

Ribble Valley Borough Council
Council Offices
Church Walk,
Clitheroe
Lancashire
BB7 2RA

Phone: 0300 123 6780
Email: developeras@lancashire.gov.uk
Your ref: 3/2025/0891
Our ref: 3/2025/0891/HDC/KW
Date: 13 November 2025

Location: 18 Rogersfield Langho BB6 8HB
Proposal: Proposed first-floor rear and side extension and internal alterations.
Grid Ref: 370070 433833

Dear Lucy Walker

With regard to your consultation letter dated 12 November 2025, I have the following comments to make based on all the information provided by the applicant to date.

Lancashire County Council acting as the Local Highway Authority does not raise an objection regarding the proposed development and are of the opinion that the proposed development will not have a significant impact on highway safety or capacity in the immediate vicinity of the site.

The Local Highway Authority (LHA) are in receipt of an application for the proposed first-floor rear and side extension and internal alterations at 18 Rogersfield Langho BB6.

The site will be accessed via an existing access on to Rogersfield, an unclassified road, with a speed limit of 20 mph fronting the site access.

The proposal will increase the number of bedrooms within the dwelling from 4 to 5. The development will also amend the existing off-street parking provisions by reducing the existing garage. The recommended minimum internal dimensions for a single garage size is 6m in length and 3m wide. The recommended distance of 6m is based on the length of a large family car (Ford Mondeo Estate 4.58m long), clearance at the rear of the car (200mm), overhang of the garage door (600mm) and room to stand in front of the car and open/close the garage door (600mm). As the proposed garage will be smaller than the recommended internal dimensions, it cannot be considered to provide off street parking provisions.

However, the existing off-street parking provisions within the driveway will remain the same. Given the size of the existing driveway, it is likely to accommodate 3 off-street parking spaces, which meets the parking requirements for a 4+ bedroom dwelling as defined within the Joint Lancashire Structure Plan. As such, the effect of the development on the operation of the local highway network would be negligible.

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The National Planning Policy Framework (NPPF) states that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios." (Paragraph 116). The Local Highway Authorities detailed examination of this application concludes there are no highway grounds to support an objection as set out by NPPF.

Yours sincerely

Kate Walsh

Assistant Engineer

Highway Development Control

Highways and Transport

Lancashire County Council

T: 0300 123 6780

W: <http://www.lancashire.gov.uk>