

LAND AT HIGHMOOR FARM

DESIGN & ACCESS STATEMENT

P26-0110_DE_R001A | February 2026



Land at Highmoor Farm, Clitheroe, Lancashire

Design & Access Statement

Prepared by Pegasus Group on behalf of Morris Homes

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1. Introduction

This Design and Access Statement (DAS) has been prepared on behalf of Morris Homes to accompany a Reserved Matters (RM) planning application of the proposed residential development of land at Highmoor Farm, Clitheroe. The planning application seeks permission for:

["Approval of reserved matters \(landscape, design, appearance and scale\) of outline planning consent 3/2020/O601 : for the construction of up to 125 dwellings with public open space, landscaping and sustainable drainage system and vehicular access point from Highmoor Park"](#)

Purpose of report

- Section 1: Introduction and Strategic Context. Outlines the purpose of this document and the context of the site in its wider surroundings;
- Section 2: Planning Policy. Sets out the current planning policy in the context of the site.
- Section 3: Site and Contextual Analysis. Sets out the technical and urban design assessment of the site and its surrounding context;
- Section 4: Opportunities and Constraints. Highlighting the key features in and around the site that will impact the design;
- Section 5: Design Evolution. Setting out how the layout has evolved;
- Section 6: Proposed Masterplan. Breaking down the layers of the design to show how it would work internally and in the wider context of the surrounding area;
- Section 7: Conclusion.

Site Location

Land at Highmoor Farm comprises of multiple agricultural plots, located either side of an unadopted lane forming a Public Right of Way (PRoW) which spans east to west bisecting the north and south of the site.

The site comprises agricultural fields either side of the existing PRoW which are partially enclosed by existing hedgerows. The site encompasses Highmoor Farm, a cluster of existing agricultural buildings which sits to the southeast boundary.

Bound by an existing residential development to the west, accessed via Abott Walk and Bracken Hey. The northeast and southwest of the site are bound by further agricultural land, both of which are lined with existing trees abutting small streams, the eastern site boundaries are partially bound by hedgerows and open fields.



Strategic Context

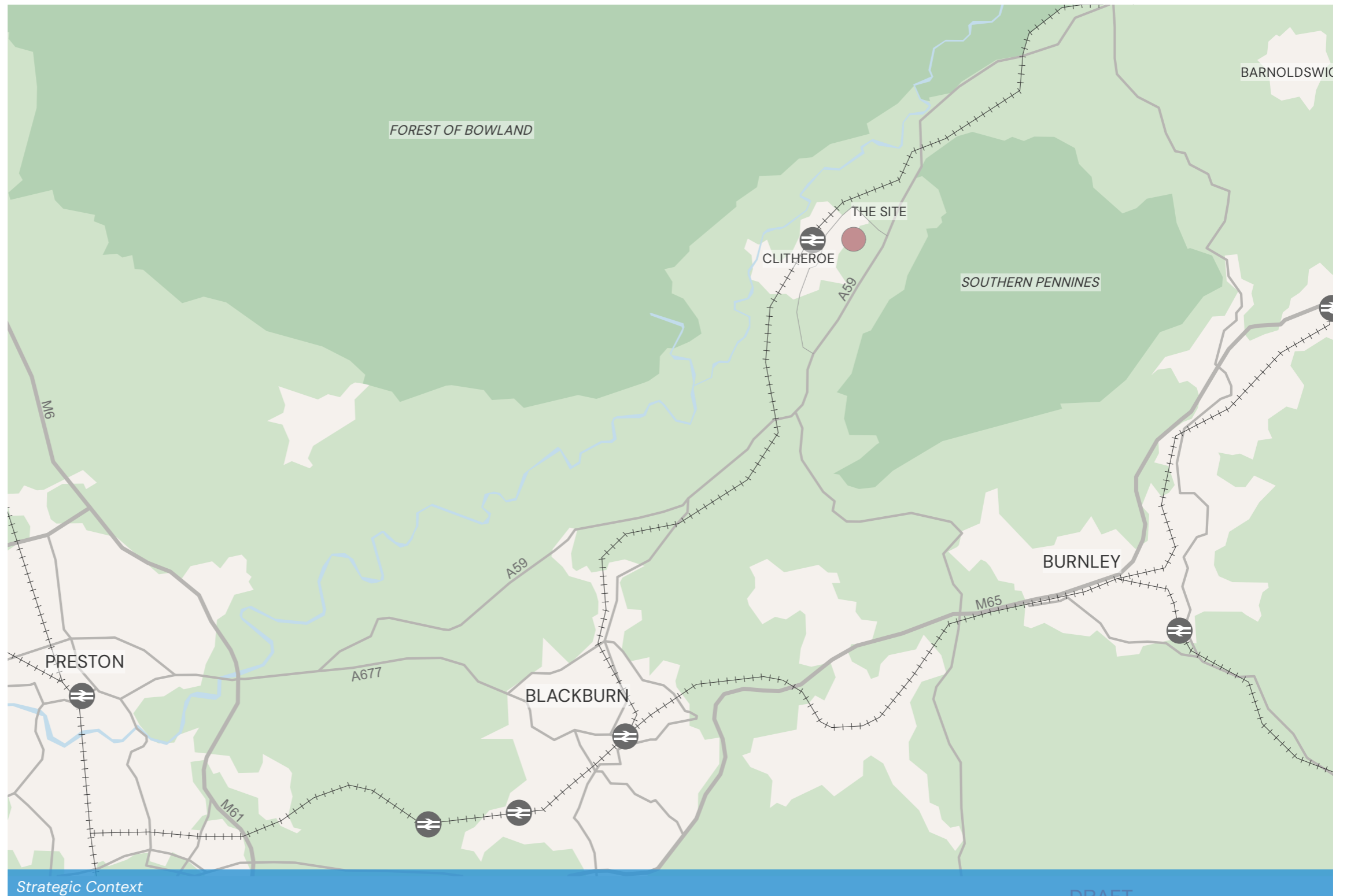
Clitheroe, Lancashire is approximately 55km north of Manchester.

