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BROUGHTON IN AMOUNDERNESS HERITAGE AND CHARACTER ASSESSMENT

Introduction

This report presents a summary of the history and character of the Broughton-in-Amounderness (hereafter Broughton) area within the City of Preston, Lancashire. It has been prepared by consultants at AECOM on behalf of Locality, working closely with the Broughton in Amounderness Parish Council and is based on a detailed appraisal of the area carried out through desk study and fieldwork.

Landscape character assessment is a process used to describe and articulate what is special and distinctive about a particular place by identifying recognisable patterns of elements or characteristics that make one landscape different from another. Landscape is defined by the European Landscape Convention as “..... an area, as perceived by people, whose character is the result of the action and interaction of natural and / or human factors.” This definition is broad and encompasses natural, rural, urban and peri-urban areas.

The information generated through the process of characterisation can be used as evidence to support the planning and design process. This approach is supported by the National Planning Policy Framework (NPPF), which states that neighbourhood plans should develop robust and comprehensive policies based on an understanding and evaluation of its defining characteristics (DCLG, 2012). In doing so, policies can ensure that development responds to local character and history, and reflects the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation.

War memorial on A6 (Garstand Road)
Approach

The approach of this study follows well-established landscape character assessment techniques. The detailed desk study and fieldwork carried out to inform this assessment underpins the classification and description of character areas and broadly follows the process set out in the “Approach to Landscape Character Assessment” (Natural England, 2014). This approach has been tailored to meet the specific needs of the neighbourhood planning process and draws on further best practice guidance including:

- Using Historic Landscape Characterisation (Historic England 2004);
- Character and identity Townscape and heritage appraisals in housing market renewal areas (Historic England and CABE 2008); and
- Understanding Place Historic Area Assessments: Principles and Practice (Historic England 2010).

Historic England, previously English Heritage has issued a number of guidance and best practice notes covering a range of issues in relation to the conservation and management of historic places and heritage assets all of which are available on the Historic England website (https://historicengland.org.uk/advice/planning/).
Broughton is located approximately 6.5km north of Preston city centre. At the time of the 2011 census, Broughton had a population of 1,722. The neighbourhood area is defined by the parish boundary and is bound in the west by the West Coast Mainline railway and in the south by Fulwood town. In the north and east the boundary cuts through open countryside and runs along Dean Brook and Blundel Brook, as shown on Figure 1.

The area is primarily accessed by the A6, which runs north-south and links Lancaster 29 km and Garstang 12km north to Preston 6.5km south of the area. The A6 also links to the M55 in the south and forms a key gateway into the area. The M55 provides links to Blackpool 25 km to the west and connects to the M6 which lies 1.4km east of Broughton village centre.

The B5269 (Whittingham Lane) is the primary east-west road through the area, historically linking Ribchester to the east and Fleetwood to the west. The neighbourhood area encompasses where the B5269 (Whittingham Lane) crosses the A6 (Garstang Road). The busy intersection forms a key nodal point within the area and is known as Broughton crossroads.

The Broughton Bypass, which is under construction, will provide a key north-south link through the neighbourhood area, alleviating traffic along the A6 (Garstang Road). Secondary roads include sections of D’urton Lane, Haughton Green Lane and Eastway to the South.

There are a number of streams and brooks running through the area and a series of Public Rights of Way (PuRoW) through the open countryside. A section of the Guild Wheel cycle route runs along the eastern side of the A6 (Garstang Road) and along D’Urton Lane providing a link to the northern outskirts of Preston. The Guild Wheel opened in 2012 as a designated route for cyclists and pedestrians and encircles the city of Preston.
Planning Policy Context

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”.

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 rehabilitation 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 of the Area of Separation in protecting the identity and distinctiveness of settlements.

Policy MD2: Housing sites

Land is identified at the North West Preston Strategic Location for a residential-led 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 mitigation 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 space resources are safeguarded.

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.

