

Environmental Research

Outline

Broughton is a semi-rural parish to the north of Preston. It is divided from the main area of Preston by the motorway network with the M55 acting as its south western boundary and the M6 as a partial boundary to the north east. The mainline west coast railway is the western boundary.

Topographically Broughton is 40 metres above sea level with two distinct watercourses (Blundell Brook & Barton Brook/Dean Brook) bisecting the parish from east to west causing two distinct valleys.

The parish is approximately hectares, approximately 25% of the land is developed with a further 10% designated for development under the NW Preston development area.

Research

A. Policies reviewed with key point highlighted

1. Preston Local Plan 2012-2026 (adopted 2015)

<http://www.preston.gov.uk/yourservices/planning/planning-policy/preston-local-plan/>

2. Central Lancashire Core Strategy (adopted 2012)

<http://www.preston.gov.uk/yourservices/planning/planning-policy/central-lancashire-core-strategy/>

This Central Lancashire Core strategy in the Preston Local plan identifies in MD2 NW Preston at point 4.13 that the location for development.in North West Preston covers within Broughton Parish land south of the M55 to the west to land north of Eastway/south of the M55 to the east. “The location provides a rounding off of the urban form of Preston, with a clearly defined boundary of the M55 to the north and the M6 to the east”.

Overall the NW Preston Development area covers around 320 hectares of Green-field land. It emphasises that In accordance with Central Lancashire Core Strategy Policy 1 (f) (lists Broughton as an existing village) that development within villages “should typically be small-scale, infill, conversion of buildings and proposals to meet a local need. Limiting the scale of development within these villages serves to abide by the principles of sustainable development”.



The Central Lancashire Core Strategy Policy 1 establishes a hierarchy of settlements within the Central Lancashire area based on size, accessibility, and range of services available. Villages appear at the bottom of this hierarchy as they are often small, are not situated in the most sustainable locations and cannot offer a wide range of services. This is embedded in Preston local plan policy Ad1b small scale development within existing villages (including brownfield sites)

The Central Lancashire Core Strategy sets out a “housing need” for the Preston based on the Annual Housing Position Paper. The Preston Local Plan identifies how this will be met by utilising empty properties, using brownfield sites and the NW Preston development area. The only areas within this plan in Broughton Parish are identified within the NW Preston development area.

However is exception circumstance under Preston local plan HS4 – Rural Exception Affordable Housing, allows for new housing developments adjoining the village (Broughton is listed) in exceptional cases for affordable housing, where a need has been identified as a result of a “comprehensive needs assessment for the local area”. This “affordable housing” is for existing local residents on the housing waiting list (Gateway have only 11 properties in the village) people whose work provides important services in the village (such as teachers, hotel workers or NHS Trust staff) or people with the offer with the offer of a job locally who cannot take up the offer Unless affordable housing is available.

There are a significant number of businesses and employers in the parish with over 500 people coming to work in Broughton daily. There are a number of small businesses and specialist retail service units that operate in the village. There is currently no general/food store in the village except the outlets at the garage with limited range. (Both of which have draft plans for change of use to house/offices)

Preston local plan policy EP17 notes the change of planning for the “brought on business ark” of Eastway to mainly suing.

The NP has not identified the need to identify any areas for business development, other than those already in the planning stage. However there is a growing home worker economy in Broughton which would benefit from a community meeting hall for networking and meeting clients.



The Preston Local Plan in section 7 identifies the need for good transport links and encourages cycling and walking. Brighton has the Guild Wheel and many other walking and cycling routes however the lack of parking especially for the schools and the poor but services the NP will try to identify policies as these are lacking from the Preston Local Plan. The NW Preston development area does identify these issues but there is no reference tom in relation to the development areas in Broughton. The Preston Local Plan and central Lancashire core strategy both emphasise the natural environment and a commitment to enhancing the quality of life for existing and future community's one that support and encourages wildlife, protects the countryside and the natural environment. Preston local Plan policy EN1 that addresses development in their the Open Countryside stating that other than that permissible under policies HS4 and HS5, it will be limited to work that is needed for purposes Of agriculture or forestry or uses which help to diversify the rural economy; the re-use or re-habitation of existing buildings and infilling within groups of buildings in smaller rural settlements.

In the Preston Local Plan Policy EN3 looks to preserve and enhance the rural environment and EN4 states that the area between Preston City and Broughton is an area of separation.

Development within these areas "will be assessed in terms of its impact", "including any harm to the effectiveness of the gap between settlements and, in particular" and " the degree to which the development proposed would compromise the function of the Area of Separation in protecting the identity and distinctiveness of settlements". This view is supported by the central Lancashire core strategy.



