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From: Planning
Subject: FW: Planning Application Comments - 3/2026/0295 FS-Case-852221754

From: Contact Centre (CRM) <contact@ribblevalley.gov.uk>
Sent: 29 June 2026 22:06
To: Planning <planning@ribblevalley.gov.uk>
Subject: Planning Application Comments - 3/2026/0295 FS-Case-852221754

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[REDACTED] **Application Reference No.:** 3/2026/0295

Address of Development: Brian Holden Memorial Playing Field, Mardale Road, Longridge, PR33EU

Comments: I am writing to formally object to the above planning application. As a local resident, my objection is based on the severe anticipated impact on local traffic and parking, and specifically, the totally inadequate nature of the Highways Transport and Parking data submitted to support this application.

It is unacceptable that the traffic and parking survey was carried out on a single day. A one-day "snapshot" completely fails to capture the complex, real-world parking dynamics of the Mardale area and cannot be used as a robust evidence base for a development of this scale. I ask that the Planning Committee reject or defer this application for the following reasons:

1. Failure to Capture Multi-Day and Weekday Pressures

The surrounding residential streets already suffer from significant parking issues. A single-day survey—likely timed to capture a perceived weekend "peak" entirely misses the compounding traffic issues that occur on weekday evenings. Residents returning from work currently clash with evening training traffic. A one-day survey fails to measure this cumulative baseline.

2. The Impact of the "Floodlight Factor"

The proposed floodlighting will artificially extend the playing hours deep into the winter evenings and across all seven days of the week. This will fundamentally shift the traffic profile of the site, eliminating the natural "quiet periods" the estate currently experiences due to weather or fading daylight. A historical one-day baseline survey cannot accurately model this aggressive intensification of use.

3. Ignoring Real-World Parking Behaviours

Theoretical desktop modelling (such as TRICS) and single-day counts often focus on the capacity of

the official car park. However, this ignores the reality on the ground: visitors frequently avoid the official car park in favour of parking on the narrow, residential roads of the estate. A superficial single-day survey that merely counts "empty spaces" in a car park completely misses the dangerous obstruction and congestion occurring on our streets.

4. Conflict with Ribble Valley Core Strategy Policy DMG1

Under Policy DMG1, development must not adversely affect the amenities of the surrounding area. By relying on statistically insignificant, single-day traffic data, the applicant has failed to prove that this development will not severely harm the safety, access, and daily lives of the Mardale area residents. A robust assessment requires Automatic Traffic Counters (ATCs) deployed over a minimum of 7 to 14 consecutive days to establish a true picture of average daily traffic (ADT).

The Mardale area is a quiet residential area, not a commercial thoroughfare equipped to handle a 7-day-a-week sports complex. I urge the council to defer any decision on this application until a comprehensive, multi-day, and multi-season traffic survey is conducted that reflects the true impact on our community.