

Proposed Synthetic Turf Pitch

Brian Holden Memorial Field, Mardale Road, Longridge

Highways Technical Note



| | | | |
|---------------------|---------------------------------------------------------------|--------------------|----------------|
| Job number | 31262 | Note number | 01 |
| Site Address | Brian Holden Memorial Field, Mardale Road, Longridge, Preston | | |
| Date | May 2026 | Prepared by | Sarah Williams |
| Subject | Parking Survey Analysis and Parking Capacity Review | | |

1.0 Introduction

- 1.1 This report is a Highways Technical Note which has been prepared by JPP Consulting Limited for the benefit of our client, Labosport Ltd (to be utilised in conjunction with the Football Foundation AGP Framework) for a proposed Synthetic Turf Pitch (STP).
- 1.2 The proposed STP is located at Brian Holden Memorial Field, Mardale Road, Longridge, Preston, as shown in Figure 1.1.

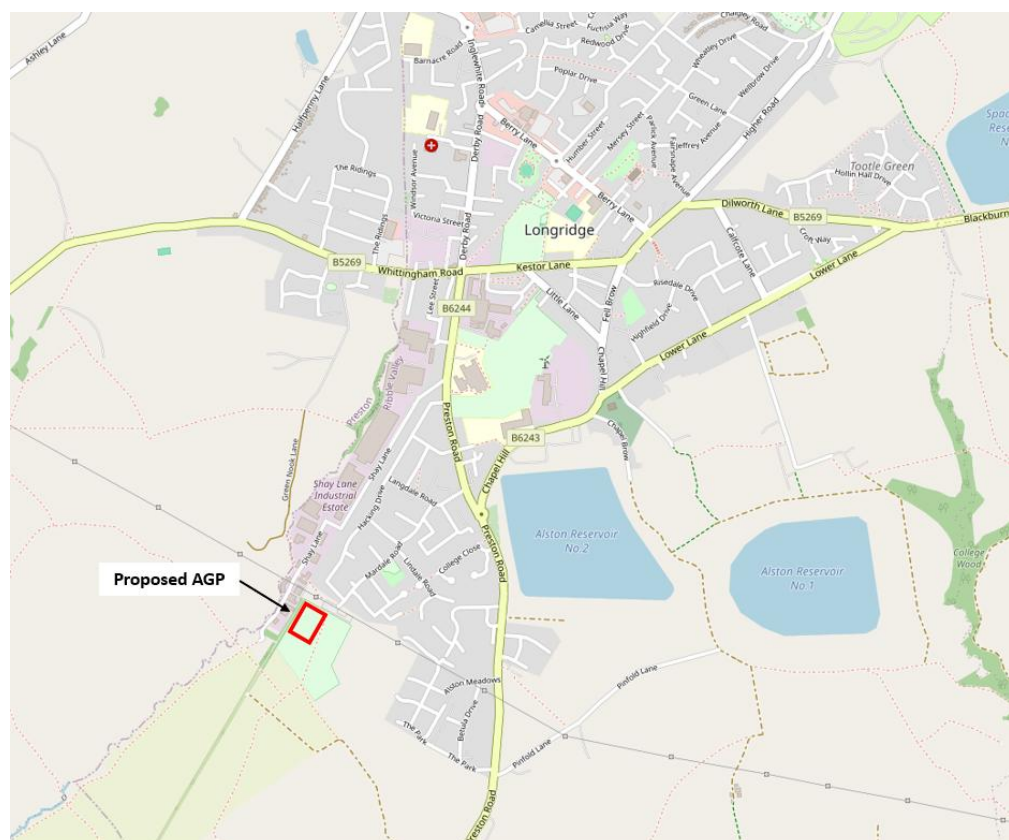


Figure 1.1 Site Location
Source: OpenStreetMap

1.3 Scope of Assessment

1.3.1 With their pre-application advice comments relating to the proposed STP, the Local Highway Authority (which is understood to be Lancashire County Council) have noted the following:

‘We would request that a peak time survey is undertaken to demonstrate the current shortfall in car parking by observing the car park occupancy and the number of vehicles overspilling onto Mardale Avenue’.

1.3.2 It is understood, based on information provided by our client, that the Mardale Road Car Park is a pay-and-display car park which provides 69 standard spaces + 2 disabled spaces. Resident comments regarding the STP planning application (ref. 3/2026/0295) suggest that users of Brian Holden Memorial Field; which provides several natural turf pitches, are parking on Mardale Avenue, to avoid paying the parking fees at Mardale Road Car Park, however this is creating congestion and conflict with residing neighbours.

1.3.3 The aim of the parking survey is therefore to establish whether Mardale Road Car Park experiences full capacity during peak usage of Brian Holden Memorial Field, and therefore lack of capacity within the car park is causing the overspill parking (and thus more on-site parking is therefore required). Or, whether the on-street parking is due to users wanting to avoid paying parking fees.

1.3.4 It is further understood that the Council are considering removing the pay-and-display charges, therefore the evidence provided from the parking survey may support this notion if the evidence demonstrates that the car park has a significant level of spare capacity despite extensive on-street parking being recorded during peak usage at Brian Holden Memorial Field.

2.0 Methodology

2.1 In order to establish parking accumulation on-site and on the local roads, a parking survey was undertaken on Sunday 26th April 2026; which was carefully scheduled with the local football club (who use the pitches) confirming that that matches being played that day would represent a ‘typical’ matchday.

