

Former Recycling Depot, off Whalley Road, Langho, Blackburn
BB6 8AB

Proposed use of land for open air storage of vehicles within use class B8, provision of welfare unit and jet wash. Retrospective application.

Planning Statement JDTPL 565

February 2026

Judith Douglas BSc (Hons), Dip TP, MRTPI



8 Southfield Drive,
West Bradford,
Clitheroe, Lancashire, BB7 4TU
Telephone: 01200 425051
Mobile: 07729 302644

Email: Judith@jdouglastownplanning.co.uk
Website: www.jdouglastownplanning.co.uk

PROPOSED USE OF LAND FOR OPEN-AIR STORAGE OF VEHICLES WITHIN USE CLASS B8 AND PROVISION OF A WELFARE UNIT AND JET WASH, RETROSPECTIVE APPLICATION AT THE FORMER RECYCLING DEPOT, LONGSIGHT ROAD, LANGHO BB6 8AB.

1 INTRODUCTION

- 1.1 This planning statement has been prepared to accompany a full application for the use of land for the storage of vehicles use class B8, a welfare unit and jet wash. The application is in retrospect. The site is currently being used for the storage of up to 5 coaches. The site was formerly used as a household waste recycling depot operated by Lancashire County Council. The site area is 0.18h.
- 1.2 This statement provides a description of the site and the proposed development, its compliance with the development plan and an assessment of other material considerations. It should be read in conjunction with the accompanying information:
- PHA/1046 A3.1 Pre-existing site plan
 - PHA/1046 A3.2 Proposed site plan
 - PHA/1046 A3.3 Proposed Floor plans and elevations
 - PHA/1046 A3.4 Site sections
 - PHA/1046 A3.5 Location plan
 - PHA/1046 A3.6 Swept path diagrams
 - Noise Impact Assessment

2 THE APPLICATION SITE AND SURROUNDING AREA

- 2.1 The application site comprises the former Lancashire County Council Langho waste recycling yard and access road. The site is hard surfaced with a small amount of landscaped banking on the southern side. Around the western northern and eastern perimeters is timber fencing or a combination of brick walling with timber fencing on top. Adjacent to the access road is a steel storage container, which has been adapted for use as a welfare unit. The entrance to the site is off Longsight Road which connects to Whalley Road. The first section of Longsight Road up to the entrance gates is adopted highway. The entrance gates open into the site.
- 2.2 To the west of the site is the wooded banking to the Langho roundabout on the A59 which is at a higher level. To the north of the main part of the site are three storey flats and a car park off Petre Wood Crescent. The access road to the site passes to the south of four terrace houses which front onto Petre Wood Close. To the south of the site and its access road, and

at a higher level, is Petre Garage, a car mechanics garage providing vehicle repairs, MOT's, jet washing facilities and petrol filling station. Adjacent to this the land appears to be being used as a yard to store and maintain plant hire equipment and HGV vehicles.

- 2.3 The site is outside the settlement boundaries of Langho and Billington and within an area designated as open countryside in the adopted Housing and Economic Development, Development Plan Document proposals map. However, it is surrounded by built development comprising housing, a repair garage, petrol filling station and business premises and the embankment to the large roundabout on the A59. The site is brownfield and was previously an employment generating site.
- 2.4 Access to the site is off the short section of the adopted highway of Longsight Road which ceases at the site entrance. The site entrance is 90m from Whalley Road which carries bus services 22 (Clitheroe to Blackburn and Shadsworth), and the 280 (Skipton to Preston). The site entrance is within 885m walking distance of Langho railway station.
- 2.5 The site is in flood zone 1 on the GOV.UK Flood map for planning

3 THE PROPOSED DEVELOPMENT

- 3.1 The planning application seeks permission in retrospect to use the site for the storage of vehicles and to retain the welfare unit and jet wash. The site is currently used to store up to five coaches. The welfare unit measure 7.8m by 2.7m and is 2.45m - 2.8m high and is used for storage and will be used to provide a toilet and washbasin. There is no office at the site, all administration duties are done off-site at the applicant's home.
- 3.2 The site is run by Orrell's Coach Hire Limited with five coaches being stored at the site. The applicant has an operator's license for four coaches the fifth coach is a reserve, standby coach for use in case of breakdowns. The business provides three full-time jobs and four part-time jobs as the business is seasonal. Previously Pilkington Bus stored three double-decker buses at the site which were used for schools' services. This arrangement has now ceased with no intention that it should resume.

