

## RECOMMENDATION FOR PLANNING AND DEVELOPMENT COMMITTEE

### APPROVAL

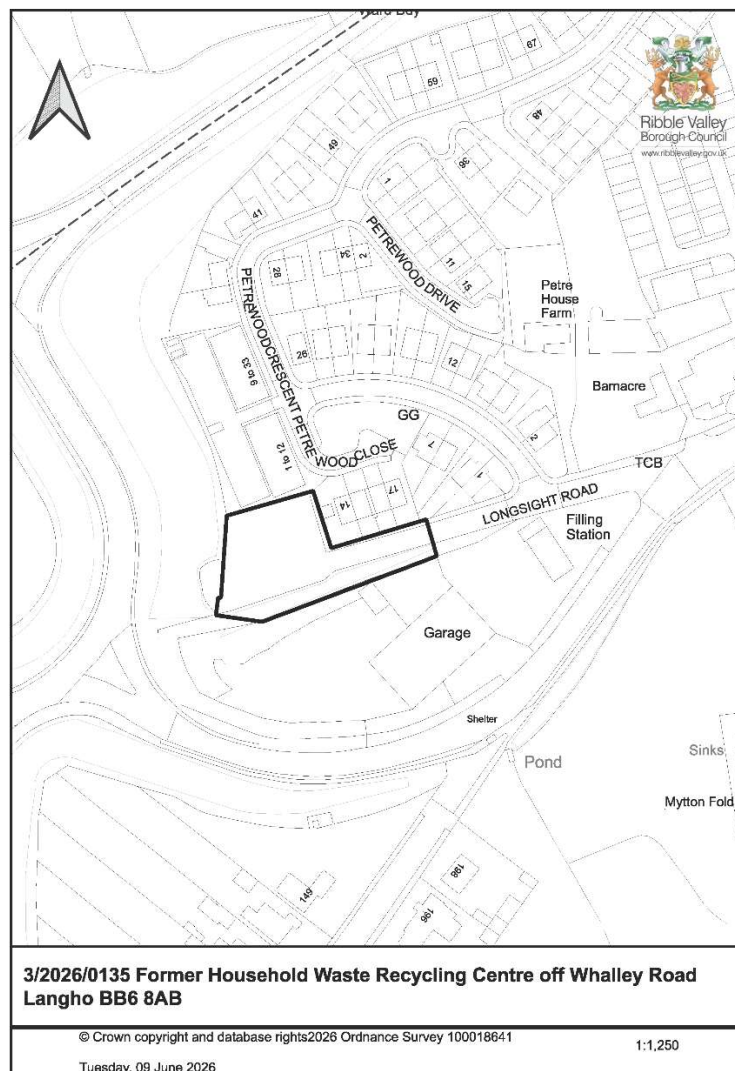
**DATE:** 25 June 2026  
**REF:** LW  
**CHECKED BY:** LH

**APPLICATION REF:** 3/2026/0135

**GRID REF:** SD 370964 434826

### DEVELOPMENT DESCRIPTION:

REGULARISATION OF USE OF LAND FOR OPEN AIR STORAGE OF VEHICLES (WITHIN CLASS B8), PROVISION OF WELFARE UNIT AND JET WASH AT FORMER HOUSEHOLD WASTE RECYCLING CENTRE OFF WHALLEY ROAD, LANGHO BB6 8AB



## **CONSULTEE RESPONSES/ REPRESENTATIONS MADE:**

### **PARISH COUNCIL:**

No representations received in respect of the application.

### **LOCAL HIGHWAYS AUTHORITY (LCC HIGHWAYS):**

No objection to the proposed development. This is subject to the imposition of a condition requiring the surface water drainage to be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site and the means of discharge from the site in order to prevent discharge onto the highway network and avoid contamination of highway drainage systems.