2.2 The parking survey was undertaken by a specialist parking survey consultancy whom we have used on multiple occasions. The survey company adopted the recognised “Lambeth Parking Guidance” for the survey methodology. The survey was undertaken between 09:00-15:00 with parking data being collected at 30-minute intervals. Areas which were excluded from being surveyed included private parking spaces, vehicle crossovers, dropped kerbs and double yellow lines etc, however illegal / obstructive parking in such areas was noted separately if observed.

2.3 A map of the car park and on-street parking areas that were covered during the parking survey is provided below in Figure 2.1.

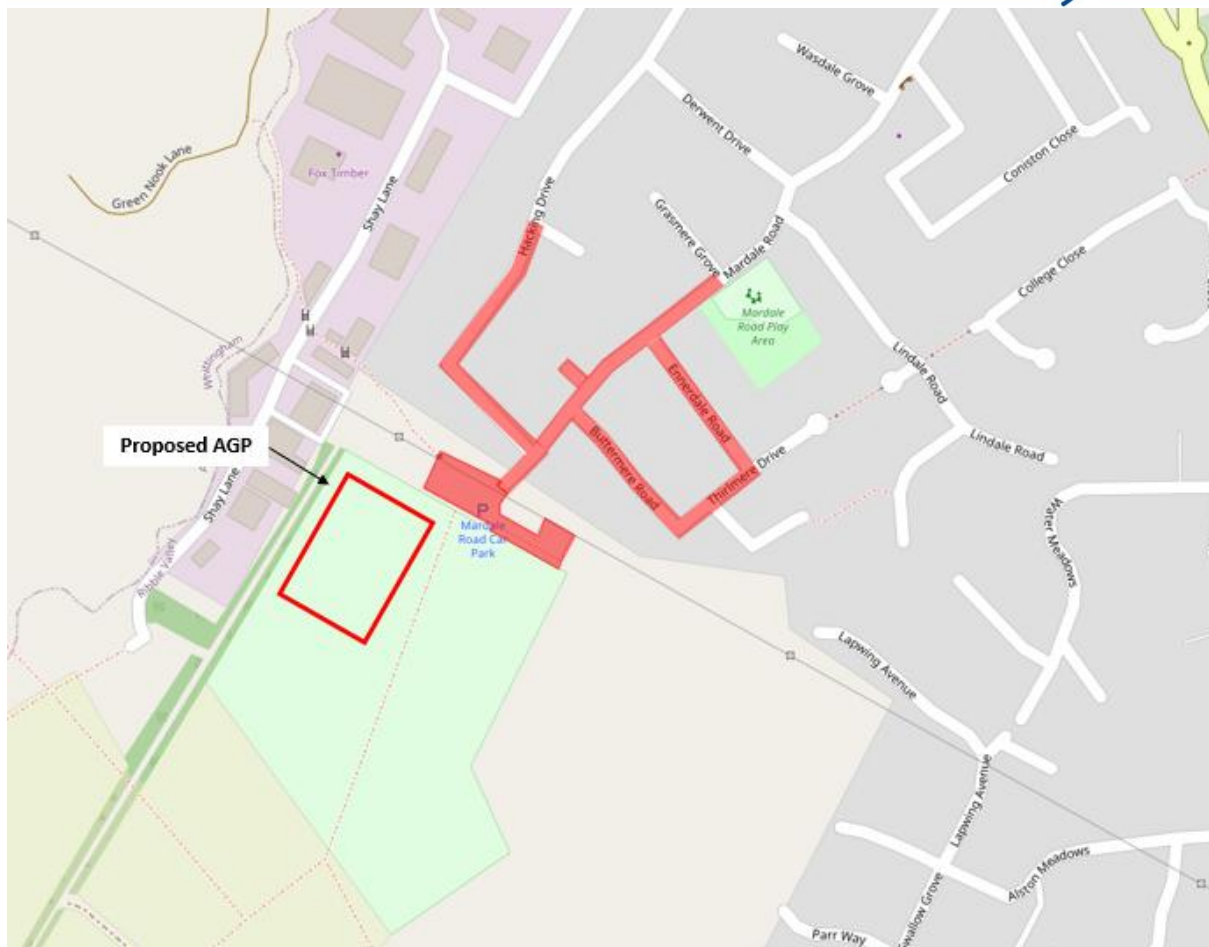


Figure 2.1 Mapping of Surveyed Streets and Car Park
Source: OpenStreetMap

- 2.4 In terms of parking terminology "Parking Stress" is the calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together, and "Parking Capacity Calculation" is the measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit.
- 2.5 The Stress Table Worksheet in the attached Excel spreadsheet provides the results from the parking survey and this has been separated into two tables namely: a) the residential streets surrounding the playing fields and b) the Mardale Road Car Park and are summarised within the following sections.

3.0 Parking Survey Results

3.1 Mardale Road Car Park

3.1.1 Mardale Road Car Park provides 69-space parking provision (standard spaces). A summary graph of the parking observed during the survey on Sunday 26th April 2026 is provided in Figure 3.1 below.

