

PROPOSED RESIDENTIAL DEVELOPMENT – PENDLE STREET EAST, SABDEN TRANSPORT NOTE 01 (4668) – JANUARY 2025

Introduction

Eddisons have been instructed by Highall Developments to advise on the traffic and transportation matters relating to a residential development off Pendle Street East in Sabden.

This Transport Note has been produced in support of the planning application and to assist the highways officers at Lancashire County Council (LCC) with their determination of the planning application.

Existing Site and Planning History

The application site is located within the Sabden area of Lancashire, approximately 5.5 kilometres south-east of Clitheroe town centre and 7.1 kilometres north-west of Burnley town centre.

The site is in an irregular shape which is bound to the north by Pendle Street East, to the east by residential properties and Sabden Football Club, to the south by a bridleway and to the west by residential properties.

The location of the site is displayed on **Plan 1**.

Pendle Street East which bounds the site to the north, has a carriageway width of around 5.5 metres in the vicinity of the application site. To the west, it provides access to Watt Street which in turn provides access to the Whalley Road to north.

Vehicular access into the site is provided for off Pendle Street East via an unadopted road between property Nos. 27 and 29 Pendle Road East.

The site is mostly vacant; however, the site has previously benefited from having outline planning consent for up to be 17 residential dwellings (Planning Ref: 3/2013/0440). Although the planning consent has now lapsed, the provision of residential development on the site and principle of the vehicular access off Pendle Street East has been accepted by the highways officers at LCC who did not object to the planning application.

Development Proposals

The current proposals would develop the site for 19 dwellings.

As part of the development proposals, a total of 8 off-street car parking spaces will be provided on the western side of the access road, 4 of these spaces will be conveyed to Numbers 27 and 29 Pendle Street East (2 each) whilst the remaining 4 spaces will be for visitor parking. This help the congestion of parking where the proposed site access joins Pendle Street East.

The proposed site layout plan is displayed in **Plan 2**.

Vehicular access into the site will be via the existing access off Pendle Road East, between property Nos. 27 and 29 Pendle Road East. However, the existing access will be enhanced and bought up to an adoptable standard with the provision of a 5.5 metre carriageway and a 2 metre footway on the western side and a 0.5 metre service strip on the eastern side.

Given the layout of the existing road layout, a large proportion of vehicle movements to and from the site will be from the west and this is reflected in the proposed corner radii with a 4 metre radii located on the western side and a 2-metre radii on the eastern side. As part of the proposals dropped kerbs and tactile paving will be provided to provide safe pedestrian movement across the junction.

Pendle Road East is subject to a 30mph speed limit, however, to ascertain the existing vehicle speeds, a speed survey was undertaken on 12th December 2024 along Pendle Street East. The speed survey indicates that the 85th percentile dry weather speed for eastbound and westbound traffic was 18mph. Therefore, based on the guidance contained within Manual for Streets visibility splays of 2.4 x 22 metres have been shown in both eastern and western directions.

The proposed site access plan is shown on **Plan 3**.

In order to fully advise the local highway authority, swept path analysis has been undertaken of a refuse vehicle. The refuse vehicle enters the site in a forward gear, turns around safely in the turning head and exits in a forward gear.

The swept path analysis is shown on **Plan 4**.

Site Accessibility by Non-car modes

The internal layout of the site has been designed to maximise connections to the existing pedestrian infrastructure in the vicinity of the site. The footways located on Pendle Street East can be accessed via the proposed vehicular access, whilst the footway provision along Pendleside Close can be accessed via the proposed pedestrian link to the eastern boundary of the site.

This footway provides links to the existing footway provision located within Sabden.

An 800 metre and 2-kilometre pedestrian catchment plan which shows the location of amenities and bus stops is displayed in **Plan 5**.

Table 1 below shows the walking distance from the centre of the site to the local amenities within the vicinity of the site.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Sabden Football Club	130m	1,950m	YES
St Marys R C Primary School	200m	3,200m	YES
Sanwiches café	230m	1,950m	YES
Watt Street (Bus Stop)	290m	1,950m	YES
The Pendle Witch (Public House)	500m	1,950m	YES
Sabden Post Office	550m	1,950m	YES
Sabden Primary School	600m	3,200m	YES
Sabden Park	650m	1,950m	YES
Shippy's Store (Convenience Store)	700m	1,950m	YES

Table 1 - Distance from Site to Local Facilities

As can be seen in the table above, the Pendle Street East footway links with the comprehensive pedestrian routes located within Sabden and provide access to the amenities such as the Shippy's Convenience Store in located on the Padiham Road and St Mary's Roman Catholic Primary School located on Watt Street.