This report is also informed by other studies relevant to the local area including:

Broughton Bypass: The Story so Far City Deal Preston, South Ribble and Lancashire

The document provides a series of information boards and visualisations used at public consultation which look at the £1million investment of Preston, South Ribble and Lancashire City Deal funding. The boards show the proposals for the improvement to Broughton Village following the implementation of Broughton Bypass in spring 2017.
HISTORICAL DEVELOPMENT
BROUGHTON IN AMOUNDERNESS HERITAGE AND CHARACTER ASSESSMENT

Historical Development

The earliest mention of Broughton comes in 1066 when it was assessed as one plough-land, which formed part of Earl Tostig’s lordship of Preston or Amounderness. The name ‘Broctun’, the earliest spelling of the town from 1200, means a farm enclosure or an estate by a brook. It traces the first settlement, centred around the Church of St John the Baptist, which can be found along Blundel brook to the south of Broughton as it exists today. In 1261 the Manor was given to William De Singleton by Henry III. He and his family settled along Blundel brook, establishing a wooden church on the site where the present Church of St John the Baptist, a grade II* listed building, was built in 1533.

Throughout the 17th and 18th centuries the area remained primarily agricultural. Evidence from the Compton Census of 1676, a religious census intended to provide information on the number of inhabitants in each parish, demonstrates that a majority of Broughton’s residents were employed on the land. Remnants of Broughton’s agricultural past are evident in the built heritage, such as the grade II listed Daniel’s Farm from the late 17th century, located along D’Urton Lane. Pinfold Cottage, located along the A6, also points to Broughton’s agricultural past; taking its name from the nearby grade II listed enclosure in which stray animals were penned. The A6 turnpike (Garstang Road), which was active during the 17th century, was improved upon through the turnpike act of 1663. The Turnpike cottage (toll bar) cottage, which still remains, is a reminder of a time in the 18th century when there was a charge to use the road. However, by the 1870s the route was said to be in very poor condition. To the east of Garstang Road with a bowling green and pleasure garden. The development of Preston also encouraged the growth of transportation in the area as a railway station along the West Coast Mainline, running from London Euston to Glasgow, was built in Preston in 1838. The village of Broughton began to develop away from the historic centre around the Church of St John the Baptist and instead at the busy intersection of Garstang Road and Whittingham Lane. The OS map from 1849 shows a number of cottages around the cross roads including four or five along Whittingham Lane, which date from 1824. However, The Broughton Grammar School was constructed in 1843 across from the Church of St John the Baptist. The school, which was originally endowed in the 16th century, had served the children of the local community. However, the growth of Preston by the 20th century created an environment where urban and rural children could interact. One of the largest homes built during this time was James Clarke’s Broughton Park. Clarke, another solicitor, became head of his own practice based in Preston and decided to purchase Key Fold Farm with 79 acres of land on the east side of Garstang Road. The house, designed in the Jacobean style, was built in 1891. The OS Map of 1891 displays the post office, smithy, the Shuttlesworth Arms, and the Broughton and District club, founded in 1890, to the centre of the village.

As Preston continued to grow into the 20th century so too did Broughton. The OS map from 1912 displays a number of new homes along Whittingham Lane. By the time World War One was over, and the heavy losses reported, a nationwide movement began to erect local war memorials. In Broughton the parish council took the lead and decided to build an appropriate memorial. After much discussion the location of the memorial was chosen, located at the corner of Bank Hall Lane and Garstang Road, where it remains today. The OS map of 1932 shows further growth radiating around the cross roads of Garstang Road and Whittingham Lane. At the beginning of World War Two Broughton Park was requisitioned by the Government, and the WAAFs stationed at the nearby Barton Hall, plotting enemy aircraft movements, were quartered there. The largest development of housing in Broughton came during the post-war years and is evident in the OS map of 1961, as an estate was built to the west of the village centre.

One of the most important 20th century improvements to the transport infrastructure was the construction of the M5 and M55 motorways. There roads were built to relieve pressure in Preston but also had an impact on Broughton’s urban townscape and rural landscape setting. In the 1970s Broughton Park became a hotel, which was eventually bought out by William Coupe Ltd, an iron foundry company, in the 1980s. The Hotel changed hands for the second time in the early 1990s and was threatened by the 1990 proposal for the Broughton Bypass which would have cut through the grounds. The plans did not come to fruition. In 1996 the Hotel was purchased by Marriot, which added an additional £2.5 million wing to create the Hotel as it stands today. Despite major transport improvements in the latter half of the twentieth century, heavy traffic along the A6 and surrounding road network has persisted. As a result, the most important development in Broughton in the 21st century thus far was the decision to construct, beginning in 2016, the Broughton Bypass, some forty years after it was originally proposed.
Existing Character Assessment

The study area falls mainly within National Character Area (NCA) 32: Lancashire and Amounderness Plain. The east of the area falls with NCA 35: Lancashire Valleys, as defined by Natural England (Natural England, 2014). This NCA is broad but provides some context to the character of the study area.

