay window	Associated with several martyrs including Charles Charnley, James Jarrod & James Swarbrick. The graveyard has a stone for James Finch the last English Carthusian monk	Part of a complex of buildings that relate to the catholic shrine at Ladyewell, a site of pilgrimage dating from at least the 14C
Ladyewell RC school, as above	school	1836	The school has later been used as a nursery. It is in sandstone with a slate roof, and has an H-shaped plan. The building is symmetrical with a three-bay central block and single-storey gabled cross wings with tablets in the tympani. At the top of the main block is a moulded cornice and a parapet with a pediment containing the date in Roman numerals? The central doorway has a moulded architrave and a cornice	In 1840 James Crook & Richard Gillow Clerks to the Trustees and James Crook lived at the farm behind the school.	Part of a complex of buildings that relate to the catholic shrine at Ladyewell, a site of pilgrimage dating from at least the 14C



Stone house, Whittingham lane	house	1911	A large unostentatious arts and craft inspired house by R.Mangnall-Blum. Mullioned and transomed windows, low slate roof and relaxed feel. 17th C staircase reused from a building in Preston has barley twist balustrades and panelled newels. In sandstone with stone-slate roofs. It has two storeys, and an L-shaped plan, with a three-bay main range facing south and a long rear east wing. The windows are mullioned, and some also contain transoms. The outer bays of the main range are gabled, and the upper floor of the centre set-back bay is timber-framed with an oriel window and a balcony. Some of the interior furniture, dating from about 1700, was moved from the Castle Inn in Preston.	Cedric Houghton donated his ceramic collection to the Harris museum, this house was built by his son Arthur Houghton. He was a solicitor like his father. Her served in WW1 and won the MC. He loved music and had an organ installed in the hallway of the house.	
Daniels Farmhouse, D'Urton Lane/Midgery Lane	House	mid to late 17th C	A sandstone house with quoins and a roof of blue slate. It has two storeys and T-shaped plan with a main range and a later rear wing. The windows are mullioned. Inside is a large inglenook and a bressumer		
Pinfold, Garstang Road	structure	18th C	Broughton Pinfold is seen on maps as early as the 17 <sup>th</sup> century as well as Pinfold Cottage which is through to be where the "Pound keeper" lived. The Pinfold is grade 2 listed and has sandstone with walls about 1.5 metres (4 ft. 11 in) high. These form a rectangular enclosure about 10 metres (33 ft.) long and 8 metres (26 ft.) high. The walls have rounded coping, and there is a gate with a lintel at the northwest		Part of the village scape leading to the main section of character houses

Property & Heritage register number	Type of building *	Age of property	Architectural significance: is it still substantially the same as when it was built, is it by a significant architect or style, is it an important part of the setting, is the building method or materials significant	Historic significance: is it associated with famous people, families or events Is its setting of historic importance, does it relate to local social, religious or economic history	Townscape significance: does it have a visual impact in its setting and is it a significant part of the townscape
<b>WAR MEMORIALS</b>					
Broughton war memorials, Garstang Road	structure	1921 & 1947	Made up of 2 separate memorials either side (west & east) of the Garstang Road to the south of the village crossroads. The west side consists of a granite and sandstone wheel cross and a sandstone altar. The later erected for WW2 along with the bench on the east side of the road. The fallen of WW1 are named on the plinth of the cross and WW2 on either side of the sandstone altar. The area is raised and surrounded on 3 sides has railings.		the start of the village scape as it leads up the hill to the crossroads
Ferryhalgh war memorial, Ferryhalgh Lane LLA01	structure	1919 & 1947	A simple freestanding roadside Latin cross on a black and white marble floor. Those lost on both wars are named on the cross. It is surrounded by a low chain rail.		

Property & Heritage register number	Type of building *	Age of property	Architectural significance: is it still substantially the same as when it was built, is it by a significant architect or style, is it an important part of the setting, is the building method or materials significant	Historic significance: is it associated with famous people, families or events Is its setting of historic importance, does it relate to local social, religious or economic history	Townscape significance: does it have a visual impact in its setting and is it a significant part of the townscape
<b>HISTORIC ENGLAND LISTED</b>					
I In the grounds of Broughton Old Hall Farm, 54, Whittingham Lane	Earthworks	1260	Earthwork listed as a site of interest by English Heritage and marked on OS maps. Earthworks for a moat in the garden not explored.		