The site lies to the southeast of Clitheroe, just a short distance from multiple schools, retail sites, sports facilities and open countryside including Pendle Hill in the Southern Pennines. The site benefits from multiple active travel opportunities, the existing footway network in Clitheroe and PRowS facilitate scenic routes to open green spaces via Pendle Road. Given the sites proximity to urban centres such as Blackburn, Preston, Burnley and larger cities such as Manchester and Leeds via the wider transport networks, there are multiple employment opportunities accessible from the site.

The rail network can also be accessed for employment opportunities and sustainable travel via the local Clitheroe Station, located approximately 1.1km to the west of the site. This station connects with the local towns and cities providing routes to Blackburn, Salford and Manchester frequently for further travel onwards to other key cities and towns nationally.

The town benefits from proximity to the M65, which provides access to the wider strategic road network. This is accessed via the A59, connecting with Blackburn to the south before connecting with routes travelling through the North West of England.

Therefore, there are multiple easily accessible urban centres nearby to the site. These provide facilities and services as well as opportunities for employment, education, and recreation.



2. Planning Policy

The proposals have been formulated with due regard to the policies that make up the statutory Local Development Plan and Supplementary Planning Guidance, together with Government guidance contained within the National Planning Policy Framework (December 2024), National Design Guide (published in 2019 and updated in January 2021) and the National Model Design Code (January 2021).

National Planning Policy Framework

Government guidance in the form of the National Planning Policy Framework (NPPF) sets out the Government's planning policies and how these should be applied. The NPPF states at paragraph 8 that the planning system has independent key objectives, which when pursued in a mutually supportive way, can achieve sustainable development. The three key objectives are:

- A social objective;
- An economic objective; and
- An environmental objective.

There is a presumption in favour of sustainable development, as set out at paragraph 11, Section 9: Promoting Sustainable Transport (para. 109) of the NPPF points to the role that design has to play in ensuring that transport issues are considered at the earliest stages of development proposal, and the role that design can play to ensure that development maximises opportunities for sustainable transport options.

"...patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high-quality places." (para. 109(b) NPPF 2024)

The Government also continues to place a high emphasis on design and the NPPF expands on the principles of good design, to define what is expected of well-designed places. It also explains how policies and decision-making processes should support the inclusion of good design, providing detailed advice at Section 12: Achieving Well-Designed Places.