4 SITE HISTORY

- 4.1 The application site was previously used as a household waste recycling centre until 31st March 2011. The recycling centre comprised a series of skips on the northern and western perimeter of the site with a parking and turning area. The whole area was hard surfaced and

fenced. The household recycling centre was operational during the construction of the houses on Petre Wood Close and Petre Wood Crescent and remained operational after they were occupied from 2009.

- 4.2 The planning records at the Council Offices indicate that planning permission was probably first granted for the household waste centre in 1981. There was an application recorded in 2002 to vary the operating hours see table below. The most recent approval was for the construction of four Class B1/B8 Business uses.

Application	Address	Development	Decision
3/2021/0990	Former Household Waste Recycling Centre off Whalley Road Langho BB6 8AB	Discharge of Conditions 6 (Foul Surface Water Disposal), 9 (Construction Method Statement), 14 (Land Contamination) from planning permission 3/2018/0837.	APPROVED WITH CONDITIONS Date : 19/11/2021
3/2018/0837	Former Household Waste Recycling Centre off Whalley Road Langho BB6 8AB	Development of the former waste recycling centre to create four class B1/B8 business units.	APPROVED WITH CONDITIONS Date : 16/11/2018
3/2002/0990	PETRE ARMS HOUSEHOLD WASTE RECYCLING, CENTRE, LONGSIGHT ROAD, LANGHO, BLACKBURN	VARIATION OF CONDITION 3 OF PLANNING PERMISSION 3/99/0322 TO EXTEND THE HOURS OF PUBLIC OPENING TO BETWEEN 0800-1900 MONDAY TO SUNDAY INCLUSIVE	APPROVED WITH CONDITIONS Date : 14/01/2003
3/1999/0322	PETRE ARMS, HOUSEHOLD WASTE DISPOSAL CENTRE, LONGSIGHT ROAD, LANGHO CLITHEROE	MODIFICATION OF CONDITION OF 3/81/0782 TO EXTEND THE HOURS FOR SERVICING THE SITE	APPROVED WITH CONDITIONS Date : 09/07/1999

5 DEVELOPMENT PLAN POLICY

- 5.1 The Development Plan for the purposes of this application comprises the Ribble Valley Core Strategy (adopted 2014) and the National Planning Policy Framework (NPPF) (2024).

Core Strategy (2014)

- 5.2 The following policies are of relevance to the proposal:

Key Statement DS2: Sustainable Development
 Key Statement EC1: Business and Employment Development
 Key Statement EN2: Landscape
 Key statement DMI2: Transport Considerations

Policy DMG1: General Considerations
Policy DMG2: Strategic Considerations
Policy DMG3: Transport & Mobility
Policy DME2: Landscape & Townscape Protection
Policy DMB1: Supporting business growth

5.3 National Planning Policy Framework

NPPF paragraph “198. *Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should: a) mitigate and reduce to a minimum potential adverse impact resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life*”

6 OPERATIONS STATEMENT

6.1 Orrell’s Coach Hire has operated in the Ribble Valley since 2012. They moved to the site at Langho in October 2021. The business provides coaches for:

- Social groups, ramblers’ associations, Scouts/Guides days (usually one day)
- School and college trips (usually one day)
- Airport and rail replacement mostly planned work
- Race days (usually one day)
- Concerts and festivals (usually several days)
- Football and rugby supporters away travel (usually one day)
- School coach hire (usually one day but can be trips abroad)
- Wedding parties (usually one day).

