

## 3. Site and Contextual Analysis

### Opportunities and Constraints

Following an assessment of the site and its surroundings, the key constraints and opportunities have been identified. These are outlined below and are illustrated on the adjacent plan. These have helped inform the current design proposals for the site.

#### Opportunities

- Two potential access points have been identified, with primary vehicle access into the site taken from the existing point along Highmoor Park.
- Pedestrian access can be provided via the multimodal access points as well as the existing PRow.
- Retention and enhancement of existing active routes into and through the site.
- Retention and enhancement of existing vegetation, particularly along the north and southern boundaries to promote biodiversity, environmental benefits and provide visual amenity.
- Utilise key views of countryside and greenspace
- Promotion of active travel modes via connection into existing and proposed cycle and pedestrian infrastructure surrounding the site and a permeable network through the site.

#### Constraints

- Potential for surface water flooding at site low points
- Access, service routes and privacy considerations relating to neighbouring existing buildings within the site area.
- Noise pollution from nearby A59
- TPO trees present on site and at the site boundary



- Key**
- Site boundary
  - Multimodal access
  - Pedestrian/cycle access
  - Existing hedgerow
  - Existing trees
  - Public Rights of Way
  - Existing track
  - Key views
  - Front facing dwellings
  - Rear facing dwellings
  - Highest point
  - Lowest point
  - Direction of contour towards lowest point
  - Bus stop
  - 5m contour lines
  - Surface Water Flood Risk:
    - High Flood Risk
    - Medium Flood Risk
    - Low Flood Risk

Opportunities and Constraints

## 4. Design Development

### Masterplan Evolution

Prior to the submission of the this planning application the design process has been illustrative at outline stage and has crystallised through the sketch layouts shown below.

The outline planning application (Ref: 3/2020/O601) was submitted on 27th July 2020 and granted conditional permission on 8th February 2023. The conditions pertinent to design and access are summarised below:

- Erection of up to 125 residential units (Condition 2);
- Height of any dwellings shall not exceed two storeys (Condition 3);
- Reserved Matters detail shall be in accordance with the design principles and parameters of Masterplan Rev C and the revised Design and Access Statement (Condition 4);
- Details of boundary treatments and levels (Condition 5);
- Details of play facilities (Condition 6)
- Approval of site access (Condition 12) to a width of 7.3m (Condition 13) and its construction (Condition 14) with appropriate visibility splays (Condition 17); and
- To provide a final surface water drainage scheme for the site once all detailed design and investigation work has been completed via SuDS (Conditions 23 and 24).

Throughout this process prior to application submission the project team has undertaken positive changes to the Proposed Development, including:

- Distributing affordable housing throughout the site with indistinguishable tenures.
- Inclusion of landmark buildings to establish clear wayfinding.
- Landscaping, SuDS feature, walking & cycling routes throughout routed throughout the site allowing frontage onto public open space where possible.
- Providing multiple access points to existing walking/cycling routes throughout the site and via private drives to support active travel and living.
- Inclusion of a Locally Equipped Area for Play (LEAP) to the north accessible from the existing PRoW.

Extracts from previous iterations are shown on page 16.

### Pre-Application Engagement

Pre-application discussions have been held between the applicant and Lancashire County Council (LCC) on 26th November 2025 and subsequently comments were made by LCC regarding this Reserved Matters application. The comments to be taken into account can be summarised as follows:

- Potential for variation of condition 13 with regard to the width of the site access;
- Potential for variation of condition 17 to reduce the length of visibility splay at the access to reflect the 20mph speed limit on Highmoor Park;
- Potential for variation of condition 22 to allow for entry of Section 38 agreement;
- Contributions via Section 278 agreement with other developers of nearby sites to improve the Waterloo Road/Shawbridge Street mini-roundabout;
- Implementation of the Framework Travel Plan;
- New traffic counts at the Waterloo Road/Shawbridge Street mini-roundabout to inform the traffic impact of the proposals;
- Agreement of temporary access for construction traffic into the site;
- Potential to deliver a raised junction table at the Highmoor Park/Site Access junction to assist pedestrians travelling along the public footpath;
- Vehicular and cycle parking requirements for the proposed residential tenures across the site.