The contribution that good design makes to sustainable development as set out in paragraph 131, as follows:

"The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities..." (para. 131, NPPF 2024)

Furthermore, to ensure that developments are well-designed, placing an emphasis on fostering of "beautiful" places among the overarching objectives of the planning system. In paragraph 139, the NPPF states that:

"Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes". (para. 139, NPPF 2024)

The NPPF is also clear at paragraphs 132 and 133 that Development Plans should set out a clear design vision to provide certainty to applicants, and that design policies should be prepared in conjunction with local communities to reflect local aspirations.

Planning Practice Guidance

The NPPF is accompanied by the on-line Government resource Planning Practice Guidance (PPG). The Design: Process and tools PPG provides guidance on the methods and processes available to both applicants and local authorities to ensure the delivery of well-designed and high-quality, long lasting places with considered design solutions, under the following headings:

- Planning for well-designed places;
- Making decisions about design;
- Tools for assessing and improving design quality; and
- Effective community engagement on design.

Paragraph 1 of the Design PPG reinforces the Government and NPPFs commitment to requiring the creation of well-designed places and the role that early engagement can play in this.

"Well-designed places can be achieved by taking a proactive and collaborative approach at all stages of the planning process, from policy and plan formulation through to the determination of planning applications and the post approval stage." (para. 001, PPG, ID:26-001-20191001, October 2019)

National Model Design Code

The National Model Design Code (NMDC) was published in January 2021 by the Ministry of Housing, Communities and Local Government. The purpose of this document is to:

"...provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government's priorities and provides a common overarching framework for design." (para. 1, National Design Code 2021)

The NMDC document draws upon the NPPF's commitment to ensure that local planning authorities are utilising visual tools, such as design codes and guides, to inform development proposals, which will consequently provide a framework for creating high-quality places, with a consistent and high-quality standard of design.

Local Planning and Design

Guidance

The Ribble Valley Local Plan

The Local Plan was published by Ribble Valley Borough Council (RVBC) in September of 2012 and sets out the strategic aims for the borough up to 2028.

The following policies from the Ribble Valley Core Strategy have been deemed relevant to the proposed development:

- Key Diagram – identifies Clitheroe as a Principal Settlement
- DS1 – Development Strategy
- DS2 – Sustainable Development
- EN2 – Landscape
- EN3 – Sustainable Development and Climate Change
- EN4 – Biodiversity and Geodiversity
- H1 – Housing Provision
- H2 – Housing Balance
- H3 – Affordable Housing
- DM11 – Planning Obligations
- DM12 – Transport Considerations
- DMG1 – General Considerations
- DMG2 – Strategic Considerations
- DMG3 – Transport and Mobility
- DME2 – Landscape and Townscape Protection
- DME3 – Site and Species Protection and Conservation
- DME6 – Water Management
- DMH1 – Affordable Housing Criteria
- DMH3 – Dwellings in the Open Countryside and the AONB
- DMB4 – Open Space Provision
- DMB5 – Footpaths and Bridleway

Housing and Economic Development DPD

- The Housing and Economic Development DPD (HED DPD) was adopted on 15th October 2019. The DPD allocates the site for housing (Allocation HAL5).



Housing Allocation Policy – Policy HAL5 Map

3. Site and Contextual Analysis

Street Pattern & Connectivity

The site is well connected to the surrounding urban area of Clitheroe, benefiting from easy access to public transport and strategic highway links which are within close proximity of the site. The following Strategic Context Plan illustrates the location of the site within the context of the local access and movement network.

Public Transport

Highmoor Farm benefits from a range of transport connections that support local and regional accessibility. The area is served by several multiple bus routes, with a bus stop located a short distance from the south west border, along Pendle Road, routes include the C4, 64, 15, 5 & 25 which provide hourly services to Burnley, Blackburn, Accrington, and provide transport to local schools and business parks. The nearest train station, Clitheroe Station, is approximately 1.1km away, offering further connectivity to the wider region.

