



Eastern Area Planning Committee

Date: Wednesday, 2 September 2026
Time: 10.00 am
Venue: The Allendale Centre, Hanham Road, Wimborne, Dorset, BH21 1AS

Members (Quorum: 6)

David Tooke (Chair), Duncan Sowry-House (Vice-Chair), Alex Brenton, Ray Bryan, Toni Coombs, Beryl Ezzard, Scott Florek, Hannah Hobbs-Chell, David Morgan, Julie Robinson, Andy Skeats and Gary Suttle

Chief Executive: Catherine Howe, County Hall, Dorchester, Dorset DT1 1XJ

For more information about this agenda please contact Democratic & Governance Services Meeting Contact joshua.kennedy@dorsetcouncil.gov.uk

Members of the public are welcome to attend this meeting, apart from any items listed in the exempt part of this agenda. If you would like to attend this meeting and have any specific requirements please contact the Democratic Services Officer named above.

For easy access to all the council's committee agendas and minutes download the free public app called Modern.Gov for use on any iPad, Android, and Windows tablet. Once downloaded select Dorset Council.

Agenda

Item	Pages
1. APOLOGIES	
To receive any apologies for absence	
2. DECLARATIONS OF INTEREST	
To disclose any pecuniary, other registrable or personal interest as set out in the adopted Code of Conduct. In making their decision councillors are asked to state the agenda item, the nature of the interest and any action they propose to take as part of their declaration.	
If required, further advice should be sought from the Monitoring Officer in advance of the meeting.	

3. MINUTES

3 - 10

To confirm the minutes of the meeting held on 22 July.

4. REGISTRATION FOR PUBLIC SPEAKING AND STATEMENTS

Members of the public wishing to speak to the Committee on a planning application should notify the Democratic Services Officer listed on the front of this agenda. This must be done no later than two clear working days before the meeting. Please refer to the Guide to Public Speaking at Planning Committee. [Guide to Public Speaking at Planning Committee](#)

The deadline for notifying a request to speak is 8.30am on Friday 28 August.

5. P/FUL/2026/02113 - HOLTON HEATH GARAGE, WAREHAM ROAD, HOLTON HEATH, BH16 6JW 11 - 28

Retain petrol filling station, forecourt, and Class E retail unit with 24-hour opening and lighting scheme.

6. P/FUL/2026/03042 - COLEHILL FIRST SCHOOL, PILFORD HEATH ROAD, COLEHILL, BH21 2HL 29 - 40

Demolish existing covered area and replace it with a new roof. Erect single-storey extension.

7. URGENT ITEMS

To consider any items of business which the Chairman has had prior notification and considers to be urgent pursuant to section 100B (4) b) of the Local Government Act 1972

The reason for the urgency shall be recorded in the minutes.

8. EXEMPT BUSINESS

To move the exclusion of the press and the public for the following item in view of the likely disclosure of exempt information within the meaning of paragraph x of schedule 12 A to the Local Government Act 1972 (as amended). The public and the press will be asked to leave the meeting whilst the item of business is considered.

There are no exempt items scheduled for this meeting.



EASTERN AREA PLANNING COMMITTEE

MINUTES OF MEETING HELD ON WEDNESDAY 22 JULY 2026

Present: Cllrs David Tooke (Chair), Duncan Sowry-House (Vice-Chair), Alex Brenton, Ray Bryan, Toni Coombs, Beryl Ezzard, Scott Florek, David Morgan, Julie Robinson, Andy Skeats and Gary Suttle

Apologies: Cllrs Hannah Hobbs-Chell

Also present: Cllr Spencer Flower

Also present remotely: Cllr Shane Bartlett

Officers present (for all or part of the meeting):

Elizabeth Adams (Development Management Team Leader), Marianne Ashworth (Lawyer - Regulatory), Kim Cowell (Development Management Area Manager (East)), Joshua Kennedy (Democratic and Governance Officer), Ellie Lee (Planning Officer), Megan Rochester (Senior Democratic & Governance Services Officer), Naomi Shinkins (Lead Project Officer) and Cari Wooldridge (Planning Officer)

19. Declarations of Interest

Cllr Morgan declared that he had an interest in application P/LBC/2026/03245 and P/ADV/2026/02975 due to his role as a trustee for the Museum of East Dorset and left the room for the deliberation of these items.

Cllr Suttle declared a pecuniary interest in application P/HOU/2026/01416 and withdrew from the meeting for the deliberation of this item.

20. Minutes

The minutes of the meeting held on 24 June were confirmed and signed.

21. Registration for public speaking and statements

Representations by the public to the Committee on individual planning applications are detailed below. There were no questions, petitions or deputations received on other items on this occasion.

22. P/MPO/2026/00670 - Land To The South Of Howe Lane, Verwood, Dorset, BH31 6JF

The Lead Project Officer presented the application seeking modification of the Section 106 agreement to remove the affordable housing obligation associated with the development. It was noted that the application had been referred to

Committee in accordance with the Dorset Council Constitution due to the proposed reduction in community benefit.

The site location and surrounding context were shown on a map, with the application site outlined in red. Members were reminded of the planning history of the site and in particular an outline application for 29 homes (LPA reference 3/13/0674/OUT), which had been refused by East Dorset District Council in 2015 before being allowed on appeal in 2016. A reserved matters application (3/19/0019/RM) was subsequently approved by Committee in 2019.

Plans were displayed identifying the affordable housing units currently secured through the legal agreement, together with examples of the approved dwellings. Members were advised that the existing agreement required the delivery of 11 affordable housing units, but the applicant was seeking to remove this requirement in its entirety on viability grounds.

It was reported that one objection had been received from neighbouring residents. Objections had also been submitted by the Town Council and the Ward Member. Although the Housing Officer had initially objected to the proposal, they had subsequently acknowledged that the provision of affordable housing was not viable based on the evidence submitted.

The applicant had identified a number of abnormal and increased costs associated with the development, including the diversion of a water drain over a distance of approximately 50 metres, non-standard drainage requirements across the site, the construction of a sacrificial road to protect retained trees during development, the provision of heat pumps, and increases in construction and labour costs.

The key findings of the independent viability review undertaken by the District Valuer Service were outlined to members. The District Valuer had adopted a higher gross development value than that suggested by the applicant, while also applying lower construction, external works and abnormal cost assumptions. The District Valuer's assessment of policy requirements was approximately £200,000 lower than that advanced by the applicant. It was also noted that the development was not