Property & Heritage register number	Type of building *	Age of property	Architectural significance: is it still substantially the same as when it was built, is it by a significant architect or style, is it an important part of the setting, is the building method or materials significant	Historic significance: is it associated with famous people, families or events Is its setting of historic importance, does it relate to local social, religious or economic history	Townscape significance: does it have a visual impact in its setting and is it a significant part of the townscape
<b>HERITAGE LISTED</b>					
Broughton Old hall gate posts,54, Whittingham Lane LLA22	structure	17th C	The posts have been painted black and white, there are chisel markings on all surfaces.		
Toll bar post, entrance to Park House, 470, Garstang Road LLA05	structure	18th C	The post has the raised stone point for the wooden barrier to sit on and the metal fittings where the chains were attached to secure the barrier at night		Part of the village scape, linked to the toll bar cottage 50 yds. to the north
Daniels Cross Stone @entrance to Broughton Old Hall Farm, 54 Whittingham Lane LLA21	structure	17th C	Found in a pit when Stone House was being built near by	Associated with the RC Daniel family of Durton & Broughton	
Golden (Blue) Ball Coaching Inn, (Gate of Bengal) 521, Garstang Road/Woodplumpton Lane LLA12	Public house	1807	Original coaching house with extensive stabling now incorporated into main building	Reportedly originally called the Blue Ball or Bell related to a family called Ball who lived here. The site of the Broughton Catholic Charitable Trust meetings, see plaque on building	Part of the village scape at the cross roads linking the old toll road the pinfold/toll bar cottage
Shuttleworth Arms Inn, (Broughton Inn), 502, Garstang Road/ Whittingham Lane LLA10	Public house	1798	Original coaching house with extensive stabling. Internally there is evidence in the upper rooms of wooden beams from? Ships	Shuttleworth were the lords of the manor of Barton	Part of the village scape at the cross roads linking the old toll road the pinfold/toll bar cottage

Queen Anne Cottages, 483, Garstang Road LLA06	houses	1800	The 2 Georgian Cottages were merged together in 1820 for the Wilson family. Outside is a mounting block and over the door a motto.		Part of the village scape
Keyfold Farm, 430 Garstang Road LLA02	House	1845	Red brick farm house, predates Broughton Park and occupied by the Abbots for over 100 years.		
Turnpike Cottage (1 & 2 Tollbar Cottages), 476-478 Garstang Road LLA06	house	1 <sup>st</sup> ref. to a building 1732	This solid building projecting into the road it is currently empty and has been left in a sorry state. There are two notable fireplaces and the street wall has a space for a window: toll window.	The turnpike was erected together with one at Laughton in the 1560's when Parishes became responsible for road for packhorses.	A key building in the village scape as it links the crossroads coaching inns and narrows the village high street
Pinfold Cottage, 466 Garstang Road LLA03	house	1760	The property is currently empty and has been partly renovated. The original brick work now exposed are irregular and the pattern relates to the period.	The Cottage was the home of the keeper of the Pinfold, at this point a road originally ran to Broughton Old Hall, the Moat, Yates farm then then to Broughton Row	Another key building in the village scape as it links the crossroads coaching inn and the toll bar cottage to a practical problem on the toll road
Wards Cottages, 12-18 Whittingham lane LLA18	houses	1824	Georgian cottages with inglenooks	4/5 cottages, for the spinsters of the parish crudely called virgins row due to number of illegitimate children living there	part of the village scape linking the crossroads east to the village centre
Broughton Old Hall Farm, Whittingham Lane	house	1700	The complex was sympathetically renovated and the barns converted to house in the mid 1980's		
Broughton Police Station, 495 Garstang Road LLA07	business	1923	Classic 1920's police station with age stone, cells and original desk.	Moses Barlow, 1835 Broughton Police constable	part of the village scape

Broughton & District club, 26, Whittingham Lane LLA20	community	1891	Originally called the "Broughton Reading Room and Club" a gift to the village by the Wilson family in 1889 and then enlarged in 1897. The club was established in 1891, however there was the old police station on this site which may have been incorporated into this building. The "donkey shed" predates the main building and could have been the village lock up. The original hall was replaced with a red brick built hall in 1889 with gables, extended to include accommodation in 1897. This was extended and refurbished in 1920. In 1922. The purchase of an ex-army hut from Kimmel Bay as a concert hall, in 1949.	The club as proposed as a "Cub, Reading room and bowling club" on Goosnagh Lane (now Whittingham Lane) Broughton at the inaugural meeting held at the School room of St. Johns church on 21/03/1890. The Wilson family was prepared to "Let" the building as adlib on condition that the committee paid 1 shillings year, the cottage and garden were let at affair rent and that the club was non-sect rain and non-political....and at for present there was no intoxicating liquor sold at the club!	part of the village scape linking the crossroads east to the village centre and a adding rural heritage
Barton Mill, 515 Garstang Road LLA11	business	1790	Here are records as early as 1678 for a corn store in the village which may have been linked to the farm and public house compels next door now the Gate of Bangla. The current mill was built in 1790 interior still has the beams, exterior has the upper door for the corn to be hauled from the wagon. Internally there has been very little alteration to the structure	John A Ley, Miller	Part of the village scape its proximity to the coaching inns
Laburnum House, 5 Whittingham Lane	house	18 <sup>th</sup> Century	Extended property original cottage 1780 mentioned in tithe reports	Original post office next to the stagecoach post at the Shuttleworth arms	