Pedestrian & Cycle Connections

Multiple bridleways and footways are provided within and is in proximity to the site, most notably via Pendle Road which provides pedestrian and cycle routes to the Southern Pennines and the towns located along the route. The existing PRow routes provide a variety of active and sustainable travel options accessing the surround areas of Clitheroe.

Highways

Pendle Road to the southeast of the site stretches to the A59 which provides connections to Blackburn, Preston & Burnley. Following this route can alternatively provide routes towards the M66 via Clitheroe Road to Manchester.

Local retail, leisure and education facilities within Clitheroe can be reached via Pendle Road, connecting with Wellgate and Lowergate to the west of the site.

The A59 northwards provides routes to alternative cities and towns, connecting with Bradford and Leeds, navigating around the Southern Pennines.

Facilities and Services

Recreation

Parks and recreational facilities are located within walking distance from the site. These include;

- Highmoor Park Playground – (0.3km from the site, c. 4 minute walk)
- Clitheroe Football Club – (0.4km from the site, c. 5 minute walk)
- Clitheroe Castle Keep & Park – (0.9km from the site, c. 14 minute walk)
- Pendle Ski Club – (4km from the site, c. 6 minute drive)

Education

There are numerous schools within walking distances from the site, such as;

- Clitheroe Brookside Primary School – (0.3km from the site, c.5 minute walk)
- Ribblesdale High School – (0.8km from the site, c. 10 minute walk)
- Clitheroe Royal Grammar School – (0.9km from the site, c. 14 minute walk)
- Pendle Primary School – (1.1km from the site, c. 16 minute walk)

Health

There are provisions for health located within proximity from the site. These include;

- Clitheroe Health Centre – (0.9km from the site, c. 14 minute walk)
- Castle Medical Group – (0.9km from the site, c. 14 minute walk)
- The Clitheroe Pharmacy – (0.9km from the site, c. 13 minute walk)
- Schofield and Pickup Dentist – (1.1km from the site, c. 15 minute walk)

Employment

There are various opportunities for employment near the site, including;

- Brookside Industrial Units – (0.6km from the site, c. 9 minute walk)
- Salthill Industrial Estate – (1.1km from the site, c. 16 minute walk)
- Link 59 Business Park – (1.9km from the site, c. 4 minute drive)



- Key:
- Site boundary
 - Public Right of Way
 - Bus stops
 - A roads (A59 and A671)
 - Other key roads
 - Trainline
 - Train Station
 - Grocery stores
 - Retail shop
 - Library
 - Medical practice
 - Nursery
 - Primary School
 - Secondary School
 - Parks
 - Pharmacy
 - Place of Worship
 - Play Area
 - Pubs/Restaurants
 - Sports Facilities
 - Skate Park
 - Building of interest - Clitheroe Castle
 - Potential employment opportunities

Facilities & Services

3. Site and Contextual Analysis

Historical Context

The adjacent historical maps highlight changes that have occurred but also the elements of consistency that remain to the present day and which form part of the character of Clitheroe.

By analysing the sequence of maps, it is also possible to identify the changes in patterns of development as well as, the buildings and uses that existed which have left remnants of historical significance.

1885–1900: The area surrounding the site is predominantly rural and comprises agricultural land, with fragmented development to the west of the Cotton Mills. Further west there is a denser development present in the centre of Clitheroe. A track extends through the centre of the site.

1945–1965: The area retains a predominantly rural character; agricultural land still dominates the landscape within and to the east of the site. Fairly formal urban grain pattern arises in the increasing densification of Clitheroe.