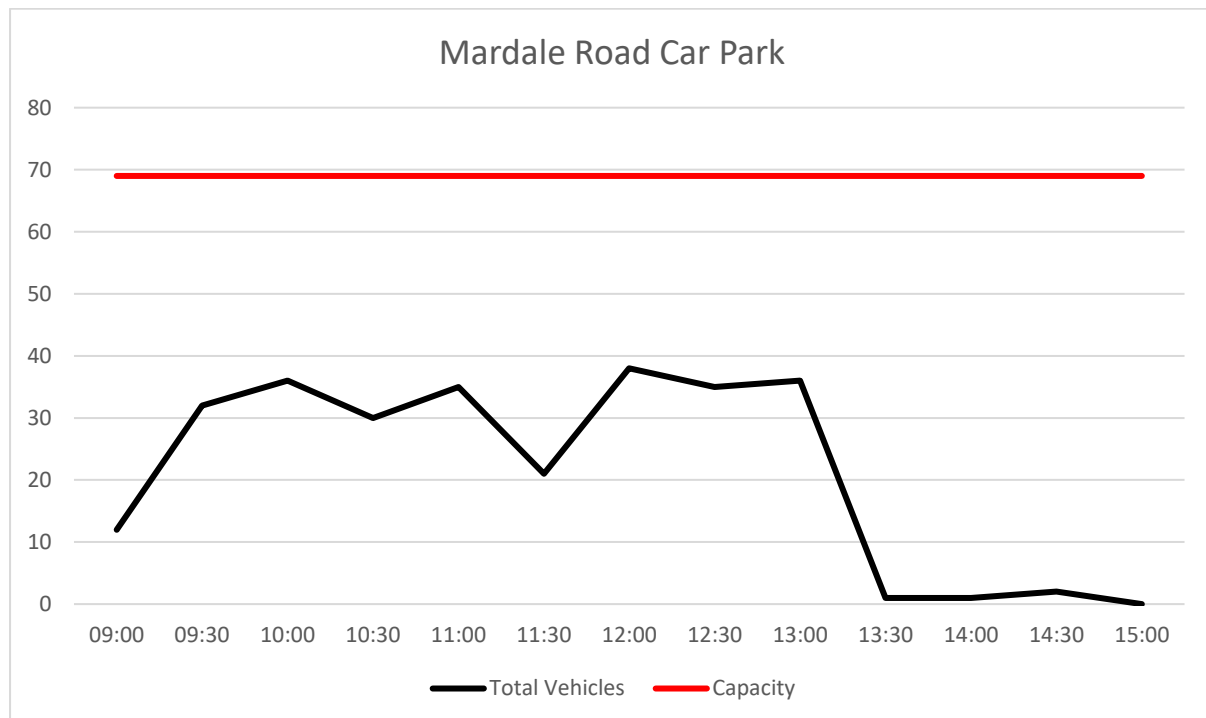


Figure 3.1 Mardale Road Car Park Survey Results (Sunday 26th April 2026)

3.1.2 As shown in Figure 3.1, parking accumulation was fairly consistent between the hours of 09:30 – 13:00 and peak parking accumulation occurred at 12:00 with 38 spaces occupied; which equates to a maximum of 55% of spaces being occupied. Mardale Road Car Park therefore had a minimum 31-space spare capacity throughout the survey and was therefore not at or near full capacity at any point.

3.2 On-Street Parking

3.2.1 As shown by the survey results provided in **Appendix B**, the parking survey company calculations demonstrate that the extent of local roads surveyed have a total capacity of 97 spaces to accommodate unrestricted, legal parking. A summary graph of the parking observed on these roads during the survey on Sunday 26th April 2026 is provided in Figure 3.2 below.

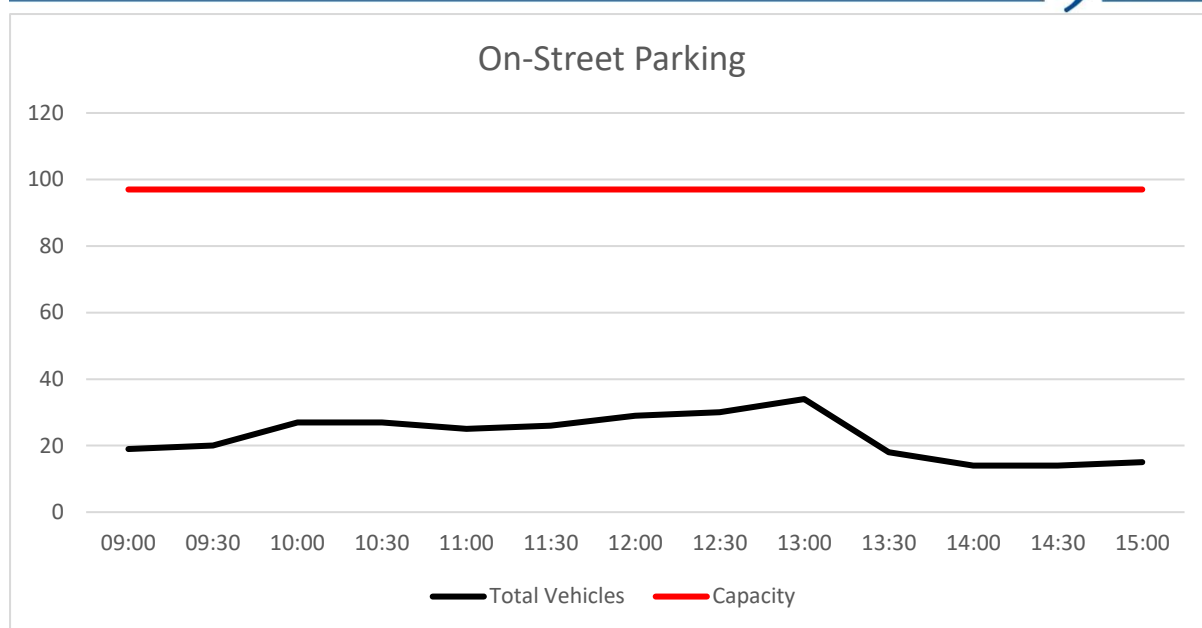


Figure 3.2 On-Street Parking Survey Results (Sunday 26th April 2026)

3.2.2 The survey results confirm that none of the residential streets which surround the Mardale Road Car Park experienced high-levels of parking stress during the parking survey. Peak parking accumulation occurred at 13:00 with 34 vehicles parked (35% occupancy). In addition, the number of parking spaces which are occupied seems to be consistent throughout the survey period, which could suggest overspill parking from the Mardale Road Car Park is minimal and that on-street parking is predominately residential in nature.

