

Ribble Valley Borough Council

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Your ref: 3.2026.0295

Our ref: D3.26.0295

Date: 10th June 2026

App. No: 3.2026.0295

Address: Brian Holden Memorial Playing Field, Mardale Road, Longridge

Proposal: Proposed synthetic turf pitch including fencing, spectator areas, storage areas and floodlighting

The submitted documents and plans, including The JPP Group Highways Technical Note dated May 2026 and Labosport 'Site plan' 25-0628(G-234211)02 dated 03.02.26 have been reviewed and the following comments are made.

Proposal

The application seeks approval for a new synthetic all-weather floodlit pitch 91m by 55m on existing playing fields which currently have 5 playing pitches marked out.

The pitch would be used between 8am to 10pm Monday to Sunday including bank holidays.

The capacity of the proposed pitch would be 11v11 players in full configuration or 4 x 5v5 players.

In addition, the remaining existing grass pitches can accommodate either 11v11 or 9v9, it is noted that the grass pitches are unlit so they would only be used during the hours of daylight.

The existing changing and toilet facilities will remain the same.

During pre-application discussions we were informed that there would be a combination of block bookings from local football clubs and informal bookings from casual users. There will be limited demand during the day. The bookings are managed by Ribble Valley Borough Council.

Also, that a maximum of 56 child players on the pitch which can double at changeover. The peak use would occur late September to early April, evenings and weekends, matching the football season.

Sustainability

Lancashire County Council

PO Box 100, County Hall, Preston, PR1 0LD

The nearest bus stops are located on Preston Road approximately 600m walking distance from the site. The stop is served by service 1 (Preston-Longridge) which runs Mon-Sat every 15 minutes and Sunday hourly.

Promoting sustainable travel for users of the site to use the bus service, walking and cycling would reduce the impact upon the car park. This can be promoted on the website with bus timetables, route maps and information regarding cycle parking on site.

Car parking

A survey was undertaken on Sunday 26th April, noted as a being scheduled during a 'typical matchday'. The survey was undertaken between 09:00 and 15:00 at 30 minute intervals. The car park itself as surveyed as well as streets surrounding the site including Mardale Road between the site and Grasmere Grove, Buttermere Road, Ennerdale Road, Thirlmere Drive between Buttermere Road and Ennerdale Road, and Hacking Drive between Mardale Road and Section Road, totalling approximately 600m of highway.

Site car park

The Mardale Road car park has 69 car parking spaces, the survey recorded a maximum occupancy of 38 spaces at 12:00. Therefore, during the full survey period there were at least 31 spaces available for use.

Surrounding streets

The survey area included approximately 600m of highway which the survey company relates into 97 on-street car parking spaces. The survey data records a maximum occupancy of 34 vehicles parked at 13:00.

Looking at the car park occupancy itself, the demand significantly reduces after 1:00 reducing from 36 vehicles to 1 in half an hour indicating an end to the football period.

In comparison to the car park occupancy itself, the occupancy level on the surrounding streets also significantly reduces over the same period between 1:00 – 1:30 reducing from 34 to 18 vehicles.

This appears to indicate that there is overspill parking occurring on the surrounding streets of around 18 vehicles.

The survey records that 'No illegal or obstructive parking was observed by the survey company'. This could be subjective depending upon how close a vehicle is parked to a driveway or opposite a driveway, depending upon vehicles size and driver ability.

Conclusion

The amount of existing car parking spaces on Mardale Road car park (69 spaces) appears sufficient to accommodate the existing and overspill car parking demand, circa 52 vehicles at peak time.

Shay Lane was not included in the survey and we know users are being directed there by the football clubs therefore additional vehicles are likely to have been parked there. There will be capacity of circa 15 spaces to accommodate this demand.

The potential increase caused by the provision of an all-weather pitch to replace the existing grass pitch is unknown. The applicant advises that there will be no increase in demand as a result of the proposal however we understand demand may increase overall due to the pitch being playable all year round and less reliant on weather conditions.

We advise that the existing car parking charges are removed from the car park as there is evidence in the survey data that drivers are choosing to park on the surrounding streets to avoid the charges whilst there are spaces available on the car park and evidence from Lancashire Constabulary regarding attendance to the site to deal with car parking disputes.