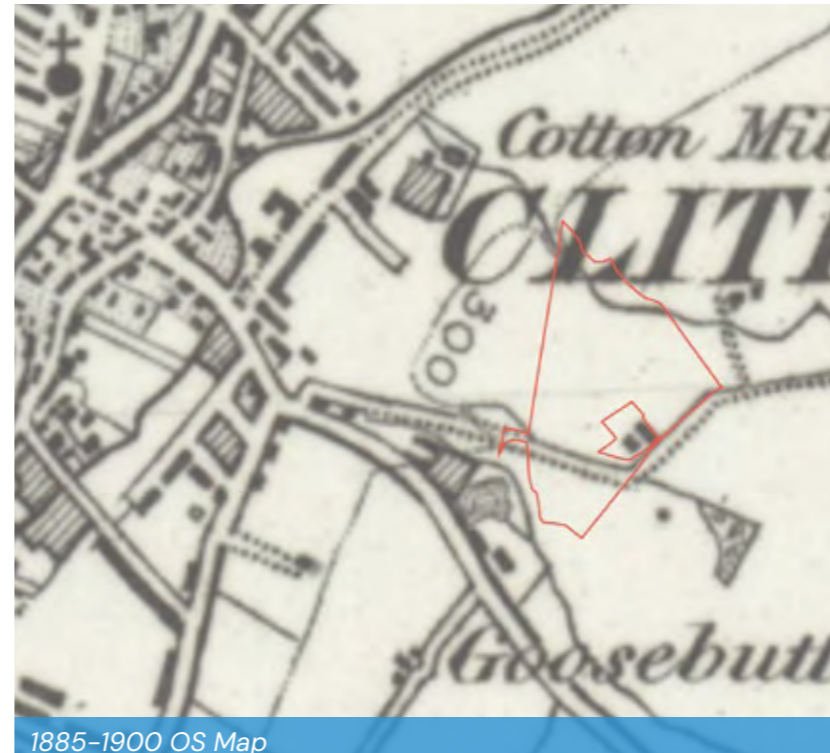
2000: Development in Clitheroe has expanded, further increasing the formal urban grain of the area. Residential settlements now back onto the western boundary, whereas the other boundaries remain surrounded by agricultural land.

2025: The overall settlement remains consistent, with the residential pattern extending to the south-east of Clitheroe resulting in a coherent and less fragmented development pattern.

Heritage

The site does not contain any statutory listed buildings and is not in a conservation area. Nor are there any listed buildings nearby which include the site as part of their setting.

Highmoor Farm located on the eastern edge of the site is considered a non-designated heritage asset as a result of the traditional farmstead buildings including the stone farmhouse, outbuildings and agricultural sheds. This site has undergone recent alterations including demolition and conversion and will remain materially unharmed by the neighbouring proposals.