It is therefore concluded that the site is accessible for pedestrians.

In addition, bus stops are located on the Whalley Road around 380 metres to the north-west of the application site. The bus stops can be safely accessed using the footways along Pendle Street East and Watt Street.

A summary of the services available from the nearest bus stops from the development site is provided in **Table 2** below.

Service No	Route	Monday – Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
64	Burnley-Padiham-Whalley-Clitheroe	1 Service	Every 60 minutes	3 Services	1 Service	Every 60 minutes	3 Services	5 Services
121	Burnley College (school Bus)	-	2 Services	-	-	-	-	-
638	Pendleton Village-Billington St Augustine's RCHS	-	2 Services	-	-	-	-	-

Table 2 – Existing Bus Services

As can be seen in the table above, the bus stops in the vicinity of the site are served by services providing at least hourly services between Burnley and Clitheroe 7 days a week.

In order to demonstrate the level of accessibility, some example journey times by bus are presented in **Table 3** below.

Destination	Duration
Whalley	9 minutes
Padiham	10 minutes
Clitheroe	22 minutes
Burnley	32 minutes

Table 3 – Example Bus Journey Times from the Site

The above table demonstrates that Clitheroe town centre is an approximate 22-minute bus journey from the site and Burnley town centre is a 32-minute bus journey.

It is therefore concluded that the site is accessible by bus.

Traffic Impact Analysis

As previously stated, the proposals would provide a total of 19 dwellings.

Trip generation for the proposed development has been based on the approved vehicle trip rates that have been utilised for a number of other residential development sites in Lancashire.

A summary of the resulting trip rates and likely level of trips that would occur as a result of the proposed dwellings is included in **Table 4**, below.

Time Period	Trip Rates		Trips	
	ARR	DEP	ARR	DEP
Weekday AM Peak	0.140	0.445	3	8
Weekday PM Peak	0.437	0.226	8	4

Table 4 – Proposed Residential Trip Rates (19 Units)

As can be seen from the above table, the proposed development is forecast to generate 11 two-way vehicular trips in the AM peak and 12 two-way vehicular trips in the PM Peak. This equates to just an additional vehicle every 5 minutes even during the peak periods and therefore will have a minimal impact on the local highway network.

The DfT document 'Guidance on Transport Assessment' provided some suggested thresholds in respect to traffic impact and, at Appendix B, advised that the formal assessment of a junction may not be required for developments that would typically generate fewer than 30 two-way additional trips. Whilst this guidance was withdrawn in 2014, the document still represents good practice when assessing the transport impacts of a development.

On this basis, it can be concluded that the proposals will not result in a material impact on the local highway network.

Summary

Based on the above it is concluded that proposed development would generate minimal levels of traffic and can be accommodated in a safe and efficient manner from the local highway network.

Therefore, it is the conclusion of this Technical Note that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