Broughton Park (Marriott hotel), 418, Garstang Road LLA13	business	1890	Classic late Victorian gentlemen's residence frontage which stands in 10 acres of woodland. The reception rooms have been sympathetically restored linking with the new wings.	Mr J Clarke brought Key fold Farm and then built Broughton house & grounds in 10 acres of the Farm. WW2 used by the RAF Kathleen Dickson (Yates wine lodges) it was also owned by Mr J Clarke (solicitor)	
Dobson's Farm, Entrance to Guild Wheel, Sandygate Lane LLA26	house	c 1850	Stone built farmhouse and outbuildings		
Whiteacres, , The Cottage, & Farmstead, Yates Farm, 88, 90 & 94 Whittingham Lane LLA23, 24 & 25	house	1890	This farm house and complex are named after a local family of millers. The original farmhouse is shown on the 1841 Tithe map. Linked along Broughton Row	Thomas Brown Farmer Edward Walmsley Farmer	
King George V Playing Field, Garstang Road LLA14	Gate posts & field	1937 & 1951	These fields were designated in 1937 in memory of King George V and managed by Intrust. The gateposts were designed to designate the field.	See note on website	Part of the Village history and amenities
Edmundsons Farm, off Haighton Lane LLA33	house	c1870	Late Victorian gentlemen's residence		
Threlfall Farm, off Whittingham Lane	house	c 1840	Red brick building with barns and other outbuildings		
Church Hill Cottage & Farm, Durton Lane LLA27	house	c 1880	A complex of buildings in traditional style	Pte Towers VC lived in part of this complex	
Rose Cottage, 501 Garstang Road LLA08	house	1866	This cottage is unusual as it does not have its front door onto the road, it has it side to the road. The land where the house was built is according to the 1840 Tithe map at the side of the Toll Bar.	Col. W.S. Bowes DSO	

The White Cottage & ancillary Buildings, Durton Lane LLA29	house	C1860			
The Grange, Durton Lane LLA33	house	1888	Late Victorian gentlemen's residence in Scottish "lodge" style		
Vista across the valley north of Broughton crossroads including Cardwell Bridge, Garstang Road north of crossroads LLA16	structure	1869	Stone Brig Brow the old name for this stretch of road from the horse trough at Barton Ridge to the site of the ford now Cardwell Bridge. The name relates to the Jacobite's who marched this way to Preston and camped on the Brow.	Site of old pack road north to Lancaster/Carlisle. Evidence of strip system in fields. Site of Barton Hall (now vet centre) home of Booths & during WW2 site of signals base for RAF.	The rise up to Barton was originally very steep and was originally called Stone Brig. A boiler being taken up the hill fell off the waggon and crushed 3 horses. Following this incident in 1869 the Cross sisters donated money for the bridge and road improvements.
Blundel Bridge, Garstang Road, south of the cross roads LLA15	structure	1892/1924	Built by William Thornborrow who worked for Thomas Telford		



Property & Heritage register number	Type of building *	Age of property	Architectural significance: is it still substantially the same as when it was built, is it by a significant architect or style, is it an important part of the setting, is the building method or materials significant	Historic significance: is it associated with famous people, families or events Is its setting of historic importance, does it relate to local social, religious or economic history	Townscape significance: does it have a visual impact in its setting and is it a significant part of the townscape
<b>VILLAGE HISTORY</b>					
Broughton House, Garstang Road currently Lancashire Ambulance HQ	house	1825	Built by J W R Wilson (solicitor) with a bowling green and pleasure garden, which were used by local people until he donated land and buildings on Goosnagh Lane (now Whittingham Lane) to the Broughton club.	This was the property of the Wilson family: they were local solicitors and officers of the Duchy of Lancaster. Richard Wilson was one of the 1st parish councillors, built this house, built the club and gave the land for the 1st war memorial in.	Part of the village landscape
Broughton Row	trackway	Before 1790	The track from the toll road skirted the "moat" at Broughton Old Hall then went onto Yates and Bamfords farms and from there to the cottages near to the Italian Orchard. There are records from 1629 relating to the old hall and to properties along this route. This is the ancient part of the parish with other sites along the Row that linked through to Goosnagh Lane (now Whittingham Lane) Early maps from the 16C show it coming across from the pinfold cottage on the Garstang Road More recent research by David Ratcliffe shows the route of the roman road from Walton le dale transacting the Row by the Old Hall.		A cart way went from pinfold cottage on the A6 past Old hall farm, Yates farm & Bamford farm