At a local level the neighbourhood area falls mainly within the Coastal Plain Landscape Character Area (LCA) and 15e Forton-Garstang landscape character type (LCT), as defined within A Landscape Strategy for Lancashire, Landscape Character Assessment 2000. The east of the area falls within the Undulating Lowland Farmland LCA and 5h Goosnargh-Whittingham LCT.

Natural Factors

Geology and Soils

The underlying geology in the area is predominately Sherwood Sandstone. Sedimentary Bedrock laid down in the Triassic and Permian Periods, developed from rivers depositing mainly sand and gravel detrital material in channels to form river terrace deposits. The soil is moderately fertile, lightly acidic but base-rich loamy and clayey. Due to the low lying landform, open farmland and woodland areas are seasonally wet and are therefore generally more suited to pastoral uses.

Topography and Hydrology

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Land Cover

The area comprises predominately open farmland as shown in Figure 4. Fields vary in size from small to large and are irregular shape and pattern. Smaller fields are generally focused in the centre between the B5269 (Whittingham Lane) and M5 adjoining the settlement areas. Fields are bound and divided by hedgerows and watercourses. Mature trees within hedgerows and along watercourses are common creating a sense of enclosure to fields. Mature isolated trees and clumps of trees are common in the rural landscape. There are no large areas of woodland, however the edge of the settlement areas and the majority of roads and lanes through the area are well wooded, screening the urban influence of Broughton on the surrounding rural landscape. Many of the isolated trees, groups of trees and avenues of trees throughout the area are remnants of the previous parkland landscape. The Marriott Hotel, which was once a grand Victorian manor house, is surrounded by mature ornamental trees. The parkland character is still present in the rural landscape and this is further reinforced by estate fencing in many locations, such as along the A6 (Garstang Road).

Houses within Broughton generally have generous private front and rear gardens. Gardens often contain trees and are bound by native species hedgerows reflecting the rural qualities of the surrounding landscape. Larger buildings, such as Marriott Hotel, Broughton House North West Ambulance Service NHS Trust and Birley House First Trust Hospital are all enclosed by mature trees and are subsequently isolated from the surrounding landscape. A large number of trees within the open countryside and surrounding the larger scale buildings are protected by Tree Preservation Orders (TPOs).

There is a large amount of public and private green spaces located adjacent to the A6 (Garstang Road) in close proximity to the village centre including King George V Playing Fields and Broughton High School Playing Fields. Additionally Broughton and District Sports and Social Club is located off B5269 (Whittingham Lane). These facilities provide important and well used recreational resources within the village.

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Figure 4: Land Cover
**Broughton in Amounderness Heritage and Character Assessment**

**Cultural and Social Factors**

**Land use**

The dominant land use in the area is agriculture. There are a number of individual farms which manage the broad areas of pasture and arable fields. The lack of activity within the agricultural land generally results in a high degree of tranquillity away from urban areas. Farming remains very connected to the village as fields of pasture extend up to the edge of the settlement areas. Helms farm off the A6 (Garstang Road) sits at the back of the main settlement within Broughton and has a strong physical presence in the area.

Broughton is a quite rural village, intersected by the busy A6 (Garstang Road) and B5169 (Woodplumpton Lane and Whittington Lane). The tightly knit buildings at Broughton crossroads form part of the historical core of the village. Most generators of activity are focused along A6 (Garstang Road) including an Indian Restaurant, The Broughton Inn, two petrol stations, a florist, police station and Aquatics shop. There is also some empty retail units located in the historic core of the village which appear vacant and rundown resulting in neglected public realm space in the shops immediate vicinity of the empty units. Additionally there is a small parade of shops along Northway within the main residential area. There is a small public carpark in the village and two larger carparks connected to the Indian Restaurant and The Broughton Inn providing parking for customers. The busy A6 (Garstang Road) deters people from crossing the street. However, once opened, Broughton Bypass will take much of the traffic away from Broughton village and the area is expected to become much quieter.