Enclosures

Plan 1 - Site Location Plan

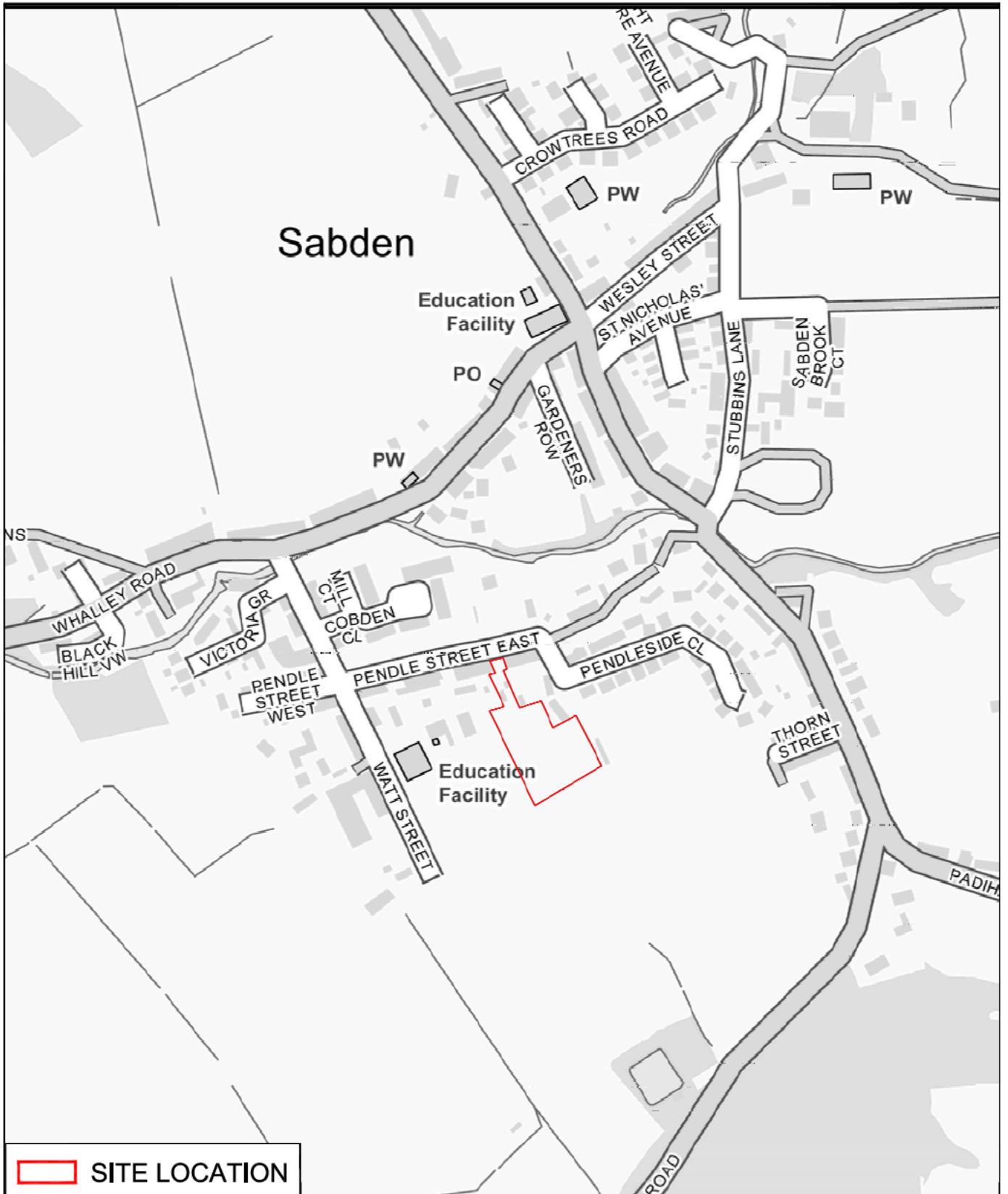
Plan 2 - Proposed Site Layout

Plan 3 - Proposed Site Access Plan


Plan 4 - Swept Path Analysis

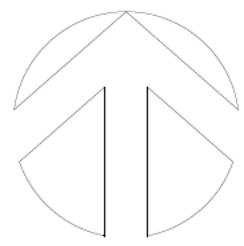
Plan 5 - 800m & 2km Pedestrian Catchment

PLANS



 **SITE LOCATION**

CLIENT: HIGHALL DEVELOPMENTS					Eddisons 340 Deansgate Manchester M3 4LY	
DRAWING TITLE: PENDLE STREET EAST, SABDEN					Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning	
					DRAWING NUMBER: 4668-01	REVISION: -
DRAWN: RC	DATE: 20.01.25	CHECKED: GM	DATE: 20.01.25	SCALES: NTS @ A4		
Z:\projects\4668 Pendle Street East Sabden\GIS\Workspaces\4668-01.dwg						



KEY:	
EXISTING TREES (RETAINED)	
EXISTING TREES (REMOVED)	
PROPOSED TREES	
LOCKABLE BIKE SHEDS	
REFUSE STORAGE	
PRIMARY ACCESS (FRONT DOORS)	
SECONDARY ACCESS (DOOR TO GARDEN)	
LOCKABLE GARDEN ACCESS GATE	
SITE BOUNDARY	
SWALE	



