

**Application Recommended for Approval
Cliviger With Worsthorne**

FUL/2023/0036

Town and Country Planning Act 1990

New build detached house to be built on land at number 4 Lindsay Park
4 Lindsay Park, Worsthorne-with-Hurstwood, Burnley BB10 3RR

Background:

The application is presented to committee as objections have been received.

The site is located in a residential area of mixed housing types, brick/render/concrete tile being the predominant materials. The site is currently the front and side garden and off street parking area of No. 4 Lindsay Park, itself a semi-detached dormer bungalow and the applicant's home address. The site is surrounded by housing/gardens to three sides and abuts the highway known as Lindsay Park to the front.

A proposal to build a four-bedroom, two storey dwelling on the site was the subject of a pre-application enquiry (PRE/2022/0362), which concluded thus:

'The principle of development on the site is acceptable. However, I am concerned about the size and bulk of the proposed house in relation to the amount of land available and juxtaposition of adjacent dwellings and their gardens.'

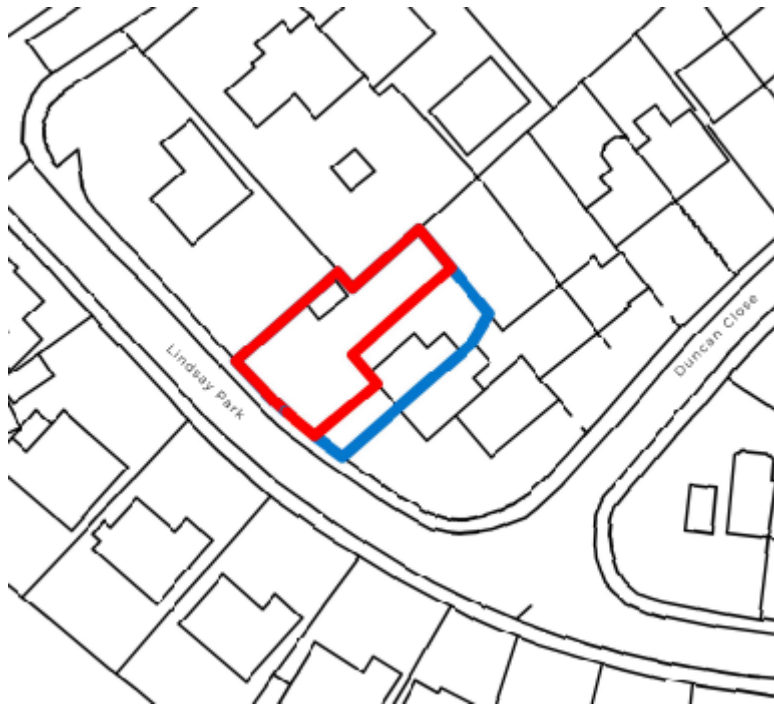
The site is within the urban boundary of Burnley as defined by the adopted Local Plan.

Proposal:

To construct a four-bedroom detached house with integral garage and off-street parking to front. Plus creation of two off street parking places in the front garden of No.4 to compensate for the loss of its existing parking provision. It is proposed to face the building with render/concrete tiles. The front elevation of the proposed house would project 5.0m further forward than that of No 4 Lindsay Park.

Amended plans have been received during the consideration of the planning application, the latest set (and those to be considered) received on 19th June 2023.

Visuals:



