

# SABDEN PARISH COUNCIL

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Clerk: Mrs A M Whitwell Email: [clerk@sabdenparish.org.uk](mailto:clerk@sabdenparish.org.uk) Tel. No. [REDACTED]

8<sup>th</sup> August 2025

FAO: Catherine Hughes,

## **Planning Application 3/2023/0363 Land off Pendle St East**

Erection of 19 no affordable dwelling (100% affordable housing scheme) with associated car parking, landscaping and access from Pendle Street East, including demolition of existing domestic garages.

Sabden parish council OBJECT to this application for various reasons as listed.

## OBJECTIONS

### **Housing Need & Over development**

The developer via Onward Homes has stated the need for 10 units using information in the Local Needs survey yet the proposal is to build 19 units. The Housing needs report estimates the current housing need as 10 and further in the report it states the current net need as 4.

Sabden is a Tier 2 settlement which already has a disproportionate amount (12%) of social rented housing, this being more than Longridge, Tier 1 parishes and any parish in the area. Clitheroe being the only place with a slightly higher % at 13.5%. There are currently 5 social housing schemes in the village and if all of these had a policy to prioritise local need/connection it is questionable whether further properties are required.

Over development – Further building of any description is questionable as there have been well over 100 properties built in the village in recent years putting huge pressure on the whole infrastructure of the parish.

**Ribble Valley Core Strategy - Key Statement DS1** – Development Strategy: we believe this application contravenes this policy on the need for housing and regeneration benefit.

### **Access**

Access to the site is off Pendle Street East a road which leads to Pendleside Close which is a Cul-de-Sac. There is only one way in & one way out for residents of Pendleside Close & Pendle St East & to form an access to this proposed development from an already well used & congested road will only exacerbate the situation.

The access to the proposed development is opposite the Bowling Green entrance which is regularly congested when Bowling matches are taking place & at a point on

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Pendle Street where the road has narrowed. The proposed access road is currently privately maintained with no adopted highway status. The residents of Nos 27 & 29 park their vehicles (upto 6- on a daily basis) on this unadopted road. The access report mentions parked vehicles obstructing the visibility splays and a subsequent suggestion of double yellow lines on the splay, which will further exacerbate parking issues in the area. The application states the visibility splay is inadequate for a 30mph area but suggests the splay be reduced based on a traffic survey conducted on 12<sup>th</sup> December where the average speed of vehicles was reported as 18mph.

The parish council question the validity of the traffic survey and do not believe its findings give a full indication of the traffic at peak times and feel if this was conducted at peak times, (when bowling match taking place, when residents are home from work/weekends, when football matches are on) the findings would differ.

The SWEPT path assessment shows the access is adequate for a refuse wagon to manoeuvre, however the swept path analysis is based on a 9.86m refuse vehicle and Ribble Valley refuse team are currently running a 10.2m long vehicle and future vehicles will be longer, the longest being an 11.2m vehicle. If the assessment is undertaken once more with parked vehicles on the splay (as they are on a daily basis) we do not believe the manoeuvre will be possible add to this a longer refuse wagon and we believe the manoeuvre will be impossible, as it will be for any larger delivery vehicles.

## Highway Safety

The proposed development will generate more traffic & increase volumes travelling along Pendle St East & Watt Street all of which needs to emerge onto Whalley Road

As previously mentioned, Pendle Street East continues to Pendleside Close which is a Cul-de-sac & these residents have one way in & one way out. Further properties (proposed 19) will generate more vehicles & more journeys travelling along a road already busy with traffic & congested with parked cars which regularly park up to the junction of Pendle St East & Watt Street.

Add to this the traffic from Watt Street where St Mary's RC School is located, including all that generated by the business centre and units at the former Union Mill, along with all the traffic from the 49 properties at the former Cobden Mill and a further 49 properties at the former Victoria Mill, these vehicles have only one route in & out & all via the junction of Watt Street & Whalley Road. The roads in this area have already been stretched to capacity. Sabden Football Club is Off Pendleside Close & Sabden Crown Green Bowling Club is on Pendle Street East, on match days there are many more vehicles in the vicinity, which all add to further congestion. Currently vans, and larger delivery vehicles reverse along Pendle St East when making deliveries as there is no turning point. Whichever direction they travel along this street the other way requires them to reverse.