Broughton Church Graveyard, old section	structure	1733 recorded as planting trees and erecting a sundial		There are 11 CWG's in this churchyard. The memorial to the Stein bank brothers and others a full list is on the Preston Remembers website. There are also gravestones for the local Blackhurst family of solicitors and Veterinarians.	Originally the A6/Garstang Road crossed the Blundel Brook at a ford by the church. The road was where the old and new graveyards met.
The Old Post office	house	1931	Built in 1930 to replace the old post office at Ivy Cottage this exchange had 700 lines and employed 3 operators. This was one of the 1st purpose built telephone exchanges in the country		
Telephone exchange, Garstang Road	office		Broughton exchange H type building 1964, typical of the "utilitarian" architecture of the time	On November 23rd 1964 a new telephone exchange was brought into service at Broughton near Preston. The "communications museum" website. The current exchange building, which was extended at the front in the 1980s, was built for a field trial of Plessey's new 5005A crossbar exchange replacing Broughton's manual exchange. The village was chosen due to its relative proximity to the Plessey factory and research centre at Edge Lane Liverpool.	

## **12 ACCESS AND INFRASTRUCTURE**

### **12.1 Introduction**

12.1.1 Broughton is ideally located for access to the North Lancashire motorway network, being on a principal road, one mile north of the M6 junction 32/M55 Junction 1 interchange.



12.1.2 The village is bisected east-west by Garstang Road (former A6), and north-south by the B5269 Woodplumpton/Whittingham Lane. The junction of these two roads, has for many years, seen some of the worst traffic congestion in Lancashire, blighting the local environment and creating serious air quality problems.

12.1.3 A bypass, sited to the east of the village has recently been completed and has become the principal road, taking the 'A6' classification from Garstang Road.

12.1.4. Post-bypass works are programmed for the village. Garstang Road, and parts of B5269 Woodplumpton/Whittingham Lane will be transformed with remodeled narrowed carriageways designed to slow traffic speeds (accommodating a segregated cycle lane on Garstang Road as part of the Guild Wheel - currently shared pedestrian/cyclist footway) and the removal of the traffic signals at the crossroads.

12.1.5. Transport modelling predicts that traffic on Garstang Road will reduce by 90%. The B5269 Woodplumpton/Whittingham Lane traffic flows will remain broadly similar.

12.1.6 Lancashire County Council (LCC), the Highway Authority (HA), have worked with the Parish Council and local populace to formulate plans which are acceptable to the large majority. Funding for the local network improvements has been made available by LCC.

12.1.7 Broughton is served by 3 buses all running along Garstang Road.; the 4C Stagecoach Service which runs Monday to Saturday during the daytime, connects Broughton with Preston City Centre and the Ribble Valley hinterland. Stagecoach services 40 and 41 connect Preston City Centre with Morecambe and Lancaster, daily.

## **12.2 Development Plan Policies and Proposals**

*CS Policy 2 Infrastructure*

*CS Policy 3 Travel*

*PLP IN2 Broughton Bypass*

*PLP IN3 Park and Ride Sites*

*PLP ST1 Parking Standards*

*PLP ST2 General Transport Considerations*

## **12.3 Consultation Issues, Objectives and Vision**

12.3.1 The Neighbourhood Plan (NP) community feedback from consultations has highlighted concern within the village for the following highway related, access and infrastructure issues, in no specific order:

- a) Safety of Cyclists and their use of the footways
- b) Heavy Goods Vehicles in the village, specifically noise and pollution.
- c) Rural footpaths - condition.
- d) Preservation of the Guild Wheel (GW). The GW is a shared use facility for pedestrians and cyclists; a continuous route circling Preston City, opened in 2012 after 20 years of planning and negotiation. It is a hugely popular, predominantly leisure route which provides recreational and health benefits.
- e) Traffic noise and pollution.
- f) Increased traffic on the local network due to ongoing housing developments.