3.2.3 It is also noted that no illegal or obstructive parking was recorded by the survey company during the survey.

4.0 Parking Survey Summary & Conclusions

4.1 In conclusion and given that Sunday 26th April 2026 was a typical operational day for the playing fields, it can be suggested that Mardale Road Car Park is not being fully utilised by users of the playing fields (which could be attributed to the current charging regime); however, any overspill parking onto the surrounding residential streets is not resulting in levels of high levels of parking stress i.e. any overspill parking can be accommodated and residual parking availability remains.

4.2 Whilst the parking survey confirmed any overspill parking can be accommodated on the surrounding streets, it may be the case that the current charging regime is still removed at the Mardale Road Car Park to demonstrate good-faith to residents in the surrounding area.


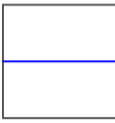

| Document Issue Record | | | | |
|-----------------------|-----|----------|----------------|-------------|
| Technical Note No | Rev | Date | Prepared by | Reviewed by |
| 01 | 0 | May 2026 | Sarah Williams | Ian McGrane |

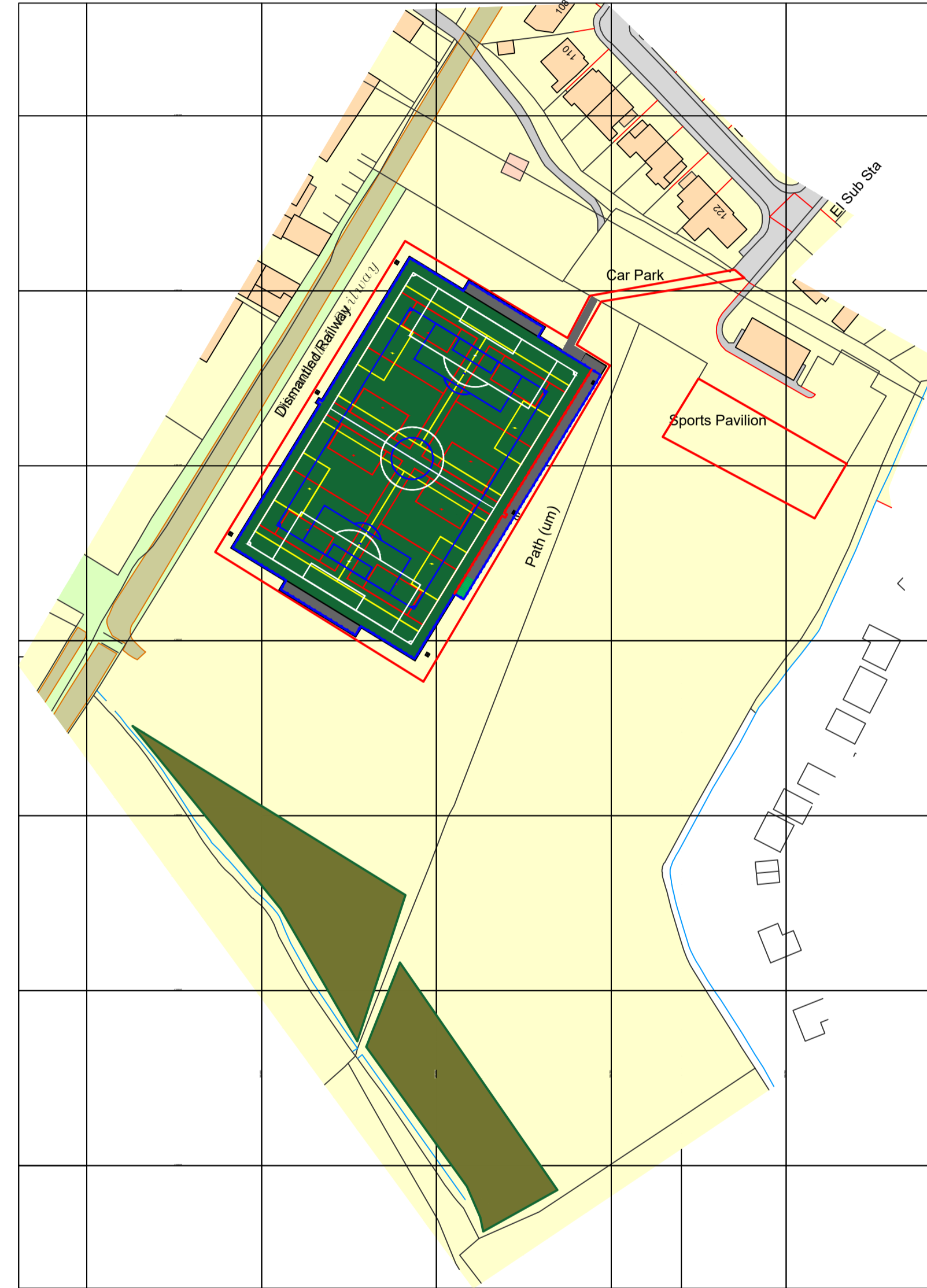


**Appendix A
STP Layout
Labosport drawing no. 25-0628 02 (Version 01)**

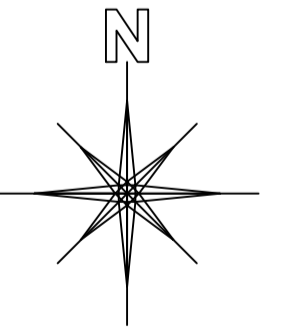
SITE PLAN

CHECK ALL DIMENSIONS PRIOR TO COMMENCEMENT OF WORK
 NO GUARANTEE CAN BE GIVEN THAT ALL SERVICES HAVE BEEN SHOWN ON THE DRAWING
 NO GUARANTEE CAN BE GIVEN TO THE ACCURACY AND COMPLETENESS OF ANY SERVICE PROVIDER RECORD INFORMATION SHOWN IN THIS DRAWING AND NO LIABILITY WILL BE ACCEPTED FOR ANY LOSSES THAT ARISE DUE TO A LACK OF ACCURACY IN ANY SERVICE PROVIDERS RECORD INFORMATION
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-  APPLICATION SITE AREA REQUIRED
-  LAND AREA UNDER OWNERSHIP OF CLIENT
-  POTENTIAL TOPSOIL BUND AND BNG PLANTING AREAS



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LEGEND / KEY



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 CLIENT: BRIAN HOLDEN MEMORIAL
 PROJECT: SYNTHETIC TURF PITCH (STP) DEVELOPMENT

| DRAWING | | | |
|----------|----------|-----|------------|
| PLANNING | OG | REV | 01 |
| 16-0628 | 12-01-26 | | |
| A1 | 1:1250 | | 25-0628 02 |



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**Appendix B
Parking Survey Results**