6.2 The applicant has provided the following information statement to describe how the site is operated and the activities that occur on site. *“We have 5 coaches on site. We are authorised to operate with 4 coaches at any one time. The 5th coach is a backup and spare, utilised should we have problem with any of the other coaches. The 5th coach rarely gets used, maybe 5 times a year. It’s not an easy one to assess and provide information on, as nothing is typical or consistent and can vary from day to week to month. We don’t carry out a regular school run for example where a vehicle leaves and returns to the yard at the same time every day. There are no set patterns of movement. We run a seasonal operation with our busy*

times in the summer between the start of May and end of September. Although these months are the busy times, we often spend long periods away from the yard on European tours etc so a coach could leave the yard and not return for between 4 days or sometimes up to 10 days later, some days we don't have any movement in the yard at all.

Looking back at 2025 our average days of any activity in the yard over the period of a month was 17 days. With the lowest month for activity in the yard being 9 days and the highest 23 days. Over that average 17 day period the worst case scenario would be all 4 coaches leaving at the same time and returning at the same time, and may occur once or twice, with the majority of movements occurring between the hours of 07:00 and 19:00. I would say about 85% of the movement fall between those hours with 15% occurring between the hours of 19:00 and 23:00. There is no activity between the hours of 23:00 and 07:00. If there is an occasion where we need to move a vehicle between the hours of 23:00 and 07:00 we will utilise a layby and park offsite until it's a more appropriate time to return.

Typically, the pressure washer gets used on average 5 times a week with the pressure washer running on and off for approximately 20 minutes over a 40-minute period.

The drivers will arrive at the site by car, and their cars are left on site until they return and leave for the day. The gate is left open by the first person to enter and closed after the last person leaves to avoid idling at the gate."

6.3 A more detailed description is provided in the Acoustics Report.

7 EVALUATION

7.1 The main issues to be considered relating to the development are:

Principle of the development

Impact upon residential amenity

Impact on the landscape of the open countryside and visual impact

The effect on highway safety.

7.2 The application site is a brownfield site within a built-up area containing a variety of uses on the edge of Langho, outside the settlement boundary. The site was previously an employment generating site. The principle of redeveloping the site for employment generating purposes was established when planning permission was granted in 2018 for the construction of four B1/B8 business units. Key Statement EC1: Business and Employment Development, directs

employment development towards main settlements and other locations including sites well related to the A59 corridor. The site is well related to the A59 and nearby highway network. Policy DMG2: Strategic Considerations, confirms that development must meet one of six criteria which includes *“the development is for small-scale uses appropriate to a rural area where a local need or benefit can be demonstrated”*. The proposed development is small scale and provides employment. The proposed development represents the re-use of an existing employment generating site thereby retaining the benefits of employment in rural, sustainable location, close to a tier 1 settlement and frequent public transport services. This accords with the strategic vision of the Core Strategy. Key Statements DS2 Sustainable development and DM12 Transport Considerations. The proposal accords with Policy DMB1: Supporting Business Growth and Local Economy which supports *“proposals that are intended to support business growth and the local economy”*

Residential amenity

- 7.3. An acoustic assessment has been carried out. Background sound levels have been measured around the site at locations representative of the closest noise sensitive receptors, and operational activity noise levels have been measured and incorporated into a 3D computer noise modelling to inform the noise assessment. The Assessment Conclusion of the report states that:

The following restrictions on operating hours and site activities are proposed to minimise the potential noise impact on local NSRs:

- *Coach departures from the yard restricted to 07:00 – 20:00*
- *Coach arrivals to the yard restricted to 07:00 – 22:00*
- *An open gate policy to prevent coaches from stopping and idling adjacent to residential properties at the entrance to the yard*
- *Pressure washing of coaches in the yard restricted to 09:00 – 18:00, Monday – Friday*
- *Wash station bay relocated to the corner of the site to maximise distance attenuation and potential acoustic screening from adjacent parked coaches*

The initial BS4142 estimate of the noise impact from the proposed site activities has been modified based on context, including consideration of the activity noise levels with respect to BS8233 recommended external and internal absolute noise limits, and consideration of the limited number occurrences of coach movements and coaches being washed on site.