Rev B Pedestrian link to East added CC 03.02.25
 Rev A Site access and Type A HT's revised CC 23.01.25

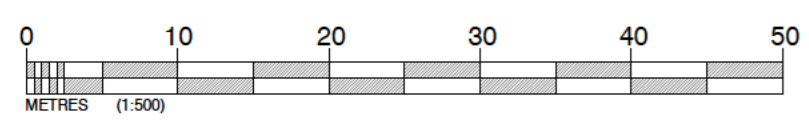


PROJECT TITLE
 PENDLE STREET, EAST SABDEN

DRAWING DETAIL
 CAD SITE LAYOUT

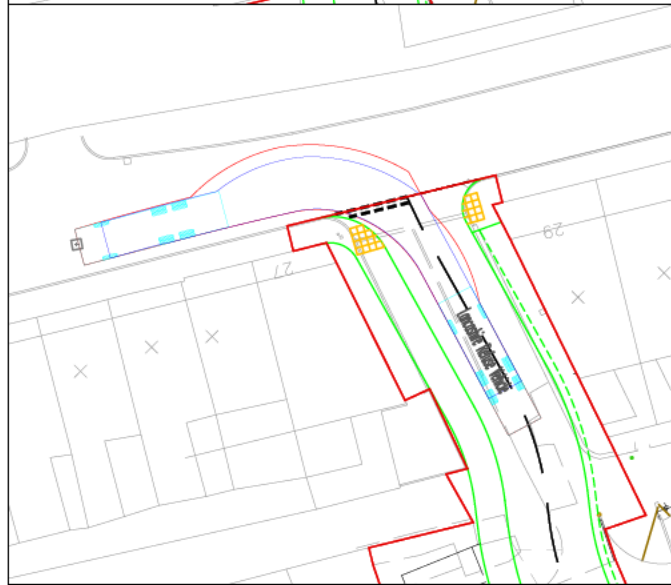
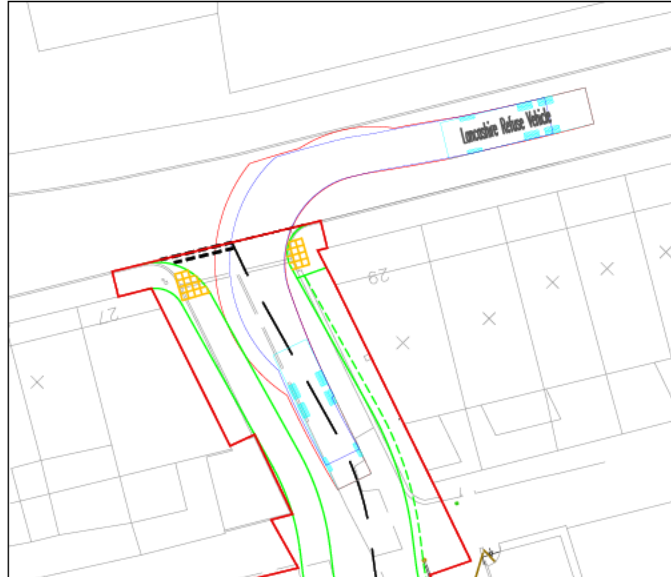
DRAWN	CC	DATE	04.11.24
CHECKED	-	SCALE	1:500@A2