## 4. Design Development



Detailed Proposals SK02

- Revised landscape and play proposals
- Revised road and block layout



Detailed Proposals SK03

- Block and road layout amended in northwest corner
- Secondary road adjacent to existing farm buildings



Detailed Proposals SK04

- Block and road layout amended with houses now backing on to existing farm buildings for more defensible edge.
- Dwellings in southern parcel realigned to improve building line.
- Affordable dwellings in centre of site relocated southwest
- Amended landscape and drainage proposals

## 4. Design Development

### Design Principles

The proposed layout and previous design options have been guided by the following design principles to ensure all aspects of the development deliver for future residents and visitors to the site to create an attractive and sustainable place in which people want to live.

#### Function & Quality

"...will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development" (para. 135(a), NPPF 2024)

- New development provides the opportunity to establish a distinctive identity to a place which, whilst having its own character, integrates with the surrounding built form and landscape context;
- Provision of a range of house types, tenures and sizes in order to cater for choice and a variety of households;
- In-built 'robustness' – the ability of the development, including individual buildings, to adapt to changes such as use, lifestyle and demography over time;
- New development will be designed to deliver the proposed residential use and will represent value for money in terms of lifetime costs;
- Make efficient use of the site through proposing a development with an appropriate density; and
- It will be intuitive, comfortable, safe and easy for all to use irrespective of the environmental conditions identified.

#### Visually Attractive

"...are visually attractive as a result of good architecture, layout and appropriate and effective landscaping" (para. 135(b), NPPF 2024)

- Provision of a clear hierarchy of streets, accessible by a variety of users, which consider the design of the space as well as its function as a movement corridor;
- Integration of landscape features will help to soften the built form; and
- Enrich the qualities of the existing place, with distinctive responses that complement the setting, respect the grain of the local area and acknowledge the established local character.

#### Response to Context

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...are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)" (para. 135(c), NPPF 2024)

- Integration of the development into the existing and emerging local context, drawing on the local vernacular, which will link the development to surrounding block form, scale and massing to inform the architecture and enclosed spaces;
- Respond to the existing context including the consideration of key views in and out of the site, particularly; and
- Protection of existing and proposed residential amenity through the use of frontage development thereby enclosing rear gardens.

## 4. Design Development

### Strong Sense of Place

"...establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit (such as increased densities)" (para. 135(d), NPPF 2024)

- Allow the key characteristics identified within the Local Character Analysis (undertaken in Section 3) to influence the character of the development;
- Creation of a development which allows ease of movement for all types of users and provides equal employment, social, community, leisure and retail activity opportunities for all;
- Consider how the type and positioning of enclosures and soft landscape will clearly define the ownership of the space between buildings; and
- Incorporate existing and proposed landscape features into the proposals, so as to enhance the richness and attractiveness of the streetscape; and
- Consider carefully texture, colour, pattern and durability of materials and how they are used.

### Accessibility

"...optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks" (para. 135(e), NPPF 2021)

- Integration of the proposed development into the existing movement network of footpaths, cycleways, bus routes and vehicular routes;
- Maximisation of opportunities for alternative modes of transport to the car particularly walking, cycling and bus travel;
- Creation of a legible and permeable development, that is easy to navigate for all users, with a clear movement hierarchy providing easily recognisable routes, balancing the street as a space alongside its function as a movement corridor; and
- Ensure a mix of appropriate residential tenures to further promote the economic and social success of the scheme.

### Safe, Inclusive and Accessible Places

"...create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience" (para. 135(f), NPPF 2021)

- Convenient, safe and direct access for all residents to the existing and proposed local services and facilities including schools, retail, community uses and employment opportunities;
- Provision of a variety of accessible public open spaces and recreation areas to meet the needs of the local community whilst encouraging social activity;
- Creation of a clearly defined public realm through the provision of continuous building frontage lines and variations in the methods of enclosure of private spaces;
- Consideration of the proposals in relation to the location of the buildings on the site, gradients, and the relationship between various uses and transport infrastructure, particularly for those with disabilities; and
- Control of access to private areas, particularly rear gardens and parking courts.

## 5. Design Proposals

This chapter explains the principles that have been applied to aspects of the design, this includes:

- Uses – Mixed and Integrated
- Movement – Accessible and easy to move around
- Built Form – A coherent pattern of development
- Homes & Buildings – Functional, healthy and sustainable
- Public Spaces
- Identity – Attractive and distinctive
- Nature – Enhanced and Optimised
- Resources – Efficient and Resilient
- Lifespan – Made to last

The context characteristic is woven through all of the other characteristics to show how the proposals integrate into the unique context of the site based on the analysis undertaken and shown earlier in this report.