The Central Lancashire Core Strategy Policy 18: Green Infrastructure seeks to manage and improve environmental resources of which the distinctive nature of Broughton with its many mature trees, undulation landscape, biodiverse habitats within a semi-rural landscape is a good example. This will be enhanced by the removal of traffic from the A6 to the bypass which will be sympathetically set within landscaped boundaries. The important contribution landscape makes to an area's distinctiveness is also highlighted in Core Strategy Policy 21: Landscape Character Areas.

In the Preston Local plan reference is made to air quality. Poor air quality damages the natural environment, by 2017 with the bypass in place the current air quality management area around the crossroads will have been cleared, thus enhancing natural and health environments of Broughton.

B. Reports reviewed with key points highlighted

1. Environmental reports LCC for the Broughton By Pass 06/13/0528/1, 06/13/0528/2, 06/13/0528
2. Environmental reports for LCC for the Post Bypass Improvements
3. NW Preston Development Plan

The environmental reports prepared for and by LCC in support of the application for the Bypass cover many areas to do with the natural and built environmental of the village and church area. The reports have been commented on by the environmental agency, Natural England, CPRE and specific agencies relating to species. The landscape and mitigation scheme is held by the environmental agency as a good example of enhancement to an area.

Careful consideration with regard to lighting and illumination of signs plus the routing of the Guild Wheel (an asset both for health & wellbeing but also for safer riding for children) show the commitment of the commissioners to use the bypass as an opportunity to enhance brougham.

Attention has been paid to the existing flooding issues within the village and the issues experienced by the primary school in relation to localised flooding. These have been addressed with specific plans using the opportunity to reduce the risk of future floods as part of the bypass work.



A number of species were identified at the planning stage of the bypass through a reptile survey and in the school environmental study as being present in the parish. A recent (2013) hedgerow survey carried shows that stretches of the hedges in Broughton on Whittingham Lane, Garstang Road & Sandygate Lane to be over 400 years old.

Greater crested newts (species regulations 2000) were found in a pond in Blundell valley, pippin bats were present in trees and in the attics of empty properties and are seen regularly flying in the area. Foxes have been sighted on the roads and deer regularly are seen in the fields and by the streams valley between Broughton & Barton.

A water vole and otter survey established these species as not being present in this area.

The annual RSPB “garden survey” catalogued over 20 species of birds in 2014, amiably native species. The area is notes as on a migration path for both Brent geese and swallows.



C. Bodies Contacted

Natural England working with CPRE as we are a rural parish, Jackie Copley regional manager presented to Steering group.

Environment Agency: EA states Broughton has no sites that are regulated under the “Habitats Regulations Assessment (HRA), Natura 2000 sites, EU Habitats Directive, Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Offshore Marine Sites (OMS).

Groundworks & Countryside Trust, have produced a number of reports and actual plans prepared by Preston City Council (NW Preston Development Plan& Lancashire County Council (Bypass).

These are detailed in section 1

There are currently no environmental protection issues that are relevant to our plan which have not been dealt with under the Preston Local Plan or the work of LCC on the Bypass.



Appendix 1



As at 1st March 2016 the farms in the Parish were 50% owner occupied and 50% rented with a variety of usage.

Name	Location	Notes
Helms Farm (1)	Both side A6 road north of the crossroads	60 hectares on this site with a further 90 hectares in the village rented. dairy (200 cows) stock (170 cows), sheep (150) and arable
Key fold farm	East side of A6 before the Pinfold	25 hectares mixed usage rented out
Barton Hall	A6 to the north east, south of Dean Brook	Arable & Sheep
Holes farm	Land to the north of Whittingham lane and south of M6	10 hectares missed usage
Unsteady farm (2)	Whittingham lane north side	85 hectares plus 35 hectares in village, pedigree bull breeder, arable
Old hall farm	Whittingham lane south side	25 hectares plus buildings
Church Hill farm	Between Durton Lane and M55	Equestrian 10. 2 hectares
Grange Farm	To immediate south of M55 bridge over Durton Lane	1.2 hectares arable
Formerly known as Bridge farm	To immediate north of M55 roundabout of A6	25 hectares of forage and mixed usage
Almonds Farm	Off Langley lane but land in	21 hectares summer grazing arrangement

	Broughton	
Bank Hall Farm	To the west of A6 between village and ambulance station	20 hectares mixed usage
Yates farm	To the south of Whittingham Lane part of old Broughton Row	Farmhouse only all land in other ownership
Boyes Farm	Land of Durton Lane in southern elbow of M6/M55	12 hectares arable land part of designated development area, currently let
Simpson House Farm	Behind Fernyhalgh school	Farmhouse empty, building used by tenant 12 hectares mixed usage
Adamson's farm	To the north of Durton lane past the M6 bridge	Converted farm and barns no land
Edmondson's Farm	To the north of Durton lane past the M6 bridge opposite Fernyhalgh Lane	Approximately 26 hectares, mixed cattle and arable
Hazelmere	South of M55/A6	0.5 hectare next to Cricket ground
School House farm	Off school lane	1 hectare rented out