There are two hotels in the area located close to the M55. Hotel Ibis Preston North is located south of the M55 exit slip road and the Marriott hotel is set within 11 acres of parkland located off A6 (Garstang Road). The Marriott is a large hotel and includes a restaurant, fitness centre, swimming pool, function rooms and a large car park. The hotel is major generator of activity in the area.

Educational sites include Broughton High School, Broughton in Amounderness Church of England Primary School, Broughton Pre School and Ladyewell Nursery. Access is restricted and but there is intensive activity during the weekday mornings and afternoons. There are a number of recreational resources in the area including King George V playing fields and playground, which are set back from A6 (Garstang Road), Broughton and District Sports and Social Club which includes tennis courts, badminton courts, bowling green, a clubhouse and a separate large hall.

There are two places of worship within the area, the grade II listed St. John the Baptist Church, located on Church Lane, set back from A6 (Garstang Road) and St Mary’s Fernyhough Church located along Fernyhough Lane. Church Cottage Museum, which depicts life through the past 450 years in the area is also located on Church Lane. There is a high level of activity along Church Lane as the church, school and museum are all located along the narrow lane. The lane becomes very busy and parking is limited.
There are two hospitals with large car parks within the area including Broughton House North West Ambulance Service NHS Trust located off the A6 (Garstang Road) and the privately owned, Birley House First Trust Hospital, which is set back in its own grounds from D’Urton Lane.

The M55 and M6 have a visual and audible influence on the surrounding landscape, particularly to the south and east of the area. There are several overbridges from the motorway which allow traffic to pass under or over and as such does not form a physical barrier within the landscape.

There are a number of public rights of way (PRoW), which provide access over and along Blundel Brook and through the open farmland. PRoW’s also lead from Whittingham Lane providing connections from Broughton to surrounding areas.

**Settlement**

Broughton is predominately a ribbon development located along the long, straight key north-south route formed by the A6 (Garstang Road) and east-west B5269 route (Woodplumton Lane and Whittingham Lane). A large proportion of the properties along B5269 (Woodplumton Lane and Whittingham Lane) are low density, large, detached, two-storey and generally date from the interwar and post war periods. Properties form a consistent building line, set back from the main 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 tile roofs and chimneys, which are typical of the local vernacular. Architectural detailing is generally simple, with occasionally 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. The ribbon development has a verdant character due to the mature trees lining streets and within private gardens.

Properties within the historic core are of a much higher density. Houses are predominately Victorian terraced 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. Many of the properties have a rough rendered or pebble dashed finish. In addition to the historic core and large properties along A6 (Garstang Road) and B5269 route (Woodplumton Lane and Whittingham Lane) there has been a considerable amount of later post war development, including the development off D’Urton Lane and B5269 (Woodplumton Lane and Whittingham Lane). The largest settlement area in Broughton intersects the B5269 (Woodplumton Lane) and consists predominately of smaller scale two-storey detached properties and also includes 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 tile roofs. Some have mock-Tudor timber detailing. The building line varies between streets; however they are generally consistent within each street. Properties are generally laid in a caul-de-sac formation. Properties have private front gardens and driveways in the majority of cases, which reduces on-street parking. Further infill development is currently under construction such as the Whittingham Place development off B5269 (Whittingham Lane).

In the south of the area there are dispersed groups of farms and a small clusters of development and older dwellings lining D’Urton Lane. The area has a very rural setting which is reinforced by the rural nature of D’Urton Lane.
Heritage Assets

There is one grade II* listed building within the Neighbourhood Plan area. This is:

1. St John the Baptist Church (NHLE 1164208)

There are twelve grade II listed buildings within the Neighbourhood Plan area. These are:

2. Bank Hall and Bank Hall Farmhouse (NHLE 1164294);
3. Broughton Church of England Primary School (NHLE 1164244);
4. Sundial circa 5 metres south of Church of St John the Baptist (NHLE 1073562);
5. Village stocks on south outer side of gateway into churchyard of Church of St John the Baptist (NHLE 1164227);
6. Mounting block beside south gate pier at gateway to churchyard of Church of St John the Baptist (NHLE 1073563);
7. Church Cottage (NHLE 1073564);
8. Pinfold in corner of field to south of number 442 (NHLE 1073567);
9. Milestone on west side of road circa 50 metres north of Helms Farm (NHLE 1361644);
10. The Stone House (NHLE 1073524);
11. Daniels Farmhouse (NHLE 1317864);
12. Roman Catholic School (NHLE 1164264); and
13. Roman Catholic Church of Saint Mary and attached Presbytery (NHLE 1073565)

Further information on listed buildings can be found on the Historic England website https://historicengland.org.uk/.