The proposals build on the principles set out in the illustrative masterplan and the previous Design and Access Statement presented in the outline planning application (in line with condition 4), pictured right. The evolution of the masterplan following the outline application is set out in Section 4.

The following masterplan shows how a multifunctional network can permeate the development, providing a scheme with a distinctive character. The masterplan creates a simple and legible structure with a clear distinction between public and private spaces through the use of perimeter blocks.



Illustrative masterplan



Proposed Masterplan

## 5. Design Proposals

### Uses

The following Land Use plan shows the location of land uses within the proposed development. The development proposals include the following:

#### Residential – 124 dwellings (Class C3)

The proposals for land at Highmoor Farm will comprise a distinctive character and a strong sense of place, informed by existing site features and qualities.

The proposals aim to create a place that has a healthy, comfortable and safe internal and external environment. In line with condition 2 of the outline permission this will comprise 124 dwellings.

#### Blocks

Where feasible, perimeter blocks have been used to provide consistent active frontages and enclosed back gardens through the development. The western edge of the development will front onto the proposed pedestrian path with the new green open spaces where new dwellings will provide natural surveillance. Similarly dwellings situated along primary vehicle routes create strong frontage provide natural surveillance, set back from the carriageway. Due to the retained tree belt that extends along the existing PRoW and brooks outside the site, remaining dwellings have been aligned to minimise loss of existing vegetation and provide privacy for the existing neighbouring residents.

#### Affordable Housing

In line with the Local Plan Policy H3, the affordable housing requirement for the proposals is 30%. The applicant is committed to the delivery of affordable homes is proposing 37 affordable housing units achieving the local plan requirement.

Affordable housing will be of the same high-quality design as the market dwellings and therefore will be indistinguishable. It should also be noted that all affordable dwellings will be M4(2) compliant.

#### Public Open Space

Where adjacent, development overlooks open space. The more informal and irregular built form creates a soft edge to provide a gentle transition from built development to open space.

#### Green Infrastructure

The provision of wider key green infrastructure links will help to improve existing habitats on-site, as well as catering for biodiversity enhancements and supporting wider habitat connectivity.

Green infrastructure is a key organising element of the masterplan, aiming to ensure a site-specific identity is created. Development has been shaped in part by the enhancement of the existing pedestrian and cycle routes running east and west of the site and along the site boundaries. Supplementary to these existing routes, a pedestrian and cycle route leading from the primary access route to the proposed LEAP through the new green buffer zone along the western boundary connecting the two existing PRoW routes.

Accommodation schedule					
Open market dwellings					
Name	Beds	Storeys	Sqft.	No.	%
DEANS GATE	3	2	934	10	8.1%
DALTON	3	2	938	4	3.2%
CAPESTHORPE	3	2	947	3	2.4%
COTSWOLD	3	2	947	2	1.6%
DAVENHAM	3	2	957	5	4.0%
DALTON	3	2	938	3	2.4%
ADLINGTON	4	2	1119	9	7.3%
DIDLINGTON	4	2	1128	7	5.6%
CAPESTHOPE PLUS	4	2	1141	3	2.4%
BRANCASTER	4	2	1169	3	2.4%
HOUGHTON	4	2	1325	3	2.4%
MORETON	4	2	1326	1	0.8%
CRANLEIGH	4	2	1358	2	1.6%
HENLEY	4	2	1462	2	1.6%
OXFORD	4	2	1498	4	3.2%
ABINGDON	4	2	1469	3	2.4%
NORFOLK	4	2	1502	3	2.4%
BURFORD	4	2	1552	8	6.5%
PICKMERE	4	2	1780	1	0.8%
WINSTER	4	2	1796	1	0.8%
SEVERN	4/5	2	1867	3	2.4%
WINCHESTER	5	2	2085	3	2.4%
PAILTON	5	2	2128	4	3.2%
				87	70%

Affordable Dwellings					
Name	Beds	Storeys	Sqft.	No.	%
WALTON	1	1	635	4	3.2%
GRANTHAM	1	1	550	2	1.6%
ALDEBURY	1	1	653	2	1.6%
PAINSWICK	2	2	825	1	0.8%
ESLINGDON	2	2	843	1	0.8%
DARWIN	2	1	688	7	5.6%
DEPTFORD	3	1	1174	1	0.8%
BURCOT	3	2	963	9	7.3%
BRADFIELD	3	2	986	2	1.6%
CALDBECK	4	2	1062	8	6.5%
				37	30%



**Key**

- Site boundary
- Public Open Space - 1.23 ha
- Built Form - 4.11 ha
- LEAP - 0.04 ha
- Pond - 0.06 ha

## 5. Design Proposals

### Movement

“Patterns of movement for people are integral to well designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of the place, not only how well they function.” (Para 75 NDG 2021).