Taking context into account, it is considered that the impact from the proposed development at the worst affected noise sensitive receptors is likely to be below the 'Lowest Observed Adverse Effect Level' threshold as defined in the NPSE.

It is therefore considered that based on the proposed restrictions on operating hours and site activities, the proposed coach yard activities would not result in any significant adverse noise impacts at the noise sensitive receptors.”¹

- 7.4 The noise assessment has considered the impact of the development on the neighbouring residential properties. The result of the noise assessment is that the development would be acceptable in relation to noise provided that certain limitations are applied to the planning permission. These conditions would limit the departure and arrival times of the coach and the period of the day when pressure washing can take place. This can be secured by the imposition of conditions on a planning permission. The assessment has been carried out on the basis that the maximum number of coaches operating at the site will be four coaches with an additional coach stored at the site for use as a reserve, in the case of a breakdown. The number of coaches operating from the site can similarly be controlled by a planning condition.
- 7.5 The applicant has discussed the proposal with some of the neighbouring residents. A letter of support for the proposal is included in the appendix. The occupier of the top floor flat next to the site confirms that he does not experience any disturbance from the use of the site for storing of coaches. The proposal is compliant with Policy DMG1: General considerations in relation to amenity.

Impact on the landscape of the open countryside and visual impact

- 7.6. The application site was part of the former carriageway of the A59 before the roundabout was constructed. The former carriageway, together with the land to the north, which was hard surfaced, created the recycling centre. The proposed use introduces a steel container onto the site to be used as a welfare unit. The unit is small scale and screened by the trees growing on the banking on the south side of the site. Otherwise, the appearance of the site is similar to what it was when it operated as a recycling centre, which included recycling skips and a portable building.
- 7.7 The site is entirely surrounded by land at a much higher level or built development from which it is separated by a high boundary fence. The boundary fence on the western side marked A

¹ Noise Policy Statement for England, 2010 (NPSE)

on the site plan is a timber fence 1.8m high. There is a brick wall of 1.1m with a timber fence on top of 1.5m giving a total height of 2.6m marked B on the plan, between the site and the apartments 1-12 off Petre Wood Crescent. The gable of the apartments in which there are no windows, faces the site. There may be oblique views of the stored vehicles from the west facing windows of the apartment building.

7.8 The gable of 14 Petre Wood Close is separated from the site by another wall and fence marked C on the site plan. The brick wall is 1.1m with a 2m fence on top giving a total height of 2.1m. The rear of the four houses 14 to 17 Petre Wood Close is separated from the access to the site by a brick wall which ranges between 1.1m to 1.3m with a timber fence 2m high on top giving a total height range of between 3.1m and 3.3m in height. This is mark D on the site plan. These fences were in place around the recycling depot when the houses were built.

7.9 The submitted site section indicates that the western end of the site is considerably lower than the adjacent apartments.

7.10 Policy DMG2 of the Ribble Valley Core Strategy states that:

‘Within the open countryside development will be required to be in keeping with the character of the landscape and acknowledge the special qualities of the area by virtue of its size, design, use of materials, landscaping and siting. Where possible new development should be accommodated through the re-use of existing buildings, which in most cases is more appropriate than new build’.

7.11 Policy DMG1 of the Ribble Valley Core Strategy states that all development must:

1. be of a high standard of building design which considers the 8 building in context principles (from the cbe/english heritage building in context toolkit).

2. be sympathetic to existing and proposed land uses in terms of its size, intensity and nature as well as scale, massing, style, features and building materials.

3. consider the density, layout and relationship between buildings, which is of major importance. particular emphasis will be placed on visual appearance and the relationship to surroundings, including impact on landscape character, as well as the effects of development on existing amenities.