No.2

No.4



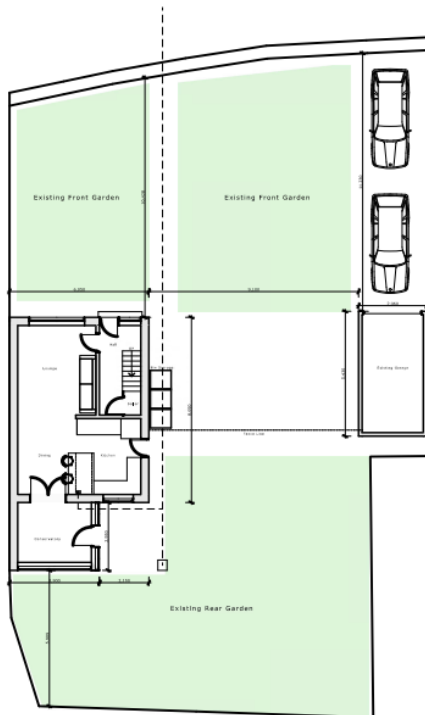
No.2

No.4

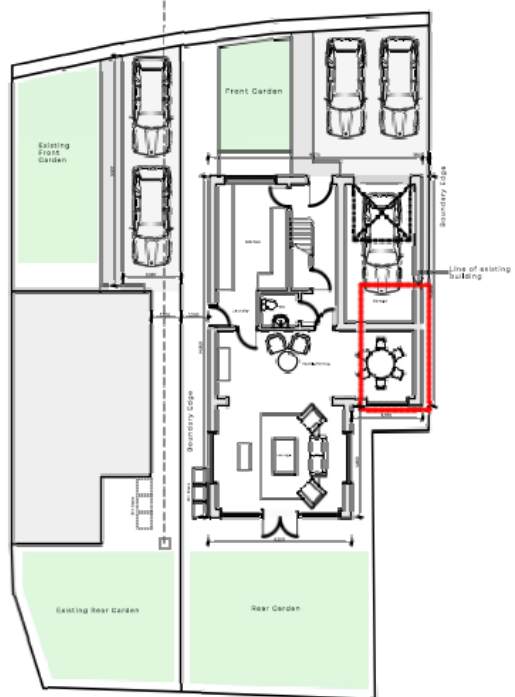
No.4



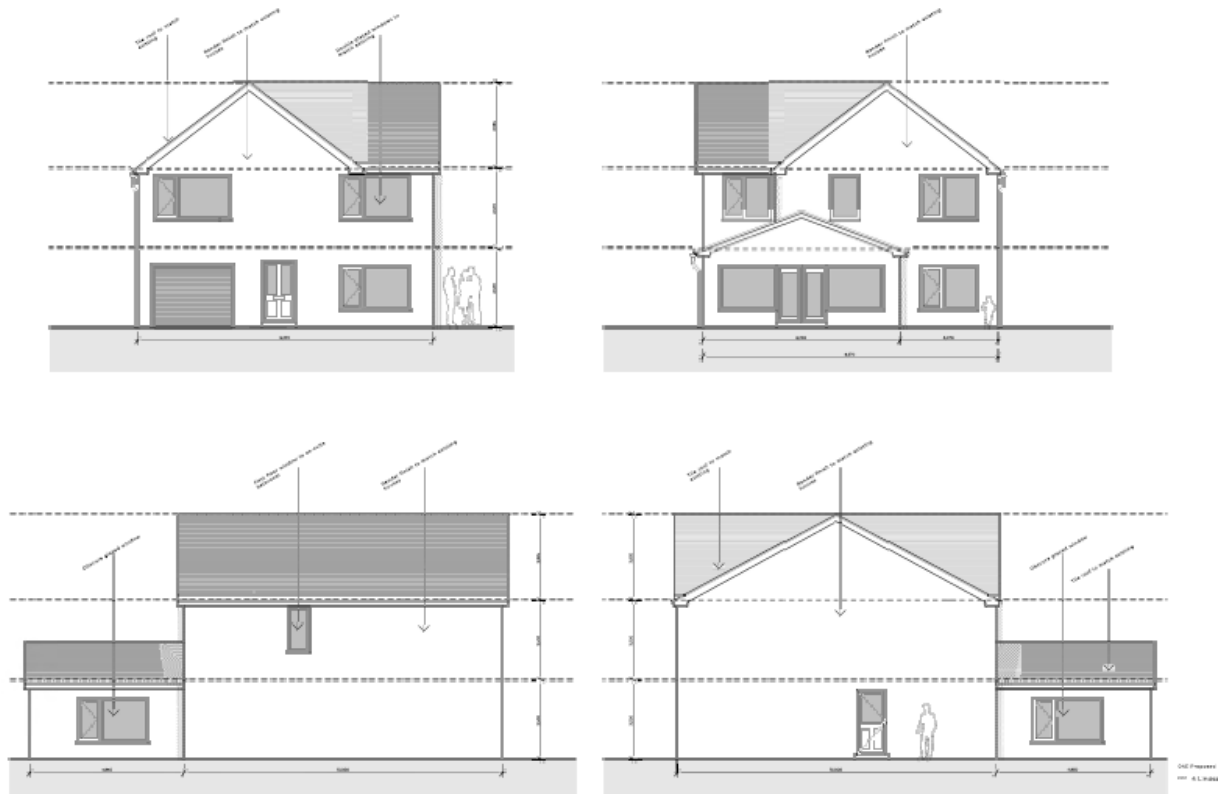
Existing Site Layout



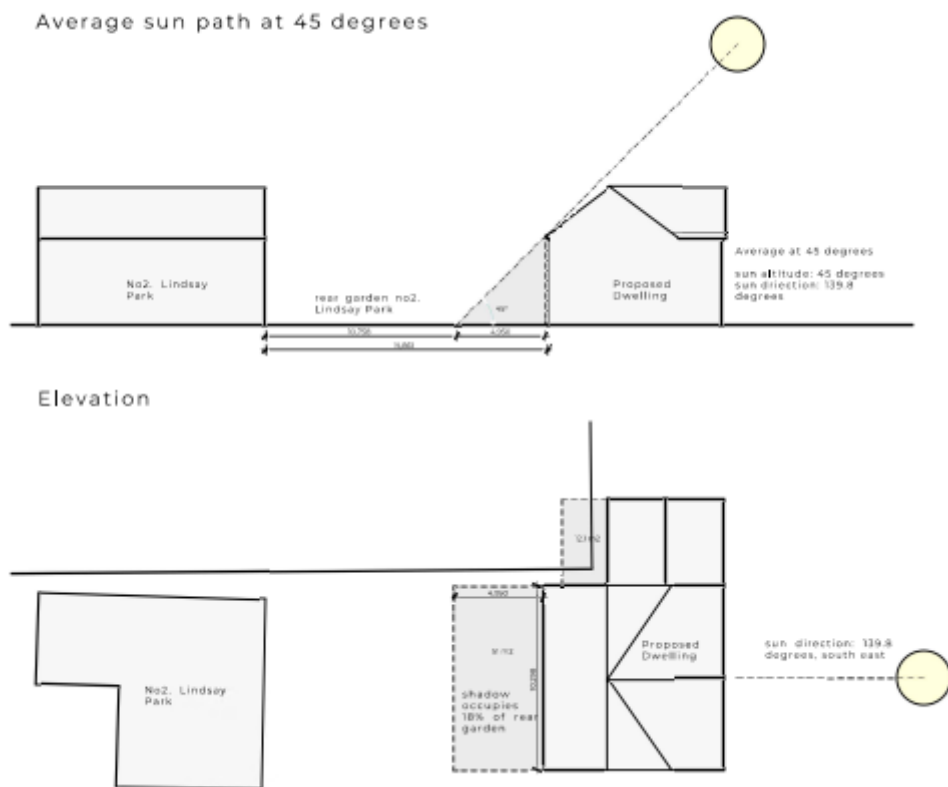