DRAWING NUMBER	REVISION
PSES.P.CSL.01	B

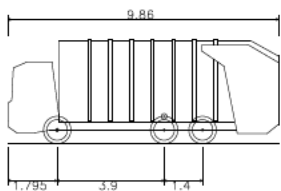




NORTH SOUTH AERIAL VIEW

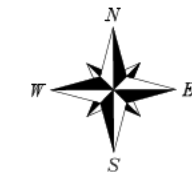
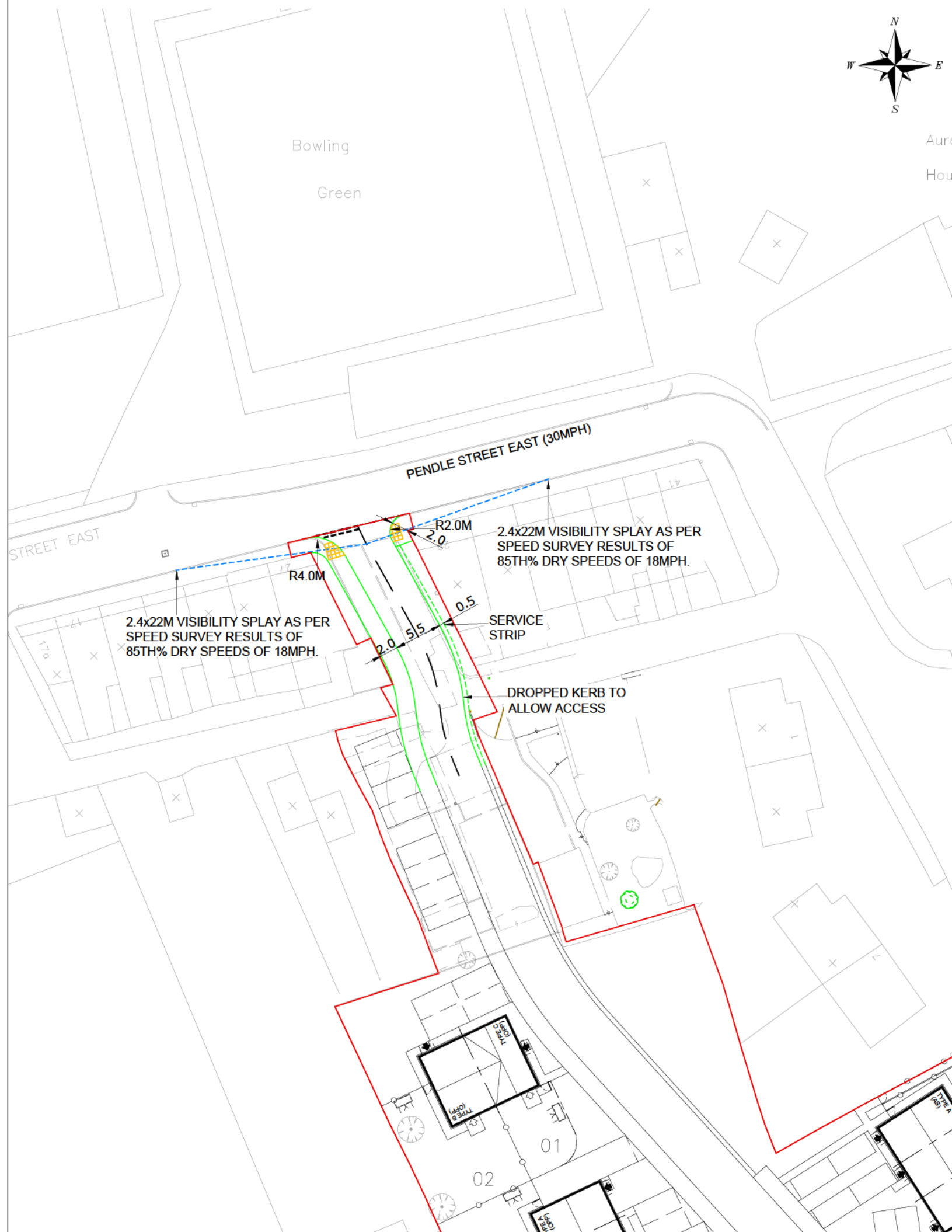


SWEPT PATH ANALYSIS: REFUSE VEHICLE



Lancashire Refuse Vehicle	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	2.814m
Min Body Ground Clearance	0.366m
Track Width	1.950m
Lock to lock time	0.00s
Kerb to Kerb Turning Radius	9.500m

C:\Users\Leon.Blythe\OneDrive - Begbies Traynor Group\Desktop\GA Work\4668-F01 Rev C.dwg



NOTES
 THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
 THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS

LOCAL AUTHORITY: LANCASHIRE COUNTY COUNCIL
 TOTAL AREA OF SITE: 0.58Ha



C B A		REVISED SITE LAYOUT SERVICE STRIP ADDED AMENDED FOOTWAY	LB LB LB	TSB TSB TSB	FEB 25 JAN 25 JAN 25
REV	DETAILS	DRAWN	CHECKED	DATE	