St Marys RC primary School, Watt Street is close to the site, parents and children use the route from Padiham Road, along the road (to the rear of Pendleside Close)

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known as Off Pendle St East along Pendle St East as a safe route to school. The introduction of a new junction with many more vehicles will impact upon their safety.

**Policy DMG3** – The application contravenes this policy, it would increase the numbers of vehicles and put further strain on the already congested village roads, particularly at the junction of Pendle Street East/Watt Street and Watt Street/Whalley Road

## Public Transport

Sabden has a very limited bus service and no other public transport links. There are no cycle paths nor footpaths linking Sabden to Whalley or Clitheroe where there are public transport choices. Therefore, most journeys will be by private vehicles and this development will further impact on the number of vehicle journeys to and from the village.

**Policy DMG3** – Transport and Mobility: Access to public transport is poor and limited and no dedicated cycle routes or pathways to link with public transport in nearby Whalley & Clitheroe.

## Parking

The proposal will inevitably have an impact on parking within the area.

The proposal allows for 2 parking spaces per property – it is not uncommon for 3 bed homes to have 3 vehicles! The applicant at a recent meeting stated as these are affordable homes it is unlikely there will be many vehicles per household. The parish council refute this, - Sabden has limited public transport links so households will rely upon their own transport.

Currently up to 6 vehicles can park on the unadopted road which if the proposals are granted will be the development access road, whilst the application states 2 car spaces per household will be allocated for the residents of Nos 27 & 29 there is no guarantee they will want to park their vehicles away from their homes. Vehicles will no doubt be parked along Pendle Street, up to the splay of the access road and up to the junction with Watt Street (already happening) and affect site lines and safety of all pedestrians and drivers.

**Key Statement DS2 – Sustainable Development:** The proposed development contravenes this policy. Sabden has limited public transport, and is already struggling with parking.

## Land Drainage/Flood Risk

Land drainage & flood risk would be an issue if the proposals are approved. The proposed development is identified in the application as a zone 1 flood risk area. The

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land to the rear of the proposed site naturally drains to this area ( the proposed site) where it soaks away , which is evidenced by the marshy /boggy nature of the ground.

At present in heavy downpours the land cannot cope with the increased water & it overflows onto Pendle St East & Pendleside Close with potential flooding. If the proposal is approved the natural drainage of the land will be removed.

The application states that the site is unsuitable for a sustainable drainage system due to an impervious clay layer beneath the topsoil layer. The applicant in the first instance is looking to discharge water into the existing sewer system, which we note United Utilities objected to in a previous application.

The applicant refers to the development improving the amount of water entering the existing drainage systems, the parish council question this statement as it believes the calculations to be incorrect , the surface water from the gullies and rooftops is not included and there is a discrepancy in the claim of impermeable area which we believe to be naturally permeable or draining onto permeable surfaces.

The applicant stated a 2<sup>nd</sup> option for drainage would be to pipe it into Sabden Brook. This caused concerns about environmental impact- dirty water discharge, pollution-. Sabden Brook is one of the cleaner waters with wildlife returning to the brook.

**Policy DME6 – Water Management:** There is no evidence the site can be drained sustainably.

## Environment

Natural Landscape (formerly known as AONB) & on the edge of a conservation area. The proposed development is in a Natural Landscape area and as such it is considered that the development would be visually intrusive & detrimental to the landscape quality of the area. It is also on the edge of a conservation area; planning policy states that development should be sympathetic to conservation areas & shouldn't detract from the views into or out of the area.

In the September 2022 high court case it was deemed the RVBC application of local planning policy/core strategy was correct and development in the countryside will only be justified when there is a local need.

The parish council believe there is NOT a local need and question if there is currently a proven housing need!

The application states this is a brownfield site, until recently this piece of land has been grazed by sheep and has always been part of the adjoining farmland.

**Key Statement EN2 – Landscape:** The site is within the Natural Landscapes area and the proposed development would result in the loss of a valued green space which is part of the character of the village. We do not believe this application protects, conserves nor enhances the landscape.