- g) Traffic Speed particularly on the B5269 through the crossroads that will no longer be signal controlled.
- h) Bus services - concern about the adequacy of services on Woodplumpton Lane particularly for the elderly without access to private transport and that service levels will be further reduced.
- i) Inadequate parking facilities at school times or for visiting any village facility.
- j) Removal of the traffic lights at Broughton crossroads leading to increased traffic speeds and reduced highway safety (see above).
- k) Improved footways and cycle ways.
- l) Condition of road surface on B5269.
- m) Village signing.
- n) Lighting.
- o) Connectivity between areas in the Parish.
- p) Access for all, including appropriate seating for amenity/resting purposes.

12.3.2 Highway Authority post-bypass planned measures for Garstang Road and Whittingham/Woodplumpton Lane address some of the concerns identified during consultation. These are as described below (the improvements identified are matched to the alphabetical community feedback list in 12.3.1 above, in the order listed above):

- a) A segregated cycleway will be constructed on Garstang Road, reducing the carriageway width for local traffic.
- b) Goods vehicles travelling north - south will use the new bypass unless requiring local access.
- c) The GW route is protected by appropriate planning conditions where it meets with new development.
- d) North-south through traffic is expected to reduce by 90% and the congestion/pollution issues will disappear.
- e) The effects of increased traffic on the network will be mitigated by the traffic calming planned as part of the post-bypass works in the village.

- f) The speed limit through the village will be reduced to 20mph as part of the highway work
- j) The traffic lights at Broughton crossroads are to be removed as part of the traffic calming works, and road priorities will be altered to discourage north-south through traffic. Crossing facilities will be provided on the B5269 at strategic locations.
- k) The footways adjacent to the local network will be widened and re-surfaced as part of the works.
- m) 'Broughton Village' will be signed as a destination from the bypass.
- n) The road and street lighting will be improved as part of the works.



**Proposed Village square (artists impression courtesy of City Deal)**

- 12.3.3 The post-bypass works are subject to minor alterations as the process moves forward. The HA keep the Parish Council regularly updated; all information received is shared on the Parish Council website.
- 12.3.4 These works will deliver transformational benefits to Broughton Village that need to be safeguarded by careful control over future development particularly in respect of associated traffic generation. However if the neighbourhood plan vision for Broughton 2026 (see highlighted extracts from objec-

tives and vision below) is to be delivered they also need to be supplemented by additional measures as set out in the sections that follow.

## **OBJECTIVES**

**DEVELOPMENT** To ensure that any new development is of an appropriate, nature, location, scale and design, and in the case of Broughton Village is in keeping with and does not undermine the character, rural setting and environmental quality of the village (including **through the impact of associated vehicular traffic**).

**HEALTH & WELL BEING** To promote health and wellbeing by **safeguarding and enhancing the Guild Wheel and local footpath network; protecting these routes from any development that would be to the detriment of the enjoyment and benefits they provide, particularly in providing access to and enjoyment of open countryside areas.**

**NEW COMMUNITIES** To integrate successfully the major new housing developments on the southern and eastern edges of the plan area; **and to further develop and encourage pedestrian and cycle access between these areas, key plan area facilities and the local centre**

## **VISION**

- **Has an attractive, traffic calmed and pedestrian/cyclist friendly public realm**, which, along with the provision of enhanced refreshment opportunities, has **further increased the popularity of the Guild Wheel and local footpath network.**
- Has seen existing local businesses thrive - attracting custom through the quality of their offer and **the improvements in access, parking and environmental quality delivered post bypass**
- Has become a much more strongly identified and cohesive local community. Much improved local services and community facilities, **an attractive traffic-calmed streetscape and wider public realm, and improved public car parking have made the centre of the village an attractive and relaxing destination and meeting place not only for local residents but for a wider catchment drawn by its character and charm.**

## **12.4 Neighbourhood Plan Policies**

12.4.1 The Neighbourhood Plan seeks to deliver this vision through a combination of:-

- new neighbourhood development plan policies in respect of development and the use of land (See **Policies AI1-AI3** below)

and

- through the Parish Council working in partnership with Lancashire County Council as Highway Authority and Preston City Council in respect of traffic/parking management, public transport and highway/green infrastructure provision (see **Parish Action Points PAPs** below)

12.4.2 Local Plan Policy ST2 lists general transport considerations applicable to all development proposals. Those criteria refer to the safe, efficient and convenient movement of all highway users including, cyclists, pedestrians and equestrians.