Parking Beat Survey

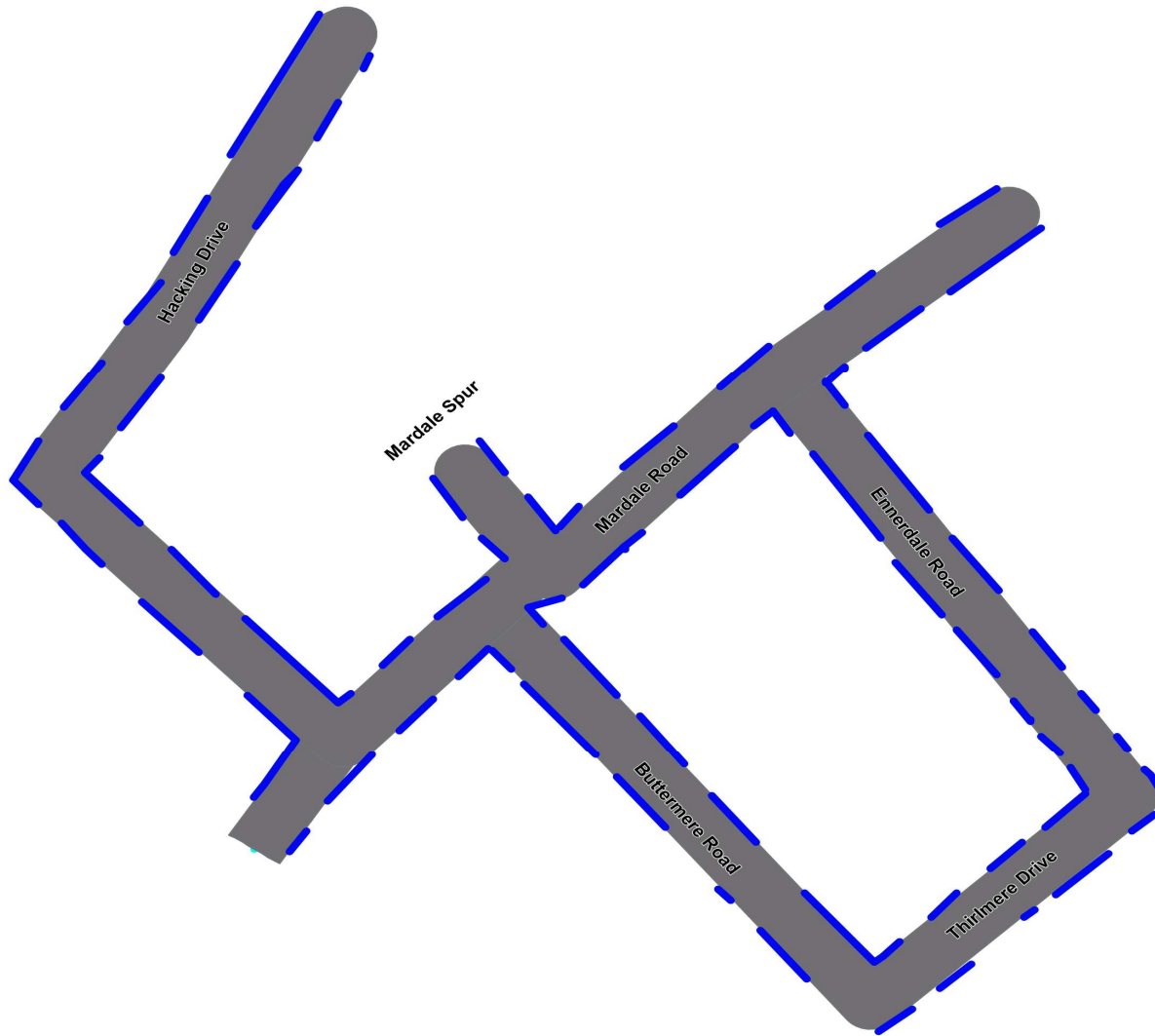
Mardale Road, Longridge, Preston



Sunday 26th April 2026

SURVEY DETAILS

| | |
|--------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Survey Type | PARKING BEAT SURVEY |
| Methodology Guidance | London Borough of Lambeth |
| Site | Mardale Road, Longridge, Preston |
| Survey Area | As advised by Client |
| Date/s | Sunday 26th April 2026 |
| Time/s | 09:00 - 15:00hrs |
| Beat Frequency | 30 minute beats |
| Unit for 1 Unmarked Lengthwise Space (m) | 5 |
| Unit for 1 Unmarked Crosswise Space (m) | 2.5 |
| Areas Excluded From Survey | Private parking spaces, private roads and off road parking (unless requested in survey specification). |
| Sections of road excluded from parking capacity calculation | <p>First 7.5m from junction mouth (for reasons of highway safety). Crossovers, dropped kerbs, build-outs, traffic islands, 24/7 illegal parking. Sections of legal lengthwise parking between illegal parking (crossover, dropped kerbs, double yellow etc) that measure less than the unit specified for 1 space. Where the width of the road is such that parking on both sides would cause an obstruction. In this instance one side of the road has been excluded from the capacity calculation.</p> |
| Parking excluded from stress calculation | <p>Skips or any other non-vehicle occupying a parking space (but noted separately if observed). Any illegal parking on double yellow lines, crossovers, keep clear lines etc (but noted separately if observed).</p> |
| Terminology | <p>"Parking Stress" - Calculation to express the number of parked vehicles as a percentage of available parking for each parking type. Stress can be over 100% if cars are small and/or parked very closely together. "Parking Capacity Calculation" - Measurement of each length of road between illegal parking (e.g. crossovers, traffic islands, double yellow etc) converted into parking spaces by rounding down to the nearest unit assigned to one parking space and dividing this figure by the unit. "Lengthwise Parking" - Vehicles parked in a lengthwise orientation with wheels parallel to the kerbside. "Crosswise Parking" - Vehicles parked in a crosswise orientation (as seen in car parks or wide sections of road)</p> |



**Mardale Road
Longridge**

Unrestricted Parking

Unrestricted kerb



PARKING CAPACITY MEASUREMENTS

A working table showing kerbside measurements for each parking type.

| Location | Side of Road & Measuring Orientation | Parking Type | Section Length (m) | Crosswise Spaces or Lengthwise Marked Bays | Number of Crosswise Spaces or Marked Bays | Unit Round Down (If Lengthwise & Unmarked) | Total Spaces |