The masterplan shows the proposed structure for movement within the development. A well-connected movement network, accessible by all users, is proposed which helps to ensure that all areas of the development will be accessible, easy to navigate, safe and secure. The proposed access and movement strategy will focus on the delivery of the following elements which are in accordance with the objectives of national and local planning policy:

- Proposed access points;
- Proposed sustainable movement network;
- Street hierarchy;
- Street typologies; and
- Parking strategy.

The location of the development has been maximised through the provision of direct and attractive pedestrian and vehicular routes. The proposed access strategies set out here clearly define the main routes and help to achieve a permeable layout. The following Route Hierarchy Plan shows the proposed structure for movement within the development.

### Proposed Access Points

A multimodal access is proposed to be retained at the west boundary, accessed via Highmoor Park which will retain the vehicle access track access for Highmoor Farm. The access width will be 7.3m and achieve visibility splays of 2.4x43m in line with conditions 13 and 17 respectively. A pedestrian and cycle access point will be provided at the northern and eastern boundaries connecting with the existing PRow.

These numerous access points ensure the site is permeable and integrated with the surrounding vehicular and pedestrian networks.

Cycle use is encouraged through the high degree of permeability within the layout. With local facilities located nearby and low vehicular speeds proposed within the development, cyclists will therefore find it safe and convenient to use the streets for cycling.

### Sustainable Travel Modes

The proposed development will include an active travel corridor which will comprise a 2m wide shared pedestrian cycleway through along the western boundary of the site that will connect with the primary access routes across the extent of the site, providing a low-traffic connection through the site.

Particular attention will be paid to ensure surface material quality and sufficient active overlooking, to provide a sense of safety and security for users.

Dropped kerbs and tactile paving are proposed across any existing accesses and junctions. Through the delivery of these proposed routes, future residents would be able to access the amenities and facilities on offer in Clitheroe which would encourage trips by sustainable modes over the use of private vehicles, in turn promoting healthy lifestyles.

### Street Hierarchy

A clear hierarchy of streets is proposed creating an integrated movement network. Variation in the street types proposed aids in balancing legibility and permeability whilst also providing for an encouraging pedestrian and cycle movement and delivering necessary vehicular connections. The proposed street hierarchy recognises the need to combine the function of the street as a movement corridor, alongside its placemaking function, and the importance of each of the street types in terms of its movement and place function varies within the hierarchy.

The following street typologies are proposed for inclusion within the proposals:

- Primary Road
- Secondary Roads
- Private Drives

The site will be accessed from Highmoor Park. The primary route extends to the northeast across the site, and provides the main movement corridor of which secondary routes are formed.

Tertiary Routes (Private Drives) feed off the Secondary Routes, serving smaller areas of residential development. Areas of hard paving are broken up with soft landscaping, creating attractive routes within the development.

Street lighting will be designed in conjunction with street tree planting to ensure safe and acceptable levels of lighting throughout the development.