### **ADDITIONAL REPRESENTATIONS:**

Ten letters of representation have been received objecting to the application on the following grounds:

- There are enough jet wash units in the area;
- Detrimental economic impact on nearby car wash business;
- Impact on highway safety;
- Noise disturbance from traffic/ idle, jet washing, workers;
- Impact of nearby resident's health due to fumes from coaches;
- Debris and dust plumes from pressure washing;
- Loss of privacy due to workers standing on top of coaches to clean them;
- Welfare container located close to numerous properties;
- Environmental impacts including increased water usage, chemical runoff and drainage pressure;
- The noise assessment was undertaken in controlled conditions planned between the bus company and acoustic company;
- Disagreement with the submitted information - the buses are pressure washed at weekend; there are regular daily runs.
- Trees have been cut down without advice sought from the Council.

### **1. Site Description and Surrounding Area**

- 1.1 The site comprises the former Lancashire County Council waste recycling centre accessed off Whalley Road, Langho via a gated entrance. It is understood that these operations ceased in March 2011, at which time all associated infrastructure was removed leaving the land as an open, hard surfaced yard area.
- 1.2 The site was granted consent in 2018 for the creation of four Class B1/B8 business units; however, this has not been implemented with the site having been (unlawfully) used as a coach yard since October 2021.
- 1.3 Whilst the proposal site is located within a built-up area, comprising a variety of land uses at the edge of Langho, it is outside of any defined settlement area on land which benefits from an Open Countryside designation.

- 1.4 Around the western, northern and eastern perimeters of the site is timber fencing or a combination of brick walling with timber fencing above. To the west of the site is a wooded banking which leads up to the Langho roundabout on the A59 which is at a higher land level. To the north of the main part of the site are three-storey flats and a car park off Petre Wood Close. The access road to the site also passes to the south of four terraced houses which front onto Petre Wood Close. To the south, at a higher land level, is Petre Wood Garage, a car mechanics garage and petrol filling station which was recently granted Permission in Principle for the construction of up to nine new residential dwellings under application reference 3/2026/0232.

2. **Proposed Development for which consent is sought**

- 2.1 The application seeks retrospective planning consent for the use of the land as a coach yard for the open storage of up to five coaches, within Use Class B8, as well as the provision of a welfare unit and jet washing facilities.
- 2.2 The welfare unit measures 7.8m by 2.7m in footprint with a height ranging from 2.45m to 2.8m and will serve as a toilet and washbasin. There is no other built structure proposed at the site, with all administrative duties being carried out off-site.

3. **Relevant Planning History**

**3/2018/0837:**

Development of the former waste recycling centre to create four class B1/B8 business units (Approved).

4. **Relevant Policies**

**Ribble Valley Core Strategy**

Key Statement DS1 – Development Strategy  
Key Statement DS2 – Sustainable Development  
Key Statement EC1 – Business and Employment Development  
Key Statement DMI2 – Transport Considerations

Policy DMG1 – General Considerations  
Policy DMG2 – Strategic Considerations  
Policy DMG3 – Transport & Mobility  
Policy DMB1 – Supporting Business Growth and the Local Economy  
Policy DME6 – Water Management

National Planning Policy Framework (NPPF)  
National Planning Practice Guidance (NPPG)

Technical Guidance to National Planning Policy Framework

5. **Assessment of Proposed Development**

- 5.1 **Principle of Development:**

5.1.1 The application site lies within land designated as Open Countryside. Policy DMG2 of the Core Strategy states that development outside defined settlements must satisfy at least one of six specified criteria, as set out below:

- 1. The development should be essential to the local economy or social wellbeing of the area.*
- 2. The development is needed for the purposes of forestry or agriculture.*
- 3. The development is needed for local needs housing which meets an identified need and is secured as such.*
- 4. The development is for small scale tourism or recreational developments appropriate to a rural area.*
- 5. The development is for small scale uses appropriate to a rural area where a local need or benefit can be demonstrated.*
- 6. The development is compatible with the enterprise zone designation.*

5.1.2 Whilst the development does not directly meet any of the above criteria, the site is located adjacent to the A59 and is situated within a built-up context on the edge of Langho, characterised by a mix of land uses. It is also previously developed (brownfield) land, and its reuse would not give rise to visual or landscape impacts, having regard to the surrounding built form, limited public vantage points, and local topography. Furthermore, the principle of B1/B8 use on the site has previously been established under planning permission 3/2018/0837.