CLIENT:
HIGHALL DEVELOPMENTS

PROJECT:
PENDLE STREET EAST, SABDEN

DRAWING TITLE:
PROPOSED SITE ACCESS PLAN

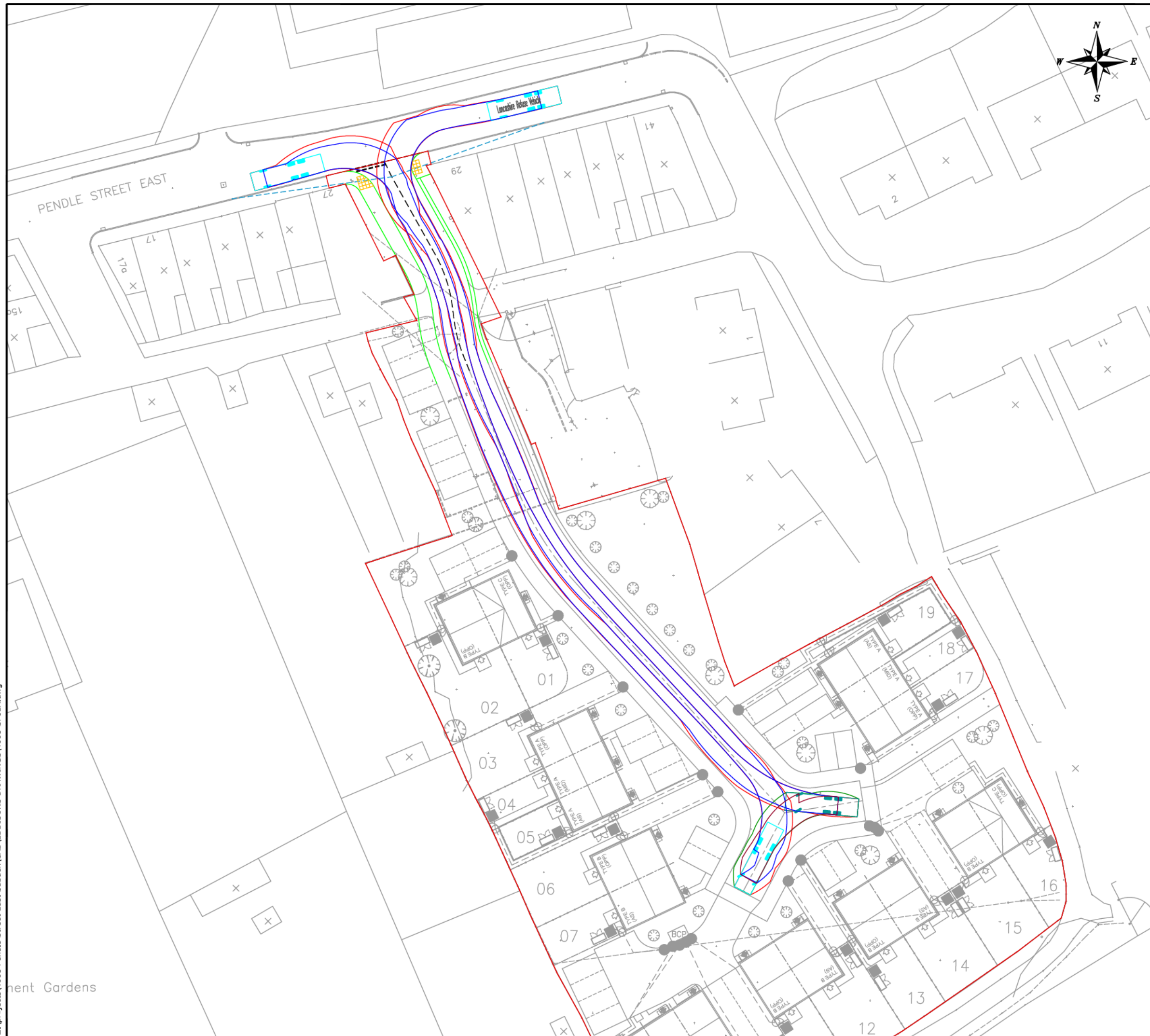
SCALES:
1:500 @ A3

DRAWN: LB	CHECKED: TSB	DATE: JAN 25
-----------	--------------	--------------

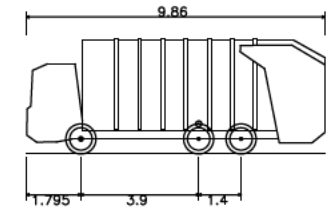
Eddisons
 340 Deansgate
 Manchester
 M3 4LY
 Email: info@croftts.co.uk
 Tel: 0161 837 7380
 Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4668-F01	REVISION: C
------------------------------------	-----------------------