|-----------------|--------------------------------------|--------------|--------------------|--------------------------------------------|-------------------------------------------|--------------------------------------------|--------------|
| Mardale Road | E S-N | Unrestricted | 4.2 | | | 0 | 0 |
| Mardale Road | E S-N | Crossover | 5.6 | | | 5 | 1 |
| Mardale Road | E S-N | Unrestricted | 13.3 | | | 10 | 2 |
| Mardale Road | E S-N | Crossover | 4.8 | | | 0 | 0 |
| Mardale Road | E S-N | Unrestricted | 5.6 | | | 5 | 1 |
| Mardale Road | E S-N | Crossover | 9.4 | | | 5 | 1 |
| Mardale Road | E S-N | Unrestricted | 9.7 | | | 5 | 1 |
| Buttermere Road | W N-S | Unrestricted | 6.5 | | | 5 | 1 |
| Buttermere Road | W N-S | Crossover | 3.8 | | | 0 | 0 |
| Buttermere Road | W N-S | Unrestricted | 18.5 | | | 15 | 3 |
| Buttermere Road | W N-S | Crossover | 5.6 | | | 5 | 1 |
| Buttermere Road | W N-S | Unrestricted | 12.2 | | | 10 | 2 |
| Buttermere Road | W N-S | Crossover | 15 | | | 15 | 3 |
| Buttermere Road | W N-S | Unrestricted | 1.8 | | | 0 | 0 |
| Buttermere Road | W N-S | Crossover | 12.6 | | | 10 | 2 |
| Buttermere Road | W N-S | Unrestricted | 12.2 | | | 10 | 2 |
| Buttermere Road | W N-S | Crossover | 8.1 | | | 5 | 1 |
| Thirlmere Drive | E S-N | Crossover | 1.6 | | | 0 | 0 |
| Thirlmere Drive | E S-N | Unrestricted | 4.6 | | | 0 | 0 |
| Thirlmere Drive | E S-N | Crossover | 9.4 | | | 5 | 1 |
| Thirlmere Drive | E S-N | Unrestricted | 7.5 | | | 5 | 1 |
| Thirlmere Drive | E S-N | Crossover | 2.8 | | | 0 | 0 |
| Thirlmere Drive | E S-N | Unrestricted | 1.8 | | | 0 | 0 |
| Thirlmere Drive | E S-N | Junction | 15.6 | | | 15 | 3 |
| Thirlmere Drive | E S-N | Crossover | 3.8 | | | 0 | 0 |
| Thirlmere Drive | E S-N | Unrestricted | 9.4 | | | 5 | 1 |
| Thirlmere Drive | E S-N | Crossover | 8.4 | | | 5 | 1 |
| Thirlmere Drive | E S-N | Unrestricted | 4.2 | | | 0 | 0 |
| Thirlmere Drive | E S-N | Crossover | 2.9 | | | 0 | 0 |
| Ennerdale Road | E S-N | Unrestricted | 3.3 | | | 0 | 0 |
| Ennerdale Road | E S-N | Crossover | 5.6 | | | 5 | 1 |
| Ennerdale Road | E S-N | Unrestricted | 3.7 | | | 0 | 0 |
| Ennerdale Road | E S-N | Crossover | 9.4 | | | 5 | 1 |
| Ennerdale Road | E S-N | Unrestricted | 4.7 | | | 0 | 0 |
| Ennerdale Road | E S-N | Crossover | 4.7 | | | 0 | 0 |
| Ennerdale Road | E S-N | Unrestricted | 9.2 | | | 5 | 1 |
| Ennerdale Road | E S-N | Crossover | 11.6 | | | 10 | 2 |
| Ennerdale Road | E S-N | Unrestricted | 13.1 | | | 10 | 2 |
| Ennerdale Road | E S-N | Crossover | 4.8 | | | 0 | 0 |
| Ennerdale Road | E S-N | Unrestricted | 20.6 | | | 20 | 4 |
| Ennerdale Road | E S-N | Crossover | 3.7 | | | 0 | 0 |
| Ennerdale Road | E S-N | Unrestricted | 4.4 | | | 0 | 0 |