We understand that this is subject to a separate statutory process by Ribble Valley Borough Council and we would recommend to replace the charges with timing controls to ensure that there is an adequate turnover of spaces to accommodate the football and recreational users.

Shay Lane

Shay Lane is adopted highway, unclassified and subject to a 30mph speed limit. There is a paved public footpath reference FP0302106 between Shay Lane and the site.

It is noted from our pre-application discussions that Longridge Juniors FC have asked their players and parents to use Shay Lane to park on and walk through to the pitches, to share cars and to stagger the kick offs to dissipate the parking load and you note that these measures have only been partially successful.

We have a number of complaints logged by businesses regarding on-street parking on Shay Lane causing obstruction to pedestrians and HGVs, but none appear to be associated with football parking. The parking reports at the northern end of Shay Lane are reported to be generated by the School on Preston Road and the reports on the mid-section of Shay Lane which has 2 x 90-degree bends is generated by the nearby businesses.

Although we fully support the promotion of car share and the staggering of start times, we don't condone the promotion of Shay Lane as a parking area as there are no formal parking areas and certain sections of carriageway have a narrow width which may result in an obstruction for any larger vehicles accessing the Industrial Estate. We would recommend that those car sharing are prioritised on the car park to further encourage this measure.

Cycle parking

The provision of secure cycle parking is required to support sustainable travel to the site. We would recommend a minimum of 7 spaces which is 10% of the car parking provision and that they are located in an area with high natural surveillance.

Site Access

Mardale Road is subject to a 20mph zone order. The email from the PCSO dated April 2025 highlights the speed of some vehicles on Mardale Avenue being an issue. We have no speed data available to comment on this element. We'd ask that the clubs promote good driver behaviour and respect for the neighbours whilst accessing the site, we'd ask that they did this through their communication with users such as newsletters and on social media platforms.

There is an access to the car park which is an extension of Mardale Road which provides a footway to the east side and carriageway for 2-way vehicle movements.

The site access arrangements will remain the same. There is no scope to widen the access within the extents of the highway.

Traffic and car park management plan

We would request that the following items are implemented and promoted by the Clubs and on the Council's website.

1. Promote the use of the car park, deter use of the surrounding roads (Mardale Road and Shay Lane) and consider the removal of car parking charges from car park.
2. Stagger bookings to minimise the parking impact at change over.
3. Allocate parking for officials, equipment/kit deliveries, car sharers and mini-buses.
4. Provide bus timetables, route maps and cycle parking information.
5. Keep the car park lining refreshed to maximise occupancy.
6. Marshalls to assist drivers in the car park during busy times.
7. Promote good driver behaviour and respect for neighbours when accessing the site.

PROW

FP0302104 runs between the car park in a southerly direction to a wider network of public footpaths. The footpath runs to the eastern side of the proposed pitch.

Measures to protect pedestrians on the prow during the construction phase should be considered and implemented where necessary and set out in the construction traffic management plan condition, should the application be approved.

Conclusion

Lancashire County Council acting as the Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development traffic can be mitigated on the highway network. Should the application be approved the following conditions are requested.

1. No development shall take place, including any works of demolition, until a construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved statement shall be adhered to throughout the construction period. It shall provide for:
 - i) The parking of vehicles of site operatives and visitors
 - ii) The loading and unloading of plant and materials
 - iii) The storage of plant and materials used in constructing the development
 - iv) The erection and maintenance of security hoarding
 - v) Wheel washing facilities
 - vi) Measures to control the emission of dust and dirt during construction
 - vii) A scheme for recycling/disposing of waste resulting from demolition and construction works
 - viii) Details of working hours
 - ix) Routing of delivery vehicles to/from site

Reason: To mitigate the impact of the construction traffic on the highway network.

2. A secure and covered cycle store for at least 7 bicycles shall be provided and maintained thereafter for as long as the site is operating. Reason: To support sustainable travel
3. The car park shall be marked out for at least 69 car parking spaces and maintained thereafter for as long as the site is operating. Reason: To maximise the car parking spaces on site.

Informative note

The granting of planning permission does not entitle the developer to cause an obstruction to the public footpath which crosses the site. The infringement or obstruction of the public right of way would be a criminal offence, as such the right of way should always remain clear, not to be excavated nor used to park or store materials, vehicles or machinery

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