12.4.3 However the application of such criteria does not adequately safeguard the environmental quality as public realm of Garstang Road (including the Guild Wheel) that is about to be redesigned. This is a vital component of the plan's vision for the village incorporating a purpose designed Guild Wheel cycle lane and wide pavements within an attractive tree-lined historic route passing through countryside and linking the village centre, high school, playing fields, pre-school and Sports/Social Club in the north with major residential developments, Church, and Primary School in the south.

12.4.5 Developments that put significant vehicular traffic into this space may do so without significantly undermining the safety, efficiency and convenience of highway users in normal development management terms since the bypass is projected to reduce traffic volumes by as much as 90%. However this will not assist in making this route a cohesive and pleasant environment.

12.4.6 Its quality and attraction for cyclists and pedestrians, is critically important in terms of sustainable transport choices, the vitality and viability of the newly designated village centre and of wider local businesses; usage of community facilities (including improved playing fields), informal leisure and recreation, and the character and heritage of the village.

**AI 1 HEAVY GOODS TRAFFIC Proposals which result in heavy goods traffic passing through the village to the detriment of highway safety, particularly of cyclists and pedestrians, residential amenity and the quality of the public realm particularly in the centre of the village will be resisted.**

12.4.7 Woodplumpton Lane remains a busy east-west route post bypass and with residential frontages close to the highway, residential amenity is particularly vulnerable to passing heavy goods traffic. Such traffic also passes through the crossroads and the village centre.

12.4.8 This will be achieved through the control of development and the implementation of Traffic Regulation Orders. In particular the Parish Council will pursue the introduction of a 7.5T Environmental Weight Limit for the B5269 Woodplumpton/Whittingham Lane to remove any unnecessary 'through' Goods Vehicle Traffic.

**AI 2 GUILD WHEEL - Proposals to further enhance the popularity of this facility and to establish Broughton Village as a refreshment stop on this**

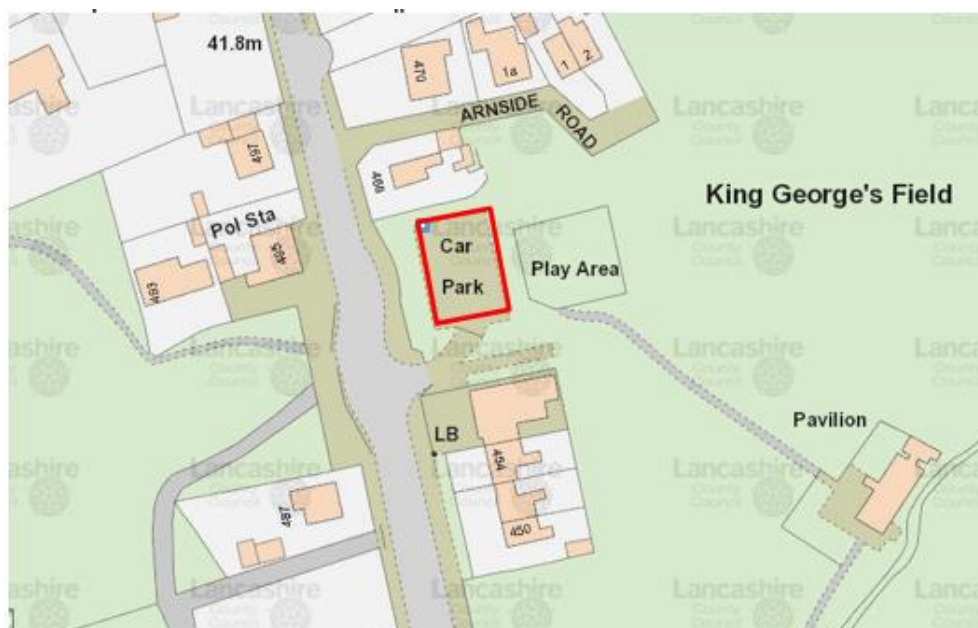


**heavily used cyclist/pedestrian route will be supported. Proposals that would be to the detriment of the safety, amenity and enjoyment of users potentially reducing the numbers using this facility will not be permitted.**

- 12.4.9 The Guild Wheel cycle/pedestrian route has proved an outstanding success with cyclists (both serious enthusiasts and more occasional recreational riders, of all ages including family groups) and walkers. The section through Broughton from the motorway bridge up to Sandy Gate Lane and across to Garstang Road is one of the most attractive sections of the route offering open countryside views. The highway works to Garstang Road, previously one of the most heavily trafficked sections of the Wheel will create another very attractive part of the route. Together with proposed improvements to St George V Playing Fields the Broughton part of the Wheel should become even more popular with the potential to support refreshment facilities that will also be a valuable facility for local residents.
- 12.4.10 The increased popularity of the route and such investment is however significantly dependent on this most rural section of the whole 23 mile orbital route maintaining its countryside setting and views in the face of pressures for large scale housing development.