NOTES



Lancashire Refuse Vehicle	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT: **HIGHALL DEVELOPMENTS**

PROJECT: **PENDLE STREET EAST, SABDEN**

DRAWING TITLE: **SWEPT PATH ANALYSIS**

SCALES: **1:500 @ A3**

DRAWN: **GM** CHECKED: **TSB** DATE: **JAN 25**

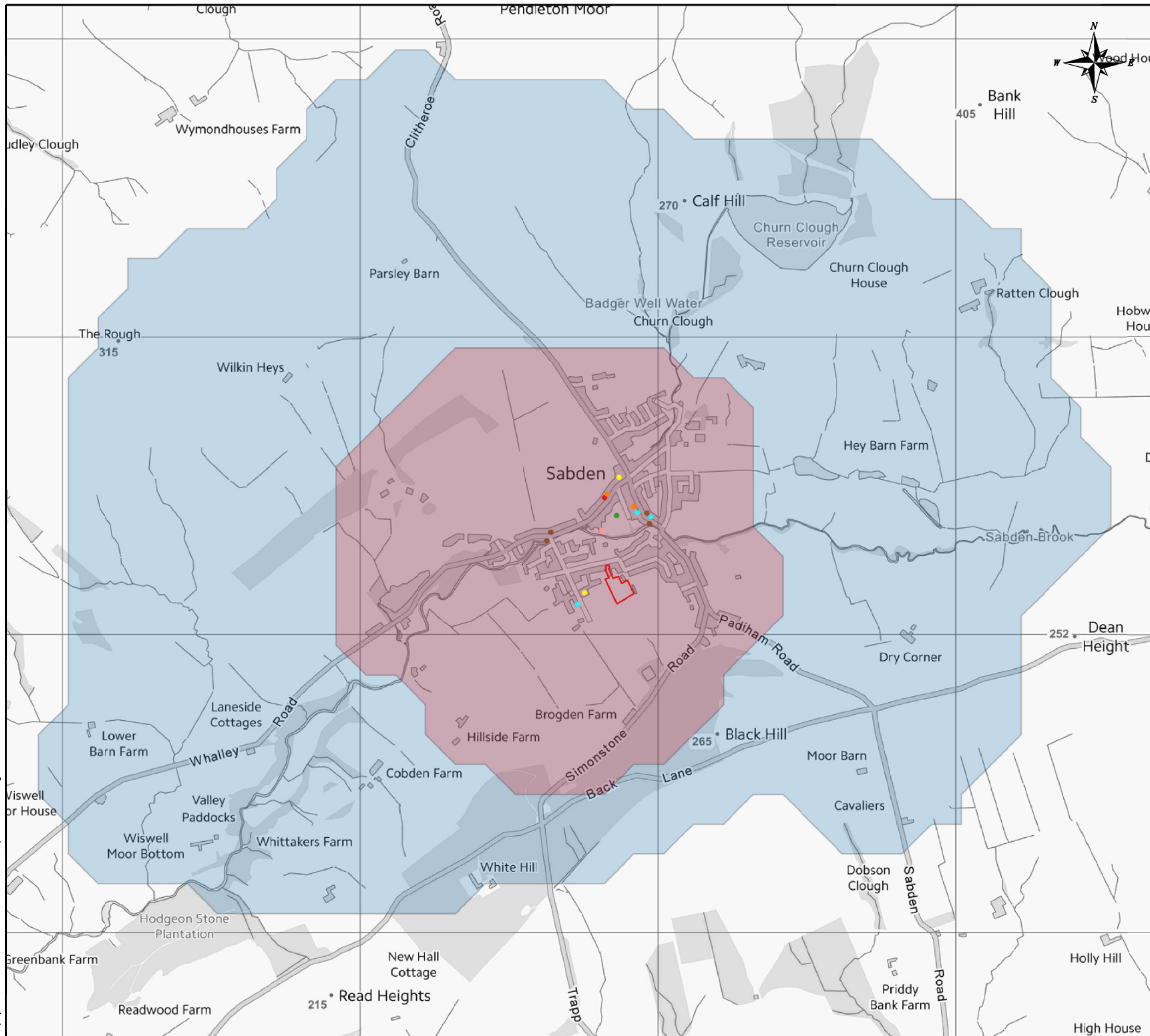
Eddisons
340 Deansgate
Manchester
M3 4LY
Email: Info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: **4668-SP01** REVISION: **A**