5.1.3 The proposed use as a coach yard would generate employment opportunities, including three full-time and four part-time positions, thereby contributing to the local economy. In this regard, Key Statement EC1 of the Ribble Valley Core Strategy directs employment development towards locations well related to main settlements, enterprise zones, and the A59 corridor, while Policy DMB1 offers in-principle support for proposals that promote business growth and the local economy.

5.1.4 Taking these factors into account, the proposal represents a sustainable form of development through the effective reuse of a previously developed site in close proximity to existing infrastructure and the strategic road network. It would support economic growth and follow on from the employment use previously approved under application 3/2018/0837.

5.1.5 On balance, the proposal is therefore considered to be acceptable in principle subject to an assessment of the other material planning considerations.

## 5.2 Impact upon Residential Amenity:

5.2.1 The application site lies adjacent to a number of residential properties on Petre Wood Close. Given the proposed use, there is potential for noise impacts, and several third-party representations have raised concerns regarding noise disturbance.

5.2.2 The proposal seeks to use the site as a coach yard falling within Use Class B8 (storage and distribution). This would involve regular vehicular movements associated with coaches arriving and departing the site. A jet washing facility is also proposed.

- 5.2.3 Supporting information confirms that the operator has a fleet of five coaches, although only four would be in operation at any one time, with the fifth retained as a spare. Movements would not follow a fixed pattern, reflecting the seasonal and varied nature of the business, which includes transportation for school and college trips, airport transfers, rail replacement services, and events.
- 5.2.4 The application is supported by a Noise Impact Assessment, which recommends a series of mitigation measures to minimise potential impacts on nearby noise-sensitive receptors. These include restricting coach departures to between 07:00 and 20:00 hours, arrivals to between 07:00 and 22:00 hours, and limiting pressure washing activities to between 09:00 and 18:00 hours, Monday to Friday.
- 5.2.5 The Assessment concludes that, taking the site context into account, noise levels at the most affected receptors would remain below the 'Lowest Observed Adverse Effect Level' as defined by the Noise Policy Statement for England (NPSE). On this basis, and subject to the recommended restrictions, the development is not expected to result in significant adverse noise effects.
- 5.2.6 Concerns have been raised by third parties regarding the methodology and assumptions within the Noise Impact Assessment, including the conditions under which it was undertaken and the accuracy of operational details. Notwithstanding these concerns, the Assessment has been reviewed by the Council's Environmental Health Officer, who raises no objection subject to the imposition of appropriate planning conditions to control operating hours and site activities.
- 5.2.7 The Assessment recommends the use of either an acoustic enclosure for the pressure washing compressor or a quieter alternative to further reduce noise emissions. The applicant has explored alternative methods, including the use of non-motorised equipment, but these have been deemed impractical. The applicant has confirmed their intentions to provide details of an acoustic enclosure, which would be acceptable in principle and can be secured by condition. Subject to this, no undue concerns are raised in respect of noise from jet washing activities.
- 5.2.8 The Environmental Health Officer has also suggested a condition to prevent coaches from idling for more than five minutes. However, this is not considered to meet the six tests set out in Paragraph 55 of the National Planning Policy Framework, particularly in terms of enforceability, and is therefore not recommended.
- 5.2.9 Concerns have also been raised regarding noise generated by site operatives. However, such matters fall outside the scope of planning control.
- 5.2.10 Representations also raise concerns regarding debris, overspray, and potential loss of privacy arising from pressure washing activities, including operatives standing on top of vehicles. These impacts can be appropriately mitigated through a condition requiring all pressure washing activities to be confined to the designated 'washing station' area shown on Proposed Site Plan (dwg no. A3.2). This location is the furthest point from residential properties, approximately 28m from No.14 Petre Wood Close and 25m from Nos. 1-12 Petre Wood Close, thereby reducing the potential for noise, overspray and overlooking.