**Key Statement EN5 and Policy DME4 – Heritage Assets:** The application will alter the view when approaching the village of the rear of key heritage assets and does not contribute to the heritage of the village.

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## Light Pollution

Darkness at night is one of the things that defines the countryside and makes it so different from towns and cities. Many birds and animals are affected by stray light intruding into their night world (e.g., confusing their natural patterns, deterring them from established foraging areas, and affecting their breeding cycles (causing premature breeding). The lights from the houses plus street lighting could well eliminate insects over a large area. As the insect population declines, this will influence the predators higher up in the food chain which feed on them. This would include many birds, lizards and frogs and small mammals (including bats). These effects would be above and beyond those already caused by loss of habitat through urbanisation. The proposals seek to build close to a conservation area.

The Detrimental effect of light pollution penetrates deep into the heart of our rural landscape.

## Infrastructure

**Key Statement DS2 – Sustainable Development:** The proposed development does not meet the standards of sustainable development.

Sabden is a village with an infrastructure that can barely cope with existing needs, Sewers are at near capacity, GP services are stretched and appointment times extend to weeks, highway safety, access issues, public transport, parking, drainage & the 2 village primary schools – St Marys' RC school and Sabden Primary School- are at capacity with waiting lists and families living within the parish are struggling to obtain places for their children, more properties on a greenfield sitewill further exacerbate all of these problems and have a detrimental impact.

## Employment

There is now very little employment within the village of Sabden, consequently residents are required to commute to work which increases the number of vehicle journeys in & out of the village, which also impacts on Highway Safety & contributes daily to the volume of traffic.

## Greenfield Site

The area of the proposal is a Greenfield site & there are Brown field areas within the village which are suitable for development.

**Policy DME3 – Site and Species Protection and Conservation:** the development will have an adverse effect.

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## Cumulative Effect

Sabden has had several large-scale developments equating to over 300 dwellings since the early 1960`s. These figures represent an addition of over 60% of new housing in the village during this period. In addition, further smaller developments have taken place such as affordable housing units and individual builds.

Sabden Parish Council does not believe the application meets any of the requirements of the RV Core Strategy as listed.

The parish council do not consider the wooden panels to be an appropriate material for the boundary fence adjacent to the bridleway and would prefer to see a traditional dry stone wall 1.8m high as it will be more inkeeping within the conservation area. The proposed path linking to the bridleway – Sabden parish council object to its inclusion and do not consider an access point necessary at this point. It is not considered to be appropriate to encourage pedestrians onto the bridleway and subsequently on to Pendleside Close.

The parish council would like to point out the housing Association connected to this proposed development already has one site in Sabden – Littlemoor Sheltered Housing- where there are concerns and ongoing issues with management and maintenance of the site, there was little or no support in the very cold icy weather during the winter when the paths weren't gritted. It is therefore a deep concern if the same housing Association is hoping to develop further in Sabden.

**Sabden Parish Council object to this application for all the reasons listed above and despite the applicant stating the application meets the requirements of the RV Core strategy, believe that many of the policies are contravened.**

Should Ribble Valley BC be minded to approve the application Sabden Parish Council would ask for the following points to be considered when the traffic management & Construction management plans are drawn up

Consideration in a residential area

Provision of parking for site workers on site

HGV route to the village is via Whalley Road

24 hr notice to residents of any lengthy disruptions

Consideration of local primary school – drop off & pick up times are very congested

Any road surface damage or wear & tear due to extra volumes of heavy traffic be made good.

**Building materials** are traditional & inkeeping with the area – Natural Landscape & Conservation area.

The proposed new parking spaces for the residents of Nos 27 & 29 Pendle St East are a priority early in the development.

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## Section 106 Contributions

There has been considerable concern expressed over the lack of Section 106 (S106) contributions associated with this development, given that it is proposed as 100% affordable housing. While it is understood that affordable developments can be exempt from certain financial obligations, the applicant did indicate a willingness to engage in discussions around potential contributions.

Local residents have raised valid concerns about the impact of the development on village infrastructure, particularly regarding pressure on existing sewer capacity, public transport provision, local amenities, and school places. There is a strong view within the community that some form of mitigation or contribution should be considered to support the sustainability of local infrastructure.

Yours sincerely

*A M Whitwell*

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