Z:\projects\4668 Pendle Street East Sabden\CAD\EDDISONS DRAWINGS\4668-SP01A.dwg

ment Gardens



NOTES

- Site Location
 - 800m Pedestrian Catchment
 - 2km Pedestrian Catchment
 - Nearest Bus Stops
- Amenities**
- Cafe/Takeaway/Public House
 - Education
 - Medical/Pharmacy/Healthcare
 - Retail
 - Sports/Leisure/Parks
 - Post office/Parcel Drop Point

REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT: **HIGHALL DEVELOPMENTS**

PROJECT: **PENDLE STREET EAST, SABDEN**

DRAWING TITLE: **800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES**

SCALE: **NTS @ A3**

DRAWN: RC	CHECKED: GM	DATE: JAN 25
-----------	-------------	--------------

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4668-03	REVISION: -
--------------------------------	--------------------



Z:\projects\4668 Pendle Street East Sabden\GIS\Workspaces\4668-03.dwg

APPENDICES

APPENDIX 1

Speed Survey Results

SURVEY CONTROL

Client: Eddisons

Client Contact: [REDACTED]

Survey Location: Sabden, Lancashire

Date(s) of Survey: Thursday 12th December 2024

Notes: Dry Weather Conditions

On Site Supervisor(s): [REDACTED]

Data Checking: [REDACTED]

Survey Reference: 243105 Pendle Street East, Sabden

Status: Final

Date of Issue: 18th December 2024




DRAWING TITLE				SPEED REFERENCE			
JOB TITLE				24.105 PENDLE STREET EAST, SABDEN			
DRAWN BY	DATE	SCALE	REF				
DC	DEC 2024	NTS	FIGURE 1				

**Transport Data
Specialists Ltd**
 W: www.transportds.co.uk
 E: enquiries@transportds.co.uk
 T: [REDACTED]

Pendle Street East, Sabden - Thursday 12th December 2024			
Eastbound Readings (mph)			
1-25	26-50	51-75	76-100
13	18	10	12
18	18	19	20
17	10	10	17
12	14	14	18
11	17	15	-
14	10	13	-
18	15	21	-
15	18	19	-
10	18	10	-
14	16	23	-
19	15	16	-
19	10	15	-
20	11	16	-
10	11	10	-
18	10	19	-
19	11	12	-
17	13	25	-
13	10	16	-
16	16	12	-
10	18	15	-
16	11	14	-
15	13	19	-
13	17	11	-
10	16	15	-
16	16	13	-

Pendle Street East, Sabden - Thursday 12th December 2024			
Westbound Readings (mph)			
1-25	26-50	51-75	76-100
11	19	19	21
13	15	14	17
20	13	18	-
21	10	14	-
15	10	18	-
15	16	16	-
18	19	15	-
17	15	16	-
16	16	14	-
15	10	11	-
17	16	10	-
14	10	16	-
15	18	11	-
21	10	10	-
17	17	15	-
24	11	11	-
16	17	14	-
17	14	19	-
18	17	10	-
16	10	15	-
11	10	13	-
20	10	17	-
16	15	12	-
16	12	10	-
18	12	14	-

Key:
 HGV

85th Percentile

Dry Weather Speed

= 18.3 mph
 = 29.44 kph

Deduction for Single Carriageway

4 kph

Wet Weather Speed

= 15.8 mph
 = 25.4 kph

Top Speed

= 25 mph

Average Speed

= 14.86 mph

85th Percentile

Dry Weather Speed

= 18 mph
 = 28.96 kph

Deduction for Single Carriageway

4 kph

Wet Weather Speed

= 15.5 mph
 = 25.0 kph

Top Speed

= 24 mph

Average Speed

= 14.92 mph