4. use sustainable construction techniques where possible and provide evidence that energy efficiency, as described within Policy DME5, has been incorporated into schemes where possible.

- 7.12 The site is very well screened from the surrounding landscape due to its low-lying position and the buildings surrounding the site. The proposed coach storage yard is well screened from residential properties surrounding the site by existing walls and fences. The site is adjacent to a petrol filling station and another area used for open storage. The visual appearance of the site in this context is acceptable and complies with Key Statement EN2: Landscape, policies DME2: Landscape and Townscape Protection and DMG1:General Considerations.

Highway Safety

- 7.13 Paragraph 116 of the National Planning Policy Framework 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'*.

With regards to parking, Policy DMG3 of the Ribble Valley Core Strategy states that:
"All development proposals will be required to provide adequate car parking and servicing space in line with currently approved standards."

Policy DMG1 also states that development must:

1. *Consider the potential traffic and car parking implications.*
2. *Ensure safe access can be provided which is suitable to accommodate the scale and type of traffic likely to be generated.*

- 7.14 The number of trips to and from the site per day, is likely to be low. The site is accessed directly off the adopted highway which has street lighting. The junction of Longsight Road with Whalley Road is wide and has good visibility for drivers. Adequate spaces is provided for coaches to turn within the site so that they can enter and leave in forward gear. The proposal meets with the requirement of the NPPF and policy DMG1 in relation to highway safety.

Other matters.

- 7.15. As the application is in retrospect, the development is exempt from the requirement to provide biodiversity net gain.

8 CONCLUSION

- 8.1 The proposal is to retain the use of the site as a coach storage yard as we have described, which is a B8 use employing three staff and additional part time seasonal drivers. The Core Strategy key statement EC1 Business and Employment supports economic development which is well related to the A59 corridor. The site was previously an employment generating and is a brownfield site. It is adjacent to existing commercial development at Petre Garage.
- 8.2 The proposed development represents the re-use of an existing employment generating site thereby retaining the benefit of employment in a rural, sustainable location close to frequent public transport services. This accords with the strategic vision of the Core Strategy. The proposal accords with Policy DMB1 and DMG2.
- 8.3 Whilst the development is located in the open countryside, the proposal does not conflict with the Core Strategy due to the character and nature of the surrounding area. We have also demonstrated that the use of the site will not adversely affect the amenities of the neighbouring residents due to the activities at the site. The operating hours can be restricted by a planning condition to ensure this, as well as a condition limiting the number of coaches to be stored at the site.

Appendix

Letter of support from resident at 9 Petre Wood Close

Andreas Jarvis
9 Petre Wood Close
Langho
BB6 8FE

Wednesday the 4th of February 2026

To whom it may concern.

I have resided at this address for 17 years and 7 months. My accommodation is a top floor apartment and situated in close proximity, approximately 10 metres away from the area where Orrells Coach Hire park their vehicles. Since living here, the area in questions down to my left has been a recycling centre and more recently, I would say for approximately 5 years, Orrells Coach Hire have occupied the site.

When the site was a recycling centre I was exposed to lots of noise pollution from the processes of the site and from large wagons coming in to empty the skips. The wagons would start to arrive as early as 07:00am and up to 22:30 on some occasions. Also, in the summer months the smell emitting from the site was very unpleasant. The disturbance became so intolerable that I once had to call the Police and invite them to come and monitor the site.

In comparison and contrast, I have had absolutely no problems at all with Orrells Coach Hire occupying the site. Most of the time I don't notice them. As a resident who lives in close proximity to the site it is a concern as to the type of business and operation that runs from the site. In my opinion it's a relieve to have Orrells Coach Hire on site as I am no longer subjected to any disturbance of any kind.

Yours sincerely

A handwritten signature in black ink, appearing to read 'andreas JARVIS', with a large, sweeping flourish extending from the end of the name.

Andreas Jarvis