1885–1900 OS Map



1945–1965 OS Map



2000 Aerial Image



2025 Aerial Image

Landscape

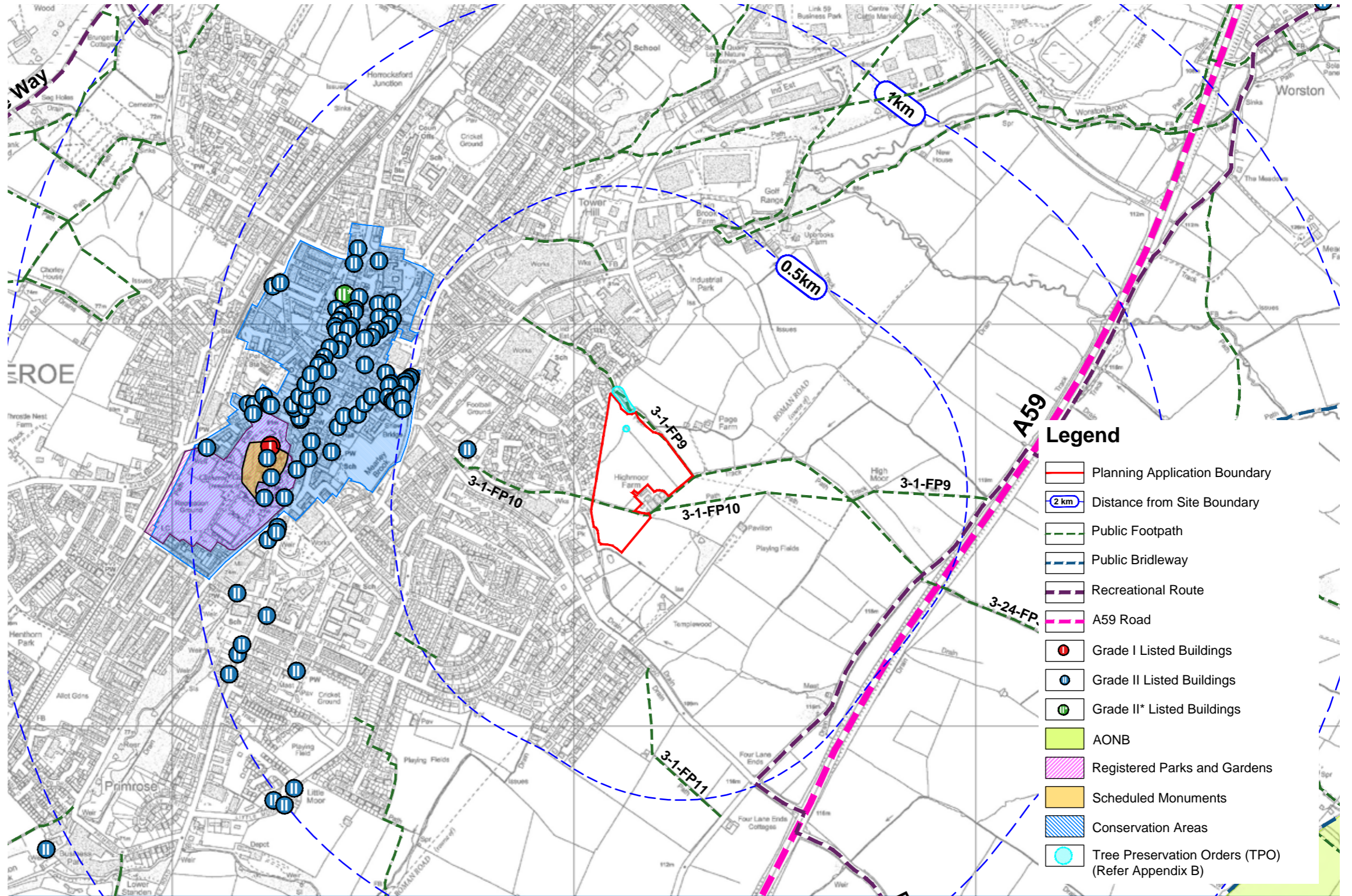
The site covers an area of approximately 5ha consisting of Grade 3 agricultural land, containing a number of natural features which form part of the wider green infrastructure network. These features include a number of large broadleaf trees, native hedgerows, brook shrubland and narrow track providing access to the site from Highmoor Park to Page House, north of the site. Therefore, the proposed green infrastructure network shall incorporate and enhance these features to create the potential for wildlife and recreational corridors, in turn connecting out to the wider area. The site itself is not subject to any statutory protection, however is a positive contribution to Clitheroe's landscape with pedestrian links to Pendle Hill to the east although views are somewhat obstructed.

This network shall form the structure of the proposed layout and provide not only a backdrop to the proposed development, but also the links to ensure good connectivity is maintained in the form of wildlife corridors into and through the site.

Arboriculture

The site is the subject to a TPO and the trees have been the subject of an arboricultural survey. Most of the trees are in fair health and give the site character and screening benefits, creating a setting and backdrop to the current buildings on the site.

The main tree groups that form this character can be found at the northeast and the southwest of the site, although other groups and hedgerows line field boundaries included throughout the site are important features in the existing landscape and townscape. The trees and their root protection zones will be used as a major consideration in the proposed layout.



Landscape Design & Constraints Plan

3. Site and Contextual Analysis

Ecology and Biodiversity

Designations

The site lies within 2km of recordings of predicted or notable species, with some records noted adjacent to the site. At its closest point, the site lies 950m north of Salthill and Bellman Park Quarries SSSI which is primarily designated for geological significance and fossilised remains. The nearest non-statutory designated site is Clitheroe Castle Knoll Biological Heritage Site, located 800m to the west isolated via an urban mosaic of residential developments. There would be no direct impact on designated sites.

Habitats

The site consists mostly of species poor grazed grassland which is of low ecological value. Two brooks and their adjacent scrubland, trees and hedgerows are of much higher ecological value, with hedgerows holding the most ecological value on the site. Agricultural and grazing use of the site has effectively managed grassland habitats.

Noise

High volumes of traffic travelling along on the A59 Trunk Road 0.8km east of the site, generates ambient background noise which reduces the tranquillity of the landscape through which it passes and further reduces the susceptibility of the adjacent landscape to change.