**AI 3 ADDITIONAL PUBLIC OFF-STREET CAR PARKING Public Car Parking within Broughton Village will be enhanced through extension of the car park to King George Playing Fields**

- 12.4.11 The only public off-street car parking within the village is the small car park in front of the playing fields (see plan overleaf). This serves users of the park, parents dropping off/picking up from the nursery and from the High School, as well as local service facilities without their own car parking. If the park is to become a better used local facility and nearby shops are to prosper then additional parking spaces will be required. Preliminary investigations suggest this can be achieved without detriment to the character and appearance of the park or the wider area.



**PAP10 PUBLIC & SHARED USE OF PRIVATE PARKING FACILITIES – The Parish Council will seek to negotiate or broker arrangements for public/shared use of existing or proposed private parking facilities.**

12.4.12. Underutilised car parking represents a waste of land in a physical form that offers little in terms of visual amenity and that increases run-off contrary to sustainable development principles.

12.4.13 It is important to the vitality and viability of the village centre and of local businesses that adequate parking facilities be available but any need for additional space should be kept to a minimum by maximizing the use of existing facilities through shared/public use.

12.4.14 There is private car parking within the village that is underused, the prime example being the large car park behind *A Taste of Spice* restaurant.

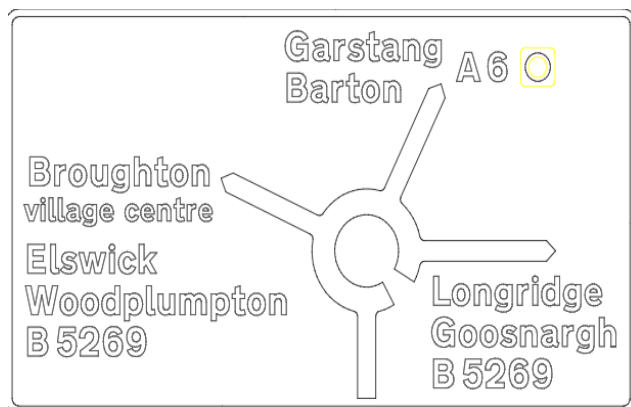
**PAP11 ON-STREET CAR PARKING The Parish Council will pursue the introduction of appropriate Parking Regulations on the local network, particularly Garstang Road and Woodplumpton Lane.**

12.4.15 On-street car parking can pose a risk to both the safe and convenient passage of highway users and to the quality of the public realm. Woodplumpton Lane can be a problem in this respect and it is important that a redesigned Garstang Road is not subject to **affected by parked vehicles, which compromises traffic safety, both vehicular and pedestrian.**

**PAP12 PARK AND RIDE Proposals to deliver a Park and Ride site from the site indicated on the Local Plan Proposals Map will be supported.**

12.4.16 This facility will reduce reliance on the private car for local residents particularly those that are not served by local bus routes as well as for residents travelling into Preston from further afield..

**PAP13 SIGNAGE, AND STREET FURNITURE. Broughton Village Centre will be signed from Broughton Bypass at its junction with the B5269, Whittingham Lane**



**In addition to this, a full review of signage and street furniture will be undertaken and implemented to include:-**

- **Signage for the village centre to advise traffic of facilities and establishments within the village.**
- **Cyclist/Pedestrian fingerposting of local facilities (including from new housing in Broughton Parish South).**
- **Benches, Bins etc.**

12.4.17 The completion of the bypass has removed through traffic from the village potentially depriving existing and future businesses of custom. Signage will help address this problem and together with street furniture (including fingerposts, benches and cycle parking) will also encourage pedestrians and cyclists both local and from the wider area to visit the village and enjoy its charm, rural setting, history and local facilities, free from the congestion and fumes that have for so long blighted the area.