Proposed Site Layout



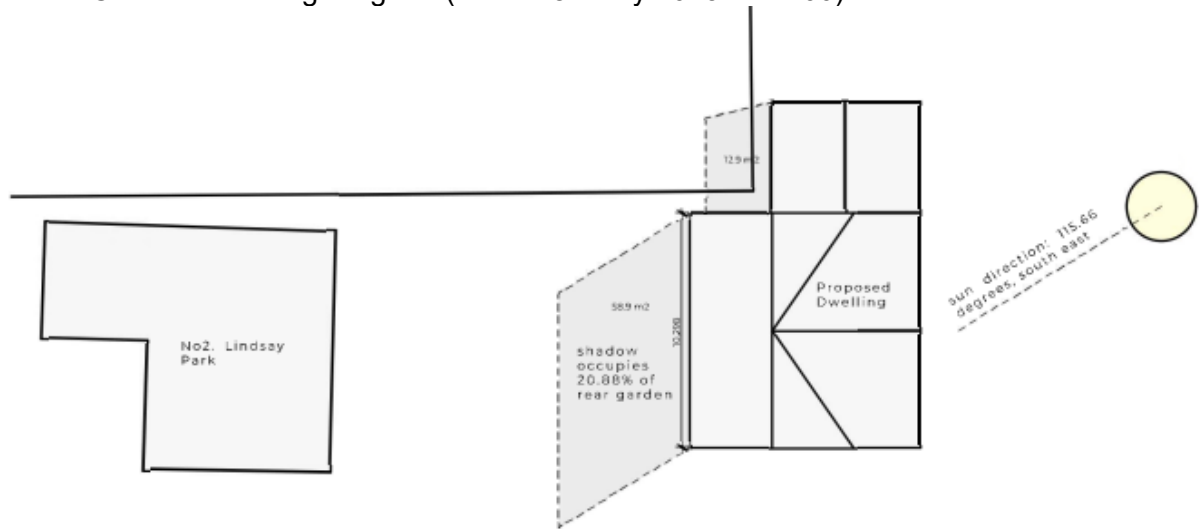
Proposed Elevations



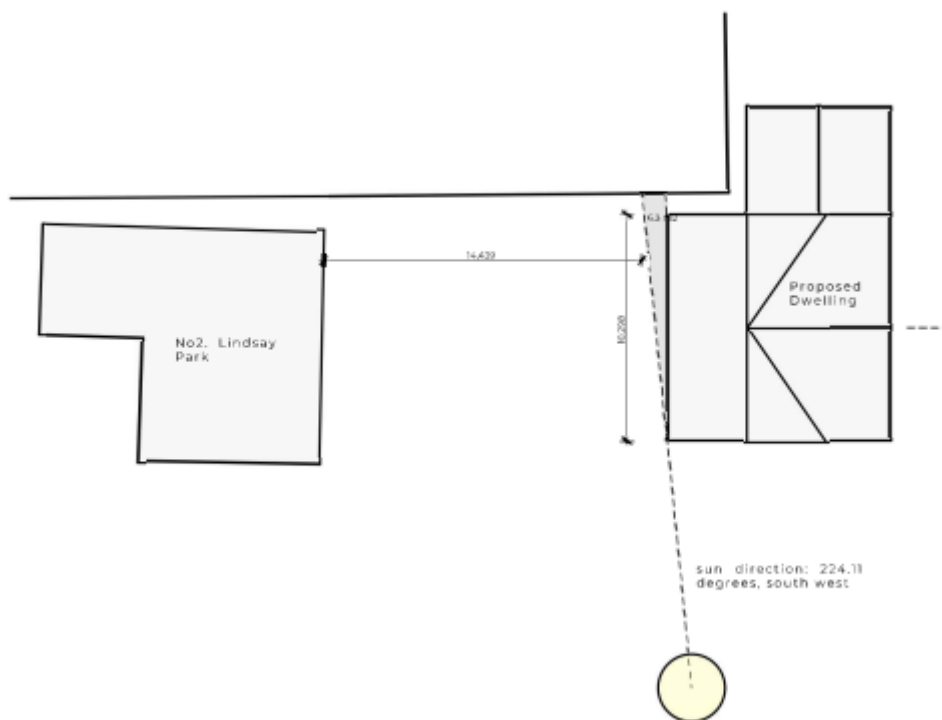
'Average' Shadowing Diagram



'Worst Case' Shadowing Diagram (as on 18th May 2023 at 12.00)