Habitats Plan

Flood Risk

Topography

The existing ground levels onsite vary, gently undulating with a gentle slope descending from east to west. Highest point in the northeast is approximately 100m AOD, lowest point in the northwest corner approximately 94m AOD.

Flood Risk

Flood risk from fluvial sources has been identified as no significant flood risk, with the site shown to be in Flood Zone 1&2. There are two watercourses near the site, to the north and to the south, both of which are located away from development proposals. Due to the proximity from the site and the surrounding topography it is unlikely that any exceedance from these watercourses, during extreme and prolonged rainfall events would occur and as such are of minimal risk to the development site.

The plan opposite shows that the site is susceptible to some surface water flooding which could occur when rainwater does not drain away through the normal drainage systems or soak into the ground but lies on or flows over the ground instead. The areas at risk of surface water flooding shown opposite will be attenuated and therefore be drained correctly.

Consultation with United Utilities and the Environment Agency has not identified any significant risk of flooding to the site or wider area, with risk of sewer, ground water tidal risks, with low or negligible categorisations with instances of medium risk proposed to be effectively mitigated.



Surface Water Flood Risk Plan

3. Site and Contextual Analysis

Access and Highways

The previously prepared Transport Statement provides information on the local highway network, road safety, access and trip generation. Traffic surveys have been undertaken at the Shawbridge/Pendle Road, Highmoor Park/Pendle Road, TW Standen/Pendle Road and A59 Pendle Road roundabout.

Local Highway Network

All the roads in the area are of a standard carriageway width appropriate for their usage and locally have a 30mph speed limit.

- Highmoor Park provides access to the site from the west in addition to the neighbouring residential developments along Abott Walk. To the south Highmoor Park meets Pendle Road at a mini roundabout junction which can be utilised to connect with the A59 eastward.
- Shawbridge Street, which meets the A671 at a mini roundabout junction to the west of the site providing access to the adjacent Lidl store via a mini roundabout.
- Pendle Road runs south of the site providing routes to major travel networks and public transport. Additionally gives access to the Taylor Wimpey Halfpenny Meadows development and through to the A59 roundabout.
- The crossroads south of Standen Road to the west is derestricted, currently providing access for construction vehicles to the Taylor Wimpey development site.

Personal Injury Accidents

Collision data for the local highway network has been reviewed and has found that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and does not result in any highway safety issues for any road users.