| | | | | | | | |
|-----------------|-------|--------------|------|--|--|----|---|
| Ennerdale Road | W N-S | Unrestricted | 4.2 | | | 0 | 0 |
| Ennerdale Road | W N-S | Crossover | 3.7 | | | 0 | 0 |
| Ennerdale Road | W N-S | Unrestricted | 19.8 | | | 15 | 3 |
| Ennerdale Road | W N-S | Crossover | 4.5 | | | 0 | 0 |
| Ennerdale Road | W N-S | Unrestricted | 13.5 | | | 10 | 2 |
| Ennerdale Road | W N-S | Crossover | 8.5 | | | 5 | 1 |
| Ennerdale Road | W N-S | Unrestricted | 12.3 | | | 10 | 2 |
| Ennerdale Road | W N-S | Crossover | 4.7 | | | 0 | 0 |
| Ennerdale Road | W N-S | Unrestricted | 4.4 | | | 0 | 0 |
| Ennerdale Road | W N-S | Crossover | 6.5 | | | 5 | 1 |
| Ennerdale Road | W N-S | Unrestricted | 9.4 | | | 5 | 1 |
| Ennerdale Road | W N-S | Crossover | 2.8 | | | 0 | 0 |
| Ennerdale Road | W N-S | Unrestricted | 6.8 | | | 5 | 1 |
| Thirlmere Drive | W N-S | Unrestricted | 13 | | | 10 | 2 |
| Thirlmere Drive | W N-S | Crossover | 10.1 | | | 10 | 2 |
| Thirlmere Drive | W N-S | Unrestricted | 4.1 | | | 0 | 0 |
| Thirlmere Drive | W N-S | Crossover | 9.1 | | | 5 | 1 |
| Thirlmere Drive | W N-S | Unrestricted | 6.5 | | | 5 | 1 |
| Thirlmere Drive | W N-S | Crossover | 2.9 | | | 0 | 0 |
| Thirlmere Drive | W N-S | Unrestricted | 4.9 | | | 0 | 0 |
| Buttermere Road | E S-N | Unrestricted | 17.6 | | | 15 | 3 |
| Buttermere Road | E S-N | Crossover | 12.4 | | | 10 | 2 |
| Buttermere Road | E S-N | Unrestricted | 11.3 | | | 10 | 2 |
| Buttermere Road | E S-N | Crossover | 9.5 | | | 5 | 1 |
| Buttermere Road | E S-N | Unrestricted | 12 | | | 10 | 2 |
| Buttermere Road | E S-N | Crossover | 5.9 | | | 5 | 1 |
| Buttermere Road | E S-N | Unrestricted | 16 | | | 15 | 3 |
| Buttermere Road | E S-N | Crossover | 3.6 | | | 0 | 0 |
| Buttermere Road | E S-N | Unrestricted | 5.4 | | | 5 | 1 |
| Mardale Road | E S-N | Unrestricted | 4.3 | | | 0 | 0 |
| Mardale Road | E S-N | Crossover | 4.7 | | | 0 | 0 |
| Mardale Road | E S-N | Unrestricted | 13.9 | | | 10 | 2 |
| Mardale Road | E S-N | Crossover | 8.4 | | | 5 | 1 |
| Mardale Road | E S-N | Unrestricted | 13.1 | | | 10 | 2 |
| Mardale Road | E S-N | Crossover | 4.8 | | | 0 | 0 |
| Mardale Road | E S-N | Unrestricted | 1.9 | | | 0 | 0 |
| Mardale Road | E S-N | Junction | 15.7 | | | 15 | 3 |
| Mardale Road | E S-N | Unrestricted | 1.9 | | | 0 | 0 |
| Mardale Road | E S-N | Crossover | 4.8 | | | 0 | 0 |
| Mardale Road | E S-N | Unrestricted | 12.1 | | | 10 | 2 |
| Mardale Road | E S-N | Crossover | 4.7 | | | 0 | 0 |
| Mardale Road | E S-N | Unrestricted | 19.8 | | | 15 | 3 |
| Mardale Road | W N-S | Crossover | 6.4 | | | 5 | 1 |
| Mardale Road | W N-S | Unrestricted | 14 | | | 10 | 2 |
| Mardale Road | W N-S | Crossover | 10.2 | | | 10 | 2 |
| Mardale Road | W N-S | Unrestricted | 10.4 | | | 10 | 2 |
| Mardale Road | W N-S | Crossover | 7.5 | | | 5 | 1 |