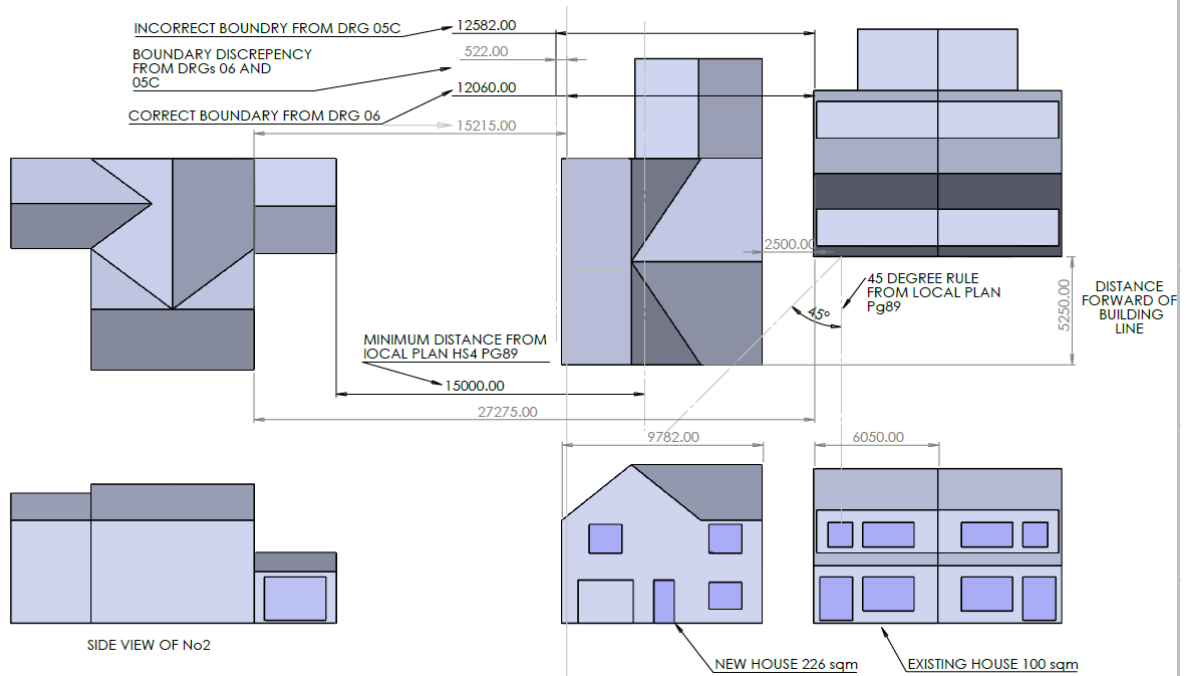
'Best Case' Shadowing Diagram (as on 18th May 2023 at 15.00)



Existing overshadowing of rear garden of No.2 taken when sun is in the east, i.e. in the morning (date and time unknown)



Objector's measurements



Relevant Policies:

Burnley's Local Plan 2018

- SP1 – Achieving Sustainable Development
- SP2 – Housing Land Supply
- SP4 – Development Strategy
- SP5 – Development Quality and Sustainability

IC3 – Car Parking Standards

NPPF 2021

Site History:

PRE/2022/0362 as referred to above.

Consultation Responses:

Highways (dated 15th March 2023) – no objection in principle but objection to loss of off-street parking facility for No. 4. Note that this consultation response prompted an amended plan showing two off-street parking spaces at No.4 plus an extension of the red line to accommodate them.

Highways recommend a Condition requiring an electric vehicle charging point for the proposed house.

Streetscene (bins) – not received to date (26.06.2023)

Environmental Health – no objection subject to control of hours of building and no fires on site during construction works.

United Utilities – standard informative response provided. Note that the drainage hierarchy is expected to be followed in respect of surface water.

Coal Authority – does not fall within defined risk area. No objection.

Objections:

Objections received from ten individuals, points being:

Lindsay Park is already congested in terms of on-street parking and the proposal will compound the problem, plus associated hazards. People on Brownside Road have to park on Lindsay Park presently due to a lack of useable off and on-street parking.

Loss of privacy due to direct overlooking of gardens and habitable room windows at 2 Lindsay Park and 2 & 4 Duncan Close.

Loss of daylight and sunlight due to overshadowing.

Noise and other disturbance during construction works.

House sits forward of others on the street so will be incongruous.

House sits within 45 degree line when taken from front window of No. 4 Lindsay Park.

Too close to No.4 and to the rear garden of No.2 Lindsay Park.

Landing window will overlook the rear garden of No.2 Lindsay Park directly.

Inaccuracies in measurements on submitted plans.

No provision for scaffolding should build take place.

Detracts from character of the area.

Potential impact upon drainage services in area.

Village infrastructure overstretched already.

Would set unfortunate precedent.

Other Representations:

Four further representations received from members of the public, three in support and one neither supportive nor an objection.

Article 35 Statement:

The Local Planning Authority has acted positively and proactively in determining this application, in accordance with paragraph 38 of the National Planning Policy Framework, by assessing the proposal against relevant planning policies and all material considerations, identifying matters of concern within the application as (originally submitted) and negotiating acceptable amendments to the proposal with the applicant in order to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development.

Planning and Environmental Considerations:

Principle:

The site is located within the development boundary of Burnley as identified within the adopted Local Plan, in which appropriate development is supported in principle.

Housing Land Supply:

Policy SP2 sets out the Borough's dwelling requirement with an indicative average of 194 net additional dwellings p.a. and identifies the sources of supply that will contribute towards meeting this requirement and significantly boosting the supply of homes. The Local Plan housing trajectory identified that the Council had over 8 years supply of deliverable sites (5 years is required) and more than sufficient developable sites to meet the overall plan requirement in numerical terms (108%).

The Council's most up-to-date Housing Land Supply Assessment (October 2022) demonstrates that housing development in the Borough is in a very healthy position. Housing supply, from net additional dwellings and the re-occupation of empty homes, for the Local Plan period (since 2012) is in a surplus and the five year supply calculation shows that the Council has in excess of 10 years supply. In addition to this, the most recent monitoring for the year 2022/23, set out in the Housing Statistics Release June 2023, shows that during that year there were a further 256 net additional dwellings and 517 additional permissions.

If approved therefore the site would be considered 'windfall' from a SP2 perspective.

Design and Appearance:

Local Plan Policy SP5 states:

The Council will seek high standards of design, construction and sustainability in all types of development. Proposals will be expected to address the following minimum requirements, as appropriate to their nature and scale:

2) Design and Layout

- a) *Respect existing, or locally characteristic street layouts, scale and massing;*
- b) *Contribute positively to the public realm and avoiding unnecessary street clutter;*
- c) *Maximise the benefits of any waterfront locations, and at canal-side locations optimising views and natural surveillance of the canal and opportunities for public access to it;*
- d) *Provide for new open space and landscaping which enhances and/or provides mitigation against loss of biodiversity and assists with the physical and visual integration of new development;*
- e) *Have respect for their townscape setting and where appropriate, landscape setting;*
- f) *Be orientated to make good use of daylight and solar gain;*
- g) *Ensure there is no unacceptable adverse impact on the amenity of neighbouring occupants or adjacent land users, including by reason of overlooking;*
- h) *Not result in unacceptable conditions for future users and occupiers of the development;*
and
- i) *Provide adequate and carefully designed storage for bins and recycling containers. These should be located or designed in a way which is both convenient and safe for occupants and supports the quality of the street scene.*

To consider the proposal against each point in turn:

a) Respect existing, or locally characteristic street layouts, scale and massing

The proposal is for a dwelling on an existing residential street, and as such it meets Policy. Its front elevation would be forward of that of the host property, but this is typical of houses on streets that are not straight. What is of greater relevance to the street scene however is the distance from the front elevation to the back edge of the footway, which in this instance is 6.0m whereas a distance of between 7.0 and 11.0m is typical on this estate.

In terms of scale and massing, the proposed house would be detached and two storey, 9.270m wide (as amended) and 10.0m deep where two storey, with a further single storey element on the rear elevation having the appearance of an extension of 4.850m projection. These dimensions, whilst larger than the footprint of No.4 and than the common footprint of houses on this (northern) side of the road, are typical of the footprint of detached houses on the opposite (southern) side of the road.

The site is 11.12m wide (as measured by the Case Officer) and the same depth as other houses on the northern side of Lindsay Park. It is wider than many plots on the northern side, albeit many of these are semi-detached. Detached houses on the southern side of Lindsay Park typically have plot widths of between 11.0 and 14.0m wide, so in this sense the proposal is not untypical of other houses on this estate.

The submitted plans identify facing materials as 'render finish to match existing houses' and 'tile roof to match existing'. Use of similar materials to those found in the immediate locality is acceptable, however if approved I would suggest a Condition requiring details of render colour to ensure that both the material and colour are sympathetic.

The estate contains mixed house types and plot sizes, so very much on balance acceptable in this respect.

b-e

Not applicable

f) Be orientated to make good use of daylight and solar gain

The house would have main elevations facing south west and north east. The shape of the site in relation to the highway dictates this, but in any event it does ensure solar gain.

g) Ensure there is no unacceptable adverse impact on the amenity of neighbouring occupants or adjacent land users, including by reason of overlooking

Front (south west) – elevation containing habitable room windows to face front garden, highway and the front elevation of dwellings beyond at approx. 25.0m. Note that the proposed house will project 5.0m further forward than the applicant's own property, No.4 Lindsay Park. Whilst the proposed house will not bisect a line drawn at 45 degrees from the centre of the closest habitable room window on the ground floor, it will bisect such a line if projected from the closest bedroom window at 1st floor level. Given the orientation of the respective buildings in relation to the sun (i.e. that the proposed building will be to the west so overshadowing of an upper floor window is unlikely to occur to an unacceptable degree) and the fact that it is a window in the host property, on balance acceptable.

Rear (north east) – elevation containing habitable room windows to face rear garden of No.2 Duncan Close at approx. 7.60m at ground floor level and approx. 12.5m at 1st floor level. The boundary is delineated by a 1.8m high fence. The fence will prevent direct overlooking from windows at ground floor level but not from bedroom windows at 1st floor level, which will enable views downwards into the neighbour's garden. However, the part of the neighbour's rear garden closest to the house is overlooked by windows in the 1st floor of the rear elevation of No.4 Lindsay Park already as well as by its adjoining neighbour, so the net impact upon the amenity of occupants of No.2 Duncan Close would, on balance, not be sufficient reason to refuse the planning application.

The question of potential overshadowing of the rear garden of No. 2 Duncan Close needs to be considered, and the juxtaposition of proposed dwelling to rear garden means that there will be an element of overshadowing. However, and very much on balance it is the view of officers that this isn't a sustainable reason for refusal as the existing boundary feature is likely to cast shadow over the rear portion of the garden presently, and the 7.6m distance at ground floor level and 12.5m at first floor level between the rear of the proposed dwelling and the boundary will minimise loss of amenity.

Side (south east) – elevation containing a secondary 'orangery' window (lounge), to face the blank side elevation of No.4 Lindsay Park at a distance of 2.5m plus the rear garden. On balance this is acceptable given the window is not the primary source of light into a habitable room and that the latest amended plan contains a note describing this window as 'obscure glazed'. A condition requiring this window to be obscure glazed to at least Pilkington III standard, and be so retained is recommended to prevent intrusive views into the garden of No. 4.

Side (north west) – elevation containing two windows.

- i. A secondary 'orangery' (lounge) window at ground floor level facing the boundary with the rear garden of No.137 Brownside Road at 3.88m distance. The latest amended plan contains a note describing this window as 'obscure glazed'. A condition is recommended requiring this window to be obscure glazed to at least Pilkington III standard, and be so retained to prevent intrusive views into the garden of No.137.
- ii. A bathroom window at 1st floor level to face the rear garden of No. 2 Lindsay Park at 0.290m distance to boundary. Whilst it is highly likely that this window would be obscure glazed as a matter of course, it is recommended that a condition requiring this window to be obscure glazed to at least Pilkington III standard, and be so retained is imposed to prevent intrusive views into the garden of No.2.
- iii. Given the proximity of the proposed dwelling to the rear garden of No.2 Lindsay Park, a condition is recommended to prevent further openings in the building.

The rear elevation of No.2 Lindsay Park contains habitable room windows that will face the side elevation of the proposed dwelling at approx. 15.6m distance (as measured by the Case Officer), which accords with SP5 and HS4.

Policy HS4 3c of the local plan requires that new developments should “provide appropriate levels of privacy and outlook for occupants and for existing adjacent residents unless an alternative approach is justified to the Council’s satisfaction” and sets out the required minimum distances for different scenarios. In this case to satisfy the policy the distance to the side of the new dwelling and the rear of 2 Lindsay Park should be a minimum of 15 metres.

An extension to the rear elevation of No.2 is presently under construction. This extension contains openings that appear to be for habitable room windows in the elevation facing the proposed new house, at approx. 11.60m thereby contrary to the HS4 requirement. Prior to the construction of the extension and at the time of submission of the application, HS4 would have been met.

The extension does not have planning permission; however it is likely to be permitted development as it projects 4.0m from the rear elevation of a detached dwelling (as measured by the Case Officer) and whilst its finished height is unknown presently, it is assumed to be single storey. Building Regulation Approval was granted for a single storey extension in this position on 26.07.2019 under FP/2019/5017. The works were not commenced within 3 years from the date of approval, so the Consent lapsed on 26.07.2022. However, construction began this spring with the agreement of Building Control, using its discretion given difficulties in obtaining builders during COVID. The first recorded Inspection was on 13.04.2023.

Therefore, it must be considered in this scenario whether the HS4 15m distance should be strictly applied to the juxtaposition of buildings before or after the extension was commenced as once completed there will be a policy shortfall of 3.4m.

Policy HS4 allows some discretion if an alternative approach can be justified. In this scenario, the neighbours extension is half the width of the rear of the house and will face towards the rear portion of the new house, at a slightly oblique angle it will look over towards the rear garden. Notwithstanding this, given that a garage exists on the site in the same position and taking into consideration the prevailing pattern of development, orientation of the properties and boundary treatment which already casts some shadow over the garden it is not considered that the new dwelling would have an overbearing or oppressive impact on the dwelling as extended and that the facing distance would not result in a loss of privacy or overshadowing. Considering the above and taking a balanced view, officers consider that the proposal would maintain appropriate levels of privacy and outlook for existing and proposed dwellings.

Potential overshadowing of the rear garden of No.2 Lindsay Park also needs to be considered. The application contains diagrams that estimate levels of overshadowing, and they do indicate that approx. 20% of the rear garden of No.2 will be affected by shade-cast in the worst case scenario. The new dwelling lies to the East and the impact will diminish as the sun moves throughout the day.

If the amount shown on the diagrams is correct, the cast will be on the rear part of the garden only and very much on balance not of sufficient detriment to warrant refusal of the planning application. It should be noted that that the application has been amended since submission from one with a conventional gable facing no.2 Lindsay Park to one with a hipped roof facing No.2, specifically to reduce potential overshadowing of the back garden.

h) Not result in unacceptable conditions for future users and occupiers of the development

The proposed house does appear to provide acceptable living standards for occupants in all respects.

i) Provide adequate and carefully designed storage for bins and recycling containers

The application (as amended) does show bin stores to the side of the proposed house plus a gap of 1.2m between proposed house and boundary with No.4 Lindsay Park. A 240l wheely bin is 0.6m wide. Acceptable.

Parking:

The proposed house has four bedrooms plus three parking spaces (including an integral garage) therefore meets IC3. The proposal would result in the loss of No.4's off-street parking provision, so two off street parking spaces are shown in its front garden. No.4 has three bedrooms, therefore the two new space proposed accord with IC3 also. If approved, I would suggest a Condition requiring creation of the two spaces within the front garden of No.4 prior to commencement on the new house, to prevent an increase in on-street parking. I would also suggest a pre-commencement Condition requiring submission/approval/adherence to a Construction Management Plan to avoid potential conflict. The applicant has given written consent for such a Condition should the application be approved.

Drainage:

The application indicates that both foul and surface water will drain to public sewers. United Utilities in its standard consultation response suggests that principles of sustainable drainage need to be applied. If approved, I would suggest a Condition requiring drainage details to be submitted and approved. Note that should hydrological overloading occur presently, attenuation with controlled discharge may be required, however it will be the responsibility of the applicant to ensure that the house and site can drain properly.

Comments on Points of Objection:

Lindsay Park is already congested in terms of on-street parking and the proposal will compound the problem, plus associated hazards. People on Brownside Road have to park on Lindsay Park presently due to a lack of useable off and on-street parking. In amended form meets IC3 and Highways Consultee's concerns. It is appreciated that an additional driveway will remove a potential parking space, however on balance it is considered acceptable given that it will also mean fewer cars parked close to the junction of Lindsay Park and Brownside Road.

Loss of privacy due to direct overlooking of gardens and habitable room windows at 2 Lindsay Park and 2 & 4 Duncan Close. Addressed within this Report.

Loss of daylight and sunlight due to overshadowing. Addressed within this Report.

Noise and other disturbance during construction works. A condition requiring a Construction Management Plan is recommended including hours of delivery to site and to prevent burning of material.

House sits forward of others on the street so will be incongruous. Addressed within this Report.

House sits within 45 degree line when taken from front window of No. 4 Lindsay Park. Addressed within this Report.

Too close to No.4 and to the rear garden of No.2 Lindsay Park. Addressed within this Report.

Landing window will overlook the rear garden of No.2 Lindsay Park directly. Amended plan shows this as a bathroom window. A Condition is recommended to ensure that it be obscure glazed and so retained.

Inaccuracies in measurements on submitted plans. The Case Officer checked disputed dimensions on site and an amended plan was subsequently submitted.

No provision for scaffolding should build take place. This is not a material planning consideration

Detracts from character of the area. Addressed within this Report.

Potential impact upon drainage services in area. A condition requiring details of drainage is recommended.

Village infrastructure overstretched already. No evidence of this presented.

Would set unfortunate precedent. This is not a material planning consideration

Conclusion:

The scheme has evolved during the application process, to a point where all matters of contention that can be designed-out, have been. It is accepted that it remains a contentious proposal, particularly in terms of perceived impact upon the residential amenity of neighbours.

Applying the presumption in favour of sustainable development and on balance considering the relevant local plan policies and material considerations; it is the view of officers that, subject to the recommended conditions the proposal is acceptable and should be approved.

Recommendation:

Grant planning permission subject to the following Conditions:

1. The development to which this permission relates must be begun not later than the expiration of three years from the date of this permission.

Reason: In accordance with Section 91(1) of the Town and Country Planning Act 1990 as amended by the Planning Compulsory Purchase Act 2004.

2. The development shall be carried out in accordance with the approved plans listed below:

- Drawing No. 01B – Location plan, received 12.06.2023
- Drawing No. 02A – Existing floor plans and elevations, received 12.06.2023
- Drawing No. 03D – Amended floor plans, received 19.06.2023
- Drawing No. 04E – Proposed elevations, received 19.06.2023
- Drawing No. 05D – Site plan, received 19.06.2023
- Drawing No. 06 – Existing site plan, received 12.06.2023
- Drawing No. 07C – Roof plan, received 19.06.2023
- Drawing No. 08 – Shadow plan, received 11.04.2023
- Drawing No. 09 – Shadow plan, received 11.04.2023
- Drawing No. 10 – Shadow plan, received 12.06.2023
- Drawing No. 11 – Shadow plan, received 12.06.2023
- Drawing No. 12 – Average shadowing plan, received 12.06.2023

Reason: To ensure the development is implemented in accordance with the approved plans and to avoid ambiguity.

3. Notwithstanding details shown on submitted plans, the dwelling shall not be rendered until the colour of said render has been agreed in writing by the Local Planning Authority.

Reason: To ensure that the dwelling is rendered in a colour that is sympathetic to its surroundings, in the interests of visual amenity.

4. Construction of the approved dwelling shall not commence until the two car parking spaces shown on the approved plan in the front garden of No.4 Lindsay Park have been completed and are available for use of occupants of and visitors to No.4 Lindsay Park. The parking spaces shall be surfaced in a solid, permeable material and so retained. The two parking spaces shall thereafter remain available for parking of vehicles associated with No.4 Lindsay Park.

Reason: To ensure satisfactory levels of appropriately constructed off-street parking are achieved within the development and to avoid unnecessary parking on the highway to the detriment of highway safety, and in accordance with policy IC3 of Burnley's Local Plan July 2018.

5. The dwelling hereby approved shall not be occupied until the two car parking spaces shown on the approved plan have been completed and are available for use by its occupants and visitors. The parking spaces shall be surfaced in a solid, permeable material and so retained. The two parking spaces shall thereafter remain available for parking of vehicles associated with the dwelling hereby approved.

Reason: To ensure satisfactory levels of appropriately constructed off-street parking are achieved within the development and to avoid unnecessary parking on the highway to the detriment of highway safety, and in accordance with policy IC3 of Burnley's Local Plan July 2018.

6. The dwelling hereby approved shall not be occupied until the integral garage shown on the approved plan has been completed and is available for use by its occupants and visitors. The integral garage shall thereafter remain available for parking of vehicles associated with the dwelling hereby approved.

Reason: To ensure satisfactory levels of appropriately constructed off-street parking are achieved within the development and to avoid unnecessary parking on the highway to the detriment of highway safety, and in accordance with policy IC3 of Burnley's Local Plan July 2018.

7. The development hereby permitted shall not be occupied until an electric vehicle charging point has been installed; and shall thereafter be maintained. This shall be fitted in line with the DfT guidance regarding Electric Vehicle Charging in Residential and Non-residential buildings, which states charge points must have a minimum power rating output of 7kW and be fitted with a universal socket that can charge all types of electric vehicles.

Reason: To support sustainable transport objectives and to contribute to a reduction in harmful vehicle emissions.

8. No construction work shall take place on the development hereby approved outside the hours of 8am to 6pm Monday to Friday, 8am to 1pm on Saturday and not at any time on Sundays and Bank Holidays. Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to the Local Planning Authority.

Reason: to protect the amenities of nearby residents in accordance with policy NE5 and SP5 of the adopted Local Plan.

9. There shall be no burning of construction-derived waste or other materials within the curtilage of the premises.

Reason: to protect the amenities of nearby residents in accordance with policy NE5 and SP5 of the adopted Local Plan.

10. Notwithstanding details shown on submitted plans, the windows facing north-west and south-east in the single storey element to the rear of the dwelling, plus the window identified as 'bathroom' in the north-west facing elevation shall be glazed using obscured glass to a minimum of level 3 of the "Pilkington" scale of obscuration. And those windows shall remain so glazed (Note the application of translucent film to clear glazed windows does not satisfy the requirements of this condition).

Reason: In order to prevent an unacceptable degree of overlooking of nearby residential properties.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification), no door, window, dormer window or rooflight other than those expressly authorised by this permission shall be constructed without Planning Permission obtained from the Local Planning Authority.

Reason: To ensure the privacy for adjacent occupiers, in accordance with Policy HS4 of the Local Plan and the NPPF.

12. Notwithstanding details shown within the application, the dwelling shall not be occupied until details of both foul and surface water drainage have been submitted to the Local Planning Authority, approved in writing by the LPA and have been implemented in full. The elements of drainage so implemented shall be retained thereafter to the satisfaction of the Local Planning Authority. For the avoidance of doubt the site shall be drained utilising a separate system for foul and surface water, and surface water shall be discharged in a sustainable manner in accordance with the Hierarchy of Drainage Options stated below:

- into the ground (infiltration);
- to a surface water body;
- to a surface water sewer, highway drain, or another drainage system;
- to a combined sewer.

Reason: For the avoidance of doubt and to ensure satisfactory drainage in accordance with Policies CC4 and CC5 of the adopted Burnley Local Plan, National Planning Practice Guidance and the NPPF.

13. No development shall take place, including any works of demolition or site clearance, until a Construction Management Plan (CMP) or Construction Method Statement (CMS) has been submitted to, and approved in writing by the local planning authority. The approved plan/statement shall provide:

Details of the parking of vehicles of site operatives and visitors.

Details of loading and unloading of plant and materials.

Arrangements for turning of vehicles within the site where necessary.

Swept path analysis showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available and maintained, including any necessary temporary traffic management measures, where necessary.

Measures to protect vulnerable road users (pedestrians and cyclists).

The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.

Wheel washing facilities.

Measures to deal with dirt, debris, mud, or loose material deposited on the highway because of construction.

Measures to control the emission of dust and dirt during construction.

Details of a scheme for recycling/disposing of waste resulting from demolition and construction works.

Construction vehicle routing.

Delivery, demolition, and construction working hours.

The approved Construction Management Plan or Construction Method Statement shall be adhered to throughout the construction period for the development.

Reason: In the interests of the safe operation of the adopted highway during the demolition and construction phases.

Notes

This consent requires the construction, improvement or alteration of an access to the public highway. Under the Highways Act 1980 Section 171 Lancashire County Council as the Highway Authority must specify the works to be carried out. Only a contractor approved by the Highway Authority can carry out these works. Therefore, before any works can start, the applicant must contact the Highway Authority on highways@lancashire.gov.uk to ascertain the details of such an agreement. More information can be found on Lancashire County Council's website at <http://www.lancashire.gov.uk/roads-parking-and-travel/roads/vehicle-crossings.aspx>