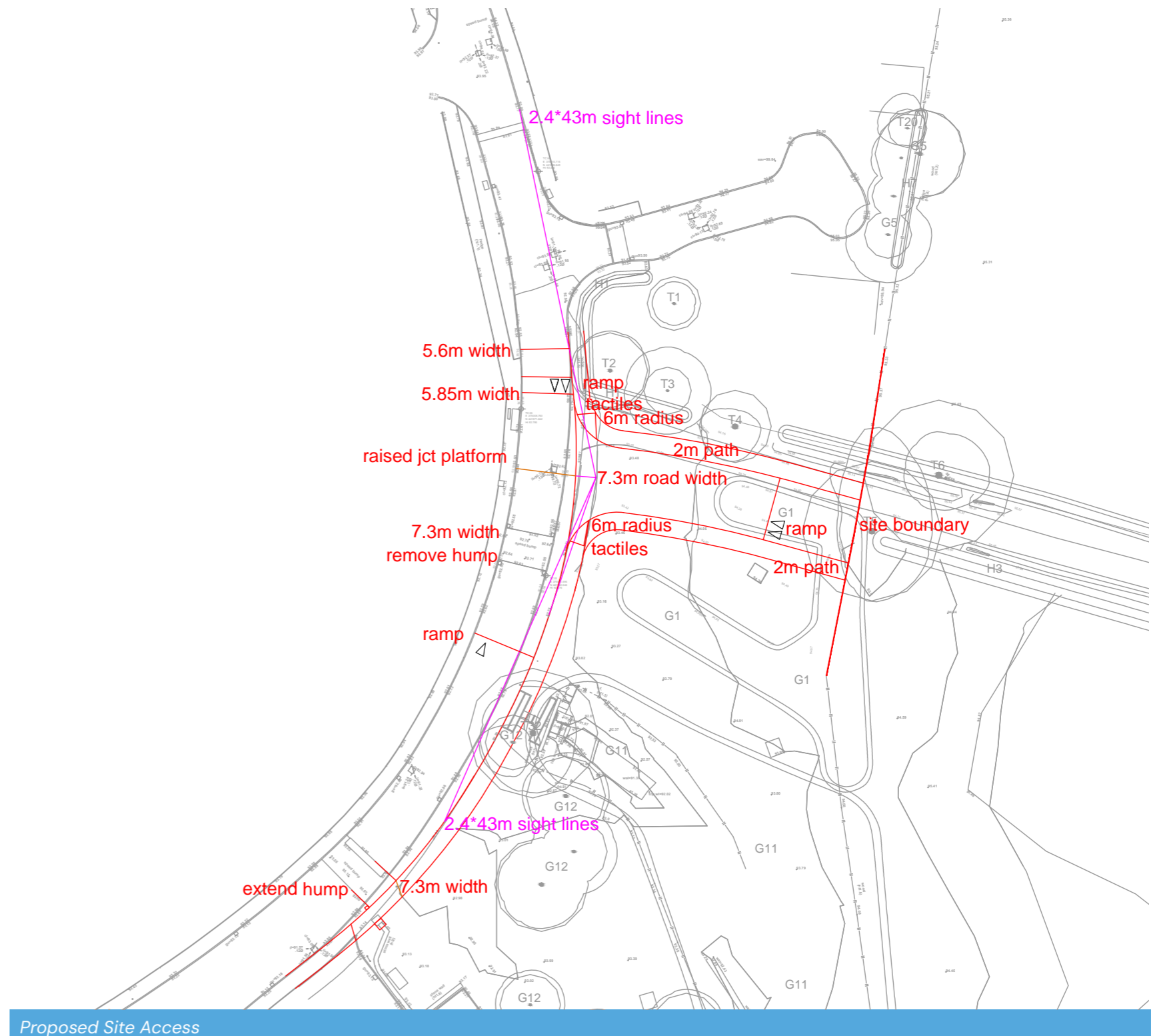
Site Access

The site will keep the 7.3m width of Highmoor Park near the roundabout up to the access point, the internal route will be created by a simple T junction off, as shown opposite. The proposed access will be designed with a 7.3m wide carriageway, 2m wide footways on both sides of the road and 6m radii to allow two cars to access and egress the site simultaneously. Adequate visibility splays are achievable in both directions.

Traffic Impact

As detailed above, it is estimated that the scheme will generate 57 two-way vehicle movements in the AM peak hour and 64 two-way vehicle movements in the PM peak hour.

Traffic flows have previously been assessed for up to date levels, the locations assessed have no capacity issues based on a robust view of the flows and no capacity issues are expected to arise. As such the scheme would have little or no impact on the local network, the residual impacts are not considered severe as per policy but low level/minor in nature and the site is a sustainable location for development.



Proposed Site Access

3. Site and Contextual Analysis

Local Character

The National Design Guide states that well-designed new development is influenced by:

“...an appreciation and understanding of vernacular, local or regional character, including existing built form, landscape and local architectural precedents;” (para. 53, NDG 2021)

An analysis of the existing built form of Clitheroe and surrounding areas can help identify patterns of development and key design components. Together these character generators and design components can help to inform the design approach.

Appearance and Scale

Dwellings in the areas surrounding the site are typically two storeys with some single storey bungalows and three storey apartment blocks. Clitheroe follows the traditional Lancashire vernacular with the town centre featuring many gritstone buildings. The dwellings are typically red brick or stone with some white render used across Clitheroe.

Housetypes

Housetypes present in the area are diverse including detached, semi-detached, terraces and apartment blocks.

Parking

Detached homes are typically offset from the carriageway, with provisions for curtilage parking to the front or side of the plot. Higher density terraces have parking provisions in the form of on-street parking.

Boundaries

Within adjacent residential areas, front boundaries typically comprise of dwarf brick walls, low stone walls, and varying heights of native hedgerows. Instances of curtilage parking or shared driveways of properties often incorporate material change to indicate boundaries in lieu of built structures.