- 5.2.11 With regard to concerns relating to vehicle emissions, while some level of exhaust fumes is inherent to the proposed use, these are not considered to give rise to significant harm to residential amenity given the scale of the operation, the intermittent nature of vehicle movements, and the proposed controls over activity on site.
- 5.2.12 Concerns have also been expressed regarding the siting of the proposed welfare container in proximity to residential properties. The structure would be located approximately 8m from the rear boundaries of Nos. 14-17 Petre Wood Close on land at a lower level. It would be modest in scale, with a footprint of approximately 21sqm and a maximum height of 2.8m. Existing boundary treatments are also considered sufficient to provide screening. As such, the structure would not result in any significant adverse amenity impacts by way of overshadowing, loss of outlook, daylight or privacy.
- 5.2.13 Having regard to the above, it is considered that the development can be adequately controlled through planning conditions and would operate in a manner that would not result in unacceptable harm to the amenity of neighbouring residents. As such, there is not considered to be any residential amenity grounds that would warrant refusal of planning permission.

### 5.3 Visual Amenity/External Appearance

- 5.3.1 The application site comprises an existing hard surfaced yard which is relatively well contained within its immediate surroundings. It is set within a built-up context, enclosed by land at a higher level and bounded by established vegetation. As a result, the site benefits from a good degree of natural screening and is not visually prominent from either immediate or wider public vantage points.
- 5.3.2 The site is also located adjacent to an existing car garage and petrol filling station. Viewed within this context, the proposed use of the site as a coach yard accommodating up to five vehicles, together with a modest welfare unit and jet wash area, would not appear incongruous or out of character with the surrounding land uses. The proposal would therefore satisfactorily integrate with its surroundings and would not give rise to any significant adverse impacts on visual amenity.

### 5.4 Landscape and Ecology:

- 5.4.1 No ecological constraints have been identified in relation to the proposed development. Furthermore, as this is a retrospective planning application, the development is exempt from the requirement to deliver mandatory Biodiversity Net Gain.
- 5.4.2 Third-party representations have raised concerns regarding the removal of trees from the site during the previous spring without prior consultation with the Council. However, the site is not subject to a Tree Preservation Order and does not lie within a Conservation Area. In addition, the proposed development is not considered to result in any adverse harm upon existing trees.

## 5.5 Highway Safety and Accessibility:

- 5.5.1 It is acknowledged that a number of third-party representations have raised concerns regarding highway safety and the suitability of the existing access from Whalley Road to serve the site as a coach yard. Notwithstanding these concerns, the proposal has been assessed by LCC Highway, who has raised no objection subject to the imposition of a condition requiring surface water from the site to be routed through an oil interceptor to prevent contamination of the highway drainage system.
- 5.5.2 With this in mind, the proposal is considered to be acceptable in terms of highway safety and accessibility, subject to appropriate planning conditions.

## 5.6 Flood Risk/ Drainage:

- 5.6.1 The application site is identified as being susceptible to surface water flooding, and a Flood Risk Assessment (FRA) has been submitted in support of the proposal. The FRA identifies that, during a 1 in 100-year surface water event, flooding is largely confined to the northern boundary of the site, whereas a 1 in 1000-year event indicates more widespread inundation across the yard. In the 1 in 100-year event, flood depths are generally limited to approximately 200mm, with climate change allowances indicating potential increases to a maximum of approximately 600mm.
- 5.6.2 The FRA notes that the proposed use involves the storage of coach vehicles, which have a high chassis clearance and are therefore unlikely to be significantly affected by shallow surface water flooding. Nevertheless, it is recommended that a site-specific flood risk management and evacuation plan is implemented to ensure appropriate monitoring and response during periods of prolonged or intense rainfall. Such a plan has been submitted as part of the application and is considered acceptable. Its implementation can be secured by planning condition.
- 5.6.3 The site is currently served by an existing surface water drainage system, including yard gullies, which facilitate the management of surface water and would allow floodwaters to dissipate following any flood event. The proposal does not introduce any additional impermeable surfaces and would not alter the existing drainage regime.
- 5.6.4 Having regard to the findings of the FRA and the nature of the proposed use, it is not considered that the development would be subject to an unacceptable level of flood risk, nor would it exacerbate flooding elsewhere. As such, there are no flood risk or drainage grounds that would warrant the refusal of planning permission.