### Parking Strategy

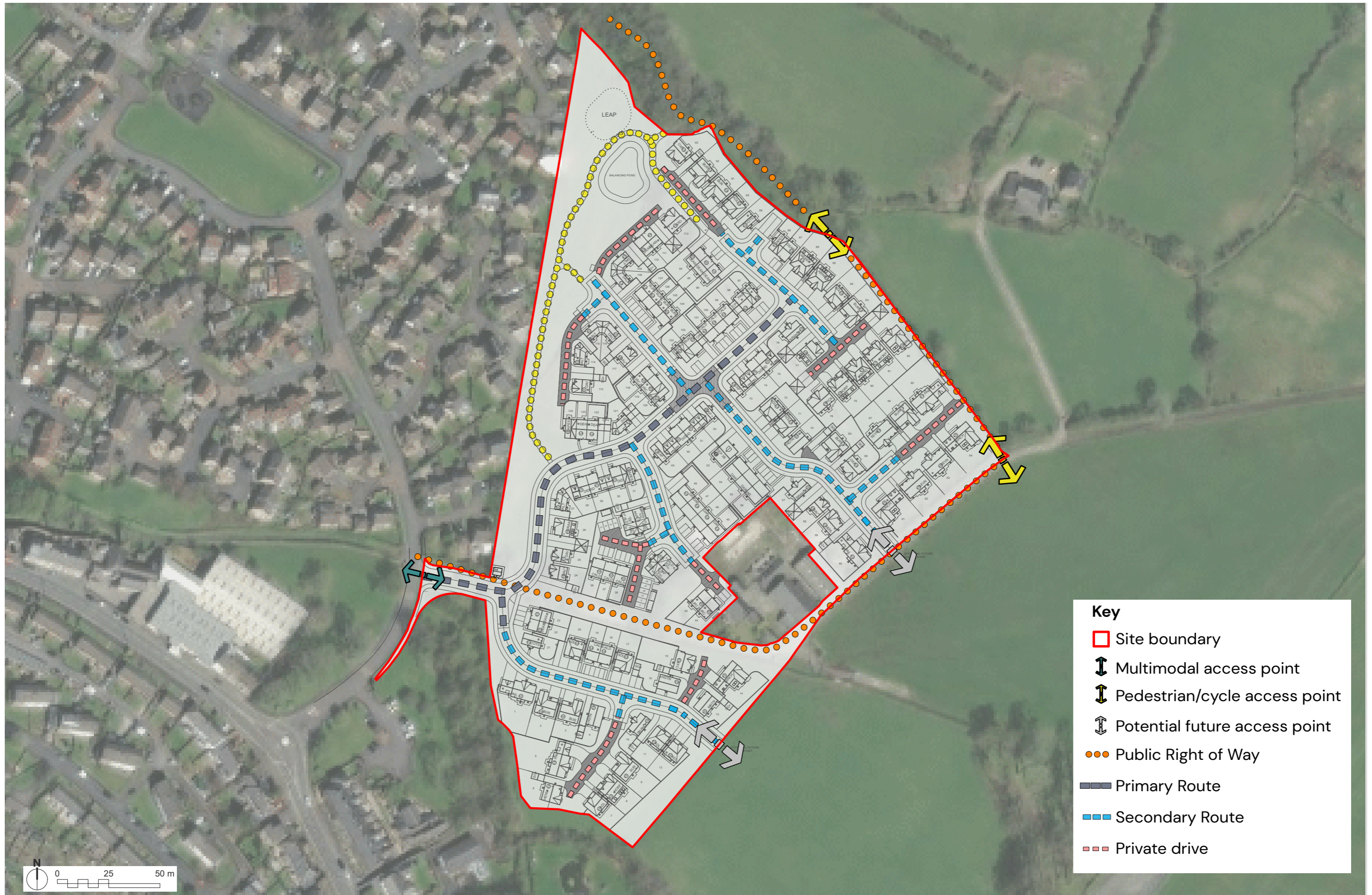
One of the key elements to creating a successful development is to ensure that the building layout and landscaping of the scheme are the prominent features of the development.

To achieve this the way people park within the development needs to be carefully considered as poorly planned parking can lead to behaviours such as kerb mounting, which can dominate the street scene.

Car parking at the development will adhere to the local highway authorities current standards and the LCC Highways response received 2nd December 2025. This will be 1 space for 1 bedroom dwellings, 2 spaces for 2-3 bedrooms and 3 spaces for 4+ bedrooms.

In accordance with the latest Building Regulations the proposed development will also include 1no. Electric Vehicle Charging Point (EVCP) per dwelling.

Parking types will either be to the side, front or within parking courtyards. Frontage parking has been avoided along the primary and secondary streets so that cars do not dominate the street scene.



**Key**

- Site boundary
- ↕ Multimodal access point
- ↕ Pedestrian/cycle access point
- ↕ Potential future access point
- Public Right of Way
- Primary Route
- - - Secondary Route
- - - Private drive

Route Hierarchy Plan

## 5. Design Proposals

### Building Heights

The height and massing of the proposed development varies across the site according to the nature of the public realm to be created. The majority of residential development will be 2-storey (in line with condition 3 of the outline permission), reflecting the surrounding built form in Clitheroe. Variety in the heights and massing of the residential buildings will be achieved through the use of a range of house types, providing bungalows, apartments, semi-detached and detached homes in varying sizes and forms as shown opposite.