| | | | | | | | |
|-------------------|-------|--------------|------|--|--|----|---|
| Mardale Road | W N-S | Unrestricted | 10.5 | | | 10 | 2 |
| Mardale Road | W N-S | Crossover | 10.5 | | | 10 | 2 |
| Mardale Road | W N-S | Unrestricted | 9.3 | | | 5 | 1 |
| Mardale Road | W N-S | Crossover | 8.5 | | | 5 | 1 |
| Mardale Road | W N-S | Unrestricted | 3.4 | | | 0 | 0 |
| Mardale Road Spur | E S-N | Unrestricted | 4.5 | | | 0 | 0 |
| Mardale Road Spur | E S-N | Crossover | 4 | | | 0 | 0 |
| Mardale Road Spur | E S-N | Unrestricted | 6.3 | | | 5 | 1 |
| Mardale Road Spur | E S-N | Crossover | 4.6 | | | 0 | 0 |
| Mardale Road Spur | W N-S | Unrestricted | 11.4 | | | 10 | 2 |
| Mardale Road Spur | W N-S | Crossover | 3.6 | | | 0 | 0 |
| Mardale Road Spur | W N-S | Unrestricted | 4.7 | | | 0 | 0 |
| Mardale Road | W N-S | Crossover | 6.1 | | | 5 | 1 |
| Mardale Road | W N-S | Unrestricted | 8.5 | | | 5 | 1 |
| Mardale Road | W N-S | Crossover | 11.3 | | | 10 | 2 |
| Mardale Road | W N-S | Unrestricted | 6.6 | | | 5 | 1 |
| Mardale Road | W N-S | Crossover | 4.7 | | | 0 | 0 |
| Mardale Road | W N-S | Unrestricted | 2.3 | | | 0 | 0 |
| Hacking Drive | E S-N | Unrestricted | 23.8 | | | 20 | 4 |
| Hacking Drive | E S-N | Crossover | 10.3 | | | 10 | 2 |
| Hacking Drive | E S-N | Unrestricted | 11.2 | | | 10 | 2 |
| Hacking Drive | E S-N | Crossover | 13 | | | 10 | 2 |
| Hacking Drive | E S-N | Unrestricted | 17.6 | | | 15 | 3 |
| Hacking Drive | E S-N | Crossover | 5.5 | | | 5 | 1 |
| Hacking Drive | E S-N | Unrestricted | 12.2 | | | 10 | 2 |
| Hacking Drive | E S-N | Crossover | 8.3 | | | 5 | 1 |
| Hacking Drive | E S-N | Unrestricted | 13.2 | | | 10 | 2 |
| Hacking Drive | E S-N | Crossover | 8.3 | | | 5 | 1 |
| Hacking Drive | E S-N | Unrestricted | 9.3 | | | 5 | 1 |
| Hacking Drive | E S-N | Crossover | 16.7 | | | 15 | 3 |
| Hacking Drive | E S-N | Unrestricted | 7.4 | | | 5 | 1 |
| Hacking Drive | E S-N | Crossover | 4.8 | | | 0 | 0 |
| Hacking Drive | E S-N | Unrestricted | 1.3 | | | 0 | 0 |
| Hacking Drive | W N-S | Unrestricted | 31.1 | | | 30 | 6 |
| Hacking Drive | W N-S | Crossover | 4.8 | | | 0 | 0 |
| Hacking Drive | W N-S | Unrestricted | 13.1 | | | 10 | 2 |
| Hacking Drive | W N-S | Crossover | 12.3 | | | 10 | 2 |
| Hacking Drive | W N-S | Unrestricted | 8.4 | | | 5 | 1 |
| Hacking Drive | W N-S | Crossover | 9.4 | | | 5 | 1 |
| Hacking Drive | W N-S | Unrestricted | 9.3 | | | 5 | 1 |
| Hacking Drive | W N-S | Crossover | 23 | | | 20 | 4 |
| Hacking Drive | W N-S | Unrestricted | 10.2 | | | 10 | 2 |
| Hacking Drive | W N-S | Crossover | 12 | | | 10 | 2 |
| Hacking Drive | W N-S | Unrestricted | 9.9 | | | 5 | 1 |
| Hacking Drive | W N-S | Crossover | 10.2 | | | 10 | 2 |
| Hacking Drive | W N-S | Unrestricted | 12.2 | | | 10 | 2 |
| Hacking Drive | W N-S | Crossover | 4.7 | | | 0 | 0 |

| | | | | | | | |
|---------------|-------|--------------------|-----|--|--|---|---|
| Hacking Drive | W N-S | Unrestricted | 7.8 | | | 5 | 1 |
| Mardale Road | W N-S | Unrestricted | 9.8 | | | 5 | 1 |
| Mardale Road | W N-S | Too Narrow to Park | 5.1 | | | 5 | 1 |