**PAP13 PUBLIC TRANSPORT – The Parish Council will identify difficulties and deficiencies in such provision particularly for the elderly and disabled and raise these with service providers, the Highway Authority and Preston City Council.**

**PAP14 TRAFFIC MANAGEMENT AND HIGHWAY MAINTENANCE The Parish Council will monitor traffic speeds and conditions for the safe movement of all highway users particularly through the non signal- controlled Broughton crossroads and raise with the highway authority and police any areas of concern over such matters and over highway maintenance.**

**PAP15 PUBLIC RIGHTS OF WAY – The Parish Council will review the condition of paths and stiles and the adequacy of associated signage and, subject to resources and landowner agreement, seek to address any deficiencies and make improvements including the provision of benches. It will also pursue the improvement of the Public Rights of Way network such that these footpaths provide good linkage between areas of the Parish.**

12.4.18 In addition to the Guild Wheel there is a wider network of public footpaths and bridleways, the use and popularity of which is constrained by their poor condition and inadequate signage. If these issues can be addressed there is scope for much increased use of this resource by both local residents and the wider population providing very significant recreational and health benefits.

### **13 STRATEGIC ENVIRONMENTAL ASSESSMENT AND HABITAT REGULATIONS ASSESSMENT - SCREENING.**

- 13.1 JBA Consulting, who have considerable experience in SEA and HRA work have been commissioned by Broughton Parish Council to undertake a screening assessment to determine if the Neighbourhood Plan , alone and in combination with other plans and policies, would give rise to any significant environmental effects. It has also determined specifically in relation to the Habitats Regulations whether any significant effects on European Sites within the neighbourhood area or within 10km of the neighbourhood area boundary, would arise from implementation of the plan.
- 13.2 JBA conclude: *it is considered that the Broughton Neighbourhood Plan does not require a SEA or give rise to likely significant effects on European Sites due to the nature, scale and location of the policies within the plan. It has been concluded that adverse impacts are not likely on any of the sensitive environmental receptors within or around Broughton neighbourhood area including the Ribble and Alt Estuary.*

### **14 MONITORING AND REVIEW**

- 14.1 This Neighbourhood Plan covers the period 2016 to 2026. Development will take place during this time both in the Parish and outside of it and will have an impact on the community as well as on the physical fabric and environment of the area. Changes may also take place in national and local planning policy before the end of the plan period including a review of Preston's Local Plan.

### **ADDITIONAL DOCUMENTATION**

1. Broughton in Amounderness: basic conditions statement October 2017 version
2. Broughton in Amounderness: consultation statement October 2017 version
3. Aecom Report
4. Evidence base: Red file (see index in consultation statement)
5. Sources & press cuttings: White File
6. Post Bypass Village scapes (courtesy of Lancashire County Council & City Deal)
7. Broughton-in-Amounderness Neighbourhood Plan: Landscape/visual appraisal of small-scale housing sites (JBA Consulting October 2017)
8. Broughton-in-Amounderness Neighbourhood Plan 2016 - 2026 (JBA Consulting October 2017) Strategic Environmental Assessment and Habitats Regulations Assessment

### **KEY SOURCES CONSULTED**

#### Documents

National Planning Policy Framework  
Central Lancashire Core Strategy  
Central Lancashire Highways and Transport Masterplan

## *Broughton in Amounderness Parish Council Neighbourhood Development Plan*

Preston City Council Local Plan 2012-2026 (adopted 02/7/15)  
North West Preston Masterplan Area  
Localism Act 2011 and later amendments  
Housing White paper 2017  
Environmental Community Plan for Preston 2015-16  
Relevant EU legislation  
Human Rights Act

### Websites

<https://rtpi.org.uk/planning-aid>  
[www.locality.org.uk](http://www.locality.org.uk)  
[www.ourneighbourhoodplanning.org.uk](http://www.ourneighbourhoodplanning.org.uk)  
[www.gov.uk/guidance/strategic-environmental](http://www.gov.uk/guidance/strategic-environmental)  
<http://www.pas.gov.uk/neighbourhood-planning>  
[www.gov.uk/.../publications/neighbourhood-planning.](http://www.gov.uk/.../publications/neighbourhood-planning)

Several other parishes were consulted, their advice and support was welcomed:

- ✓ Thame, Oxfordshire (town)
- ✓ Penwortham, South Ribble (town)
- ✓ Mulbarton, South Norfolk (parish)
- ✓ Cringleford, North Norfolk (parish) this was the closest to our situation that had a plan as it was a parish on the outskirts of Norfolk.



***Broughton bypass opened on the 5<sup>th</sup> October 2017 & was named after Private James Towers of the 2<sup>nd</sup> Battalion of the Scottish Rifles who was awarded the VC on for actions of bravery on the 6<sup>th</sup> October 1918. He lived with his family at Church Farm In Broughton.***