Local lists also play an essential role in understanding the value of buildings and other features which contribute positively to local character and distinctiveness in the historic environment. Local lists can be used to identify significant local heritage assets to support the development of Neighbourhood and Local Plans. There is no local list for Preston City Council, however, the Neighbourhood Plan Group have identified some local buildings which they value for their heritage and that contribute positively to the character of the area.

There are twenty-nine non-designated heritage assets identified by the Neighbourhood Plan Group. These are:

- Church Cross, Church Lane off Garstang Road;
- Broughton Old Hall gate posts, Garstang Road;
- Toll bar post, entrance to Park House;
- Daniels Cross base Stone, Whittingham Lane;
- Golden (Blue) Ball Coaching Inn, (Gate of Bengal) Garstang Road/ Woodplumpton Lane;
- Shuttleworth Arms Inn, (Broughton Inn), Garstang Road / Whittingham Lane;
- Queen Anne Cottages, Garstang Road;
- Broughton House, Garstang Road;
- Turnpike Cottage (Tollbar), Garstang Road;
- Pinfold Cottage, Garstang Road;
- Spinsters Row, Whittingham lane;
- Broughton Old Hall farm, Whittingham Lane;
- Broughton Police Station, Garstang Road;
- Broughton & District club, Whittingham Lane;
- Broughton Row, down lane to Italian Orchard;
- Barton Mill, Garstang Road;
- Broughton House (ambulance station), Garstang Road;
- Broughton Park (Marriott hotel), Garstang Road;
- Helm’s Farmhouse, Garstang Road;
- Dobson’s Farm, Sandygate Lane;
- Pope’s Farm, off Woodplumpton Lane;
- Edgar’s Farm, off Haighton Lane;
- Threlfall Farm, off Whittingham Lane;
- The Cottage, Garstang Road;
- Rose Cottage, Garstang Road;
- Cardwell Bridge, Garstang Road north of cross roads;
- Blundell Bridge, Garstang Road, north of the cross roads;
- Broughton Church Graveyard; and
- Ivy Cottage, Whittingham Lane.
Enclosure

There are varying levels of enclosure within the area due to the undulating nature of the open farmland. From higher ground, such as the grounds of The Italian Orchard Restaurant located to the east of the M6, the landscape feels relatively open and exposed. Generally, however, intervening vegetation limits the sense of exposure throughout the area. Field patterns defined by hedgerows and mature hedgerow trees creates varying levels of enclosure within the open farmland.

Although the settlement is more enclosed compared to the open farmland the generous private front and rear space throughout and along B5269 (Woodplumton Lane and Whittingham Lane) creates a spacious street scape. In the south of the area, along D’Urton Lane, vegetation often forms a canopy over the narrow lane creating a high level of enclosure and contributing to a strong rural character to the area.

In the historic core of the village located in the vicinity of Broughton crossroads, buildings face on to narrow pavements resulting in a high level of enclosure. The large open fields associated with Broughton High School and King George V Playing Field offer a contrast to the dense and enclosed village centre.
Views

There are no protected views within the area. The grade II* listed St John the Baptist Church forms an important local landmark within Broughton and is visible on the raised banks of Blundel Brook. The M55 and M6 motorway has a strong presence across the area and is visible in many locations, such as along BS269 (Whittingham Lane).

Views out from public locations within the village and settlement areas of Broughton are generally limited by buildings and vegetation in private gardens. Mature trees and hedgerows lining the roads create long views through the area. Views within much of the infill development around BS269 (Woodplunton Lane) are restricted and framed by buildings. Within many of the cul-de-sacs within the later 20th century infill development, such as Greenway, views are generally limited to along streets and the wider area is not visible resulting in a lack of orientation along some streets. Views towards the BS269 (Woodplunton Lane) help with orientation along some streets, such as Fairways Avenue. Although 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.

Due to the construction of the Broughton Bypass, views are temporarily disrupted. The bypass will have a significant effect on the openness and the rural qualities of views of the surrounding landscape.

Cultural Associations

Broughton, which was mentioned in the Doomsday book, has several unique claims. The Broughton C of E Primary School is the oldest in the country, being built in 1590. Broughton is also the only parish in the UK to have a fire, police and ambulance headquarters within its own boundaries.

Notable residents include James Towers, who received the Victoria Cross for crossing the battlefield to deliver an important message where five previous volunteers had been killed in succession by enemy fire during the First World War. 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 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 relative proximity to the Plessey factory and research centre at Edge Lane Liverpool.
Broughton in Amounderness Heritage and Character Assessment

Key Characteristics

- Historic core of settlement around Broughton crossroads and along the busy A6 (Garstang Road);

- Strong rural area dominated by pastoral farming with a quiet and remote character, which generally results in a high degree of tranquillity away from urban areas;

- 20th century ribbon development along the historic A6 (Garstang Road) and B5269 (Woodplumton Lane and Whittingham Lane) with later post war development making up the largest settlement area of Broughton;

- Linear village formed along the A6 (Garstang Road);

- Lowland and undulating landscape with a number of ponds, brooks, streams and ditches;

- Fields of varied in size and irregular pattern, bounded by hedgerows with hedgerow trees and well-vegetated watercourses;

- Enclosure created by mature tree cover focused around residential areas, within private gardens, along streets, field boundaries and along Dean Brook and Blundel Brook;

- Strong parkland estate character within the rural landscape defined by mature scattered and avenue trees and further emphasised by estate railings;

- A number and variety of listed buildings throughout the area many of which are focused along Church Lane;

- Houses are generally set back from the street within generous private front and rear gardens with off street parking;

- Network of PRoW providing access across the open farmland; and

- The visual and audible prominence of the M55 and M6 through the area.
MANAGING CHANGE
Managing Change

The character of the Broughton area described above is the result of a range of interactions between natural and human processes. This evolution is supported by the section on historical development, which describes how the structure and character of the area has changed over time. Together this provides a baseline against which change can be monitored and managed.

The evolution of the landscape will continue and therefore the management of change is essential to ensure that sustainable social, environmental and economic outcomes are achieved. This section therefore considers various factors which may influence change and inform the policies set out in the Broughton in Amounderness neighbourhood plan.

Forces for Change

In addition to the direct changes described above a range of indirect pressures may result in a change in character over time. Climate change is likely to result in more extreme weather patterns including more frequent floods or drought. The species of plants currently within the study area may not be able to tolerate such extremes and over time may be replaced. Furthermore, over recent years a number of new plant pests and diseases have established in the UK which have the potential to wipe out certain species. In addition the Broughton Bypass, which is currently under construction, will create a new and uncharacteristic element within the immediate landscape setting of the existing settlement. The bypass will have a visual and audible impact on the historic setting of St John Baptist Church, Broughton in Amounderness C of E Primary School and the Church Cottage Museum. Likewise, further infill development, such as the Whittingham Place development, has the potential to alter the character of the area.

Positive Aspects of Character

• The survival of historic buildings and structures, which provide a reference to the historical development of the area;
• Verdant character created by mature trees lining roads and within private gardens;
• Mature vegetation screening the urban influence of Broughton from the surrounding rural landscape;
• Open farmland surrounding Broughton which provides areas of separation between urban areas;
• Generally large, landscaped plots and mature street trees which contribute to the green infrastructure of the area;
• Enclosure provided by the quantity and maturity of hedgerows and hedgerow trees in field boundaries and alongside roads enhances the rural character of the landscape;
• The PRoW network that provides recreational opportunities across the landscape; and
• Commonality in materials but differentiations between the architectural.
Issues to be addressed

The following issues have been identified, which could be addressed through new development or active management. These are principally related to the quality of public realm and accessibility within Broughton village centre.

- 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 abut the back of the very narrow footways restricting movement through the area;
- The busy A6 (Garstang Road) and Broughton crossroads are dominated by traffic which restricts movement for pedestrians and cyclists east to west;
- The traffic lanes at Broughton crossroads;
- 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 (Garstang Road); and
- Uninspiring and poor quality gateway features at Broughton crossroads and the Broughton roundabout A6/ M55 junction.

Sensitivity to Change

There are also some elements which are particularly sensitive to change. These relate to the value and setting of heritage assets, the village of Broughton and the rural characteristics of the surrounding landscape.

- Heritage buildings and their settings, in particular the cluster of listed buildings along Church Lane, which are in close proximity to the under construction Broughton Bypass;
- Mature street trees, some with Tree Preservation Orders (TPO);
- Open farmland which creates a green wedge, physically separating Broughton from Preston to the south;
- Parkland features, such as estate rail fencing that provides reference to Broughton’s historic development.
Character Management Principles

Despite the post war infill developments and the introduction of the M6 and M55 motorway, Broughton has retained a strongly rural character and retains an attractive countryside setting that has good recreational access through a network of PRoW. However, without further protection through planning policy unsympathetic development, loss of open countryside, loss of historic features and heritage assets, and loss of mature vegetation in the area could have incremental impacts on the key characteristics of the area which could result in a substantial cumulative impact on landscape character.

In order to address the issues highlighted above, managing change in this area should focus on sustaining, reinforcing or enhancing those aspects which ensure the area’s strongly rural character. This will be achieved through planning policies and projects which require new development to have regard to the heritage and sensitive characteristics of the area and improvements to the public realm.

The following principles should be considered when defining policies with respect to heritage and character:

- Conserve and protect heritage assets and their setting. Opportunity to designate the cluster of listed building along Church Street as a conservation area;
- Protect the rural character of the landscape by maintaining screening around the urban edge of Broughton and creating a wooded edge to major new development;
- Preserve the sense of enclosure in the landscape by maintaining hedgerow trees and trees along watercourses;
- A strategy should be developed to improve the appearance and quality of shop fronts along A6 (Garstang Road) to improve the sense of place to Broughton village;
- The materials proposed for any new buildings or housing developments should be responsive to the character of the original buildings and the vernacular material;
- Proposals which retain or enhance well-vegetated front gardens that demonstrate a strong relationship with the street are more likely to be acceptable than proposals to introduce substantial areas of paving for parking;
- High quality materials and a high standard of workmanship should be applied in the repair, or other works, to pavements and the public realm; and
- Opportunities to further enhance connections for pedestrians and cyclists should be considered as part of proposals for new development. The community would benefit from greater ease of movement and improved public realm through the village; and
- Public rights of way should be well-maintained and well-signed to retain recreational access to the countryside.

In addition to policy protection, this assessment has identified projects or initiatives which could be financed through CIL or s106 contributions or delivered by volunteers, for example:

- Strengthen the physical links along A6 (Garstang Road) to the St John Baptist Church, Broughton in Amounderness C of E Primary School and the associated activities;
- Introduce key gateway features to give a sense of arrival in and out of the area at Broughton crossroads and the M55/A6 junction; and
- A plan should be prepared to set out commitments to the management and future replacement of ancient street trees which considers resilience to environmental change.

Next Steps

This study is intended to provide evidence to support the development of policies with respect to heritage and character for the Broughton in Amounderness Neighbourhood Plan. As such, it does not provide a comprehensive overview of contribution of individual buildings, streets or spaces to the character of the area. It should be considered alongside other evidence gathered through the plan making process, such as detailed policy reviews, consultation responses and site options assessments and the evidence base of the Preston Local Plan.

Other work which would strengthen the evidence base and provide a basis for monitoring and managing future change include:

- 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;
- 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 new development is proposed;
- Review of all water bodies and water infrastructure to highlight sensitive areas and inform a flood prevention and protection plan for the area; and
- Design codes for future development and management.

Further guidance on how to use the output of the Heritage and Character Assessment can be found at http://mycommunity.org.uk/resources/neighbourhood-planning-how-to-prepare-a-character-assessment-to-support-design-policy-within-a-neighbourhood-plan/.
BROUGHTON IN AMOUNDERNESS HERITAGE AND CHARACTER ASSESSMENT

- Redman, Nick. An illustrated history of the Preston Marriot Hotel formerly known as Broughton Park.
APPENDIX A: HISTORICAL MAPS
ABOUT AECOM

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