

Broughton in Amounderness Parish Council

Mrs C Worswick
Clerk to the Council

40 Kings Drive
Fulwood
Preston
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PR2 3HP

FAO: Michael Pearson
Development Directorate
Preston City Council
Town Hall
Lancaster Rd
Preston
PR1 2RL

18th April 2021

Dear Mr. Pearson

06/2021/0431 – outline application for a place of worship and associated parking facilities (access only applied for) with some matters reserved – Land to the south of Durton Lane, Broughton

The Parish Council objects to these plans for a number of reasons set out below and feels that until the actual design is available (June/July 2021) no decision should be made on this application for access.

The proposed development consists of a mosque with a total floor area of 1,520sqm over 3 floors: ground floor 760sqm, 1st floor 380 sum and 2nd floor 380sqm with 450 adult prayer mats. In the main hall. The design is to include a separate prayer hall for female worshipers and young children with a separate entrance.

Pre-application advice was sort but was not forthcoming as PCC's service suspended until May 2021, due to the Covid pandemic. LCC have been consulted and responded with a significant number of conditions which are to be part of development conditions.

Planning policy context

Preston Local Plan & Central Lancashire Core Strategy

Whilst the site is located within the defined open countryside under planning policy the applicate feels that given its close proximity to the existing residential area and its position alongside the road network this policy should be ignored, The site is in a rural area the motorway to the south acts as the northern boundary of Preston's suburbs and the rural parishes.

PLP Policy AD1 states that Broughton is a rural parish, this development is within the "rural settlement boundary" & within the EN4 the area of separation designed to protects the uniqueness of the rural parishes.

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This is echoed in the CLCS Policy 19. Which seeks to “protect the identity, distinctiveness and green infrastructure of certain local settlements and neighbourhoods by the designation of areas of separation where there is a risk of merging”. This development will detract from the listed properties in the church hamlet just to the north of this proposed development.

CLCS Policy 16 Policy Historic assets seeks to “protect and enhance local assets” & policy 17 that states design of new buildings will be expected to take account of the character and appearance of the local area”. Neither of these will be met by a prominent three story building directly opposite the church hamlet and no mention was made of them in the RIBA specification.

Broughton Neighbourhood Development Plan

Prior to starting on the plan a community questionnaire was circulated and this was followed by number of public events, in 2020 a second consultation was carried all of which had high engagement from parishioners. At no point did anyone express the need for a local mosque or any other type of place of worship.

Policy NE2 states that 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. This specification seeks to minimise the landscaping to make the development prominent and visual

CF1 States that development which impacts the Guild Wheel, public footpaths & bridleways should not have a detrimental impact on the safety of users or the landscape settings of these routes. This policy is supported by actions within this application which must be made conditions of acceptance of the application for access and completed before any work commences on the main site as during construction the guild wheel will be unsafe at the site access point.

Key objective 4 of section 11 Built environment & Heritage seeks to make sure that there are no “uninspiring and poor quality features at the crossroads and the Broughton roundabout A6? M55 junction” This is set out in more detail in Policy HE which states that “The views shown on the map below (1 southern gateway) have significance in the terms of the historic setting of the village. Development proposals will only be considered in relation to the need to protect these historic settings a and will be **resisted** where it results in a significant detrimental effect

Community Support

The application states “The local community has supported the provision of an additional place of worship, especially given the capacity of the existing infrastructure available” One assumes this refers to the Muslim community living in north Preston not the Broughton Community who as yet have not been consulted. The application states that “The scheme will be subject to further public and statutory consultation during the determination period of this application. It is considered that the scheme would create significant local and wider community benefits” .To whom and what are these benefits? Will it be available for use by the wider local community in the same way as the Gujarati Temple in Preston is? (PAP 6 BNDP)

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Clearly this is not intended as a local mosque. The comparison with the CCLDS temple at Chorley which is a regional centre with the site chosen due to the historic links with Preston of the CCLDS. The site's attraction being its proximity to motorway both for access and visual impact. Very few worshippers would be within walking distance or cycling distance.

Access

The entry road is currently a turning head for the Durton Lane spur it is narrow access up a very steep slope with poor line of site. The current slope is too steep for wheel chairs and people with disabilities and there is no other pedestrian access the entry road slope should be reduced or incorporate bends to mitigate any issues for drivers

The transport assessment plan & Travel plan summary are unrealistic, their key analysis is in a Friday afternoon but access will be continual with the business of the community, the Marsala, the congregation using the premises for preparation of the dead and other significant occasions.

Drainage

This site has issues with drainage and the run off of water down the sides of the James Towers Way on the south west side of the site which has led in the past to mud slides. The PSA drainage report does not deal with these in sufficient detail to see what mitigation measures will be in place.

Size & design of the proposed development

As there are no plans available this cannot be judged but the RIBA specification state the design is to be three story with a large prayer hall. There is no mention of a minaret and Marsala traditional features of these types of buildings.

Based on the RIBA specification and the "design and access statement it is obvious that the adjacent properties will lose light they will be overlooked by the mosque.

This development is subject to a national competition designed mosque and this application has been made before the completion has been decided which according to the timeline in June/July 2020. The cynic would feel that this put the officer and councillors in a difficult position if they reject a widely publicised national competition. This supports the Parish Council position that no decision on access should be made until the actual design is available to view.

Parking

Based on the specification for the architects competition on the RIBA the application wants 140 parking spaces (which includes 12 disabled ones) This is inadequate for the numbers of worshippers,

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Based on a capacity of 450 prayer mats/male worshipers plus a the female worshipers with children in their separate hall with a separate entrance. There will be a limited number of people using the buses which are infrequent (2/3 an hour) along the Garstang road.

The site is adjacent to the guild wheel and includes a small number of cycle racks but as the majority of worshipers will be traveling by car from central and north Preston and further afield .

You are looking at a least 300 cars on a Friday afternoon or when large events occur.140 is less than half of what is required.

Site and proximity to the motorway/ primary school/ parish church

The site adjacent to the motorway junction which has tailbacks and issues with capacity. The site is within 200 meters of the primary school which already has issues with parking and congestion. The site is accessed along a spur of Durton lane which will cause tailbacks to the roundabouts on Durton lane when services finish and commence...

The development will be visible from the motorways and junction. Drivers on the Motorway will be distracted as they negotiate the slip road down to the roundabout with the A6 and those on the high speed junction with the M6. It will encourage 'rubber necking' as happens when there is an accident on the Motorway. It is worth noting that the CCLDS Temple at Chorley is on a long straight section of Motorway that is clearly visible without taking eyes off the road!

There are similar concerns relating to drivers at the southern end of James Towers Way who are at risk of being distracted as they negotiate the two busy major roundabouts on the A6.

Yours sincerely

Christina Worswick
Clerk