## 5.7 Other Matters:

- 5.7.1 Third Party representations have raised concerns regarding the need for the proposed jet washing facilities, noting the presence of similar facilities within the surrounding area, including the car wash at Petre Garage. However, the proposed jet washing facilities are intended solely for use in connection with the coach yard and would not be available for use by members of the public. In any event, the existence of alternative facilities in the locality is not a material planning

consideration and as such, should be afforded no weight in the determination of this application.

6. **Observations/Consideration of Matters Raised/Conclusion**

- 6.1 As such, it is for the above reasons and having regard to all material considerations and matters raised that the application is recommended for approval.

RECOMMENDATION: That the application be APPROVED subject to the imposition of the following conditions:

1. Unless explicitly required by condition within this consent, the development hereby permitted shall be carried out in complete accordance with the proposals as detailed on drawings:

Location Plan (dwg no. A3.5)

Proposed Site Plan (dwg no. A3.2)

Proposed Floor Plans and Elevations (dwg no. A3.3)

Proposed Site Sections (dwg no. A3.4)

Swept Path Diagrams (dwg no. A3.6)

REASON: For the avoidance of doubt and to clarify which plans are relevant to the consent.

2. The materials to be used on the external surfaces of the development as indicated within the application form and on drawing 'Proposed Floor Plans and Elevations' (dwg no. A3.3) shall be implemented as indicated.

REASON: In order that the Local Planning Authority may ensure that the materials to be used are appropriate to the locality.

3. There shall be no more than five coaches on the site at any one time.

REASON: To clarify the nature of the consent hereby approved and to ensure the number of coaches on site would not be of detriment to nearby residential amenity.

4. Jet washing shall be restricted to between 09:00 and 18:00 Monday to Friday. There shall be no jet washing of vehicles outside of these stated hours.

REASON: To comply with the terms of the application and in the interest of protecting the amenities of nearby residents.

5. All coach departures from the site shall be restricted to between the hours of 07:00 and 20:00 and all coach arrivals to the site shall be restricted to between the hours of 07:00 and 22:00 Monday to Sunday including Bank Holidays.

REASON: To comply with the terms of the application and in the interest of protecting the amenities of nearby residents.

6. Jet washing activities shall be restricted to the area marked as 'washing station' on the 'Proposed Site Plan' (dwg no. A3.2) only.

REASON: In the interest of protecting the amenity of nearby residents.

7. Within one month from the date of this permission, details of an acoustic enclosure for the pressure washer compressor shall be submitted to and approved in writing by the Local Planning Authority. The acoustic enclosure shall be implemented in accordance with the approved details within three months from the date of this permission and thereafter retained in perpetuity.

For the avoidance of doubt, the approved acoustic enclosure shall not be altered without the prior written consent of the Local Planning Authority.

REASON: In the interest of protecting the residential amenity of nearby residents.

8. All surface water drainage shall be passed through an oil interceptor designed and constructed to have a capacity and details compatible with the site and the means of discharge from the site.

REASON: In the interests of highway safety, to prevent discharge onto the highway network and prevent contamination of highway drainage systems.

9. The development shall be carried out in complete accordance with the submitted Flood Risk Assessment (dated April 2026) and Flood Risk Management and Evacuation Plan (dated 5<sup>th</sup> May 2026).

REASON: In order to minimise the risk of flooding.

#### BACKGROUND PAPERS

<https://webportal.ribblevalley.gov.uk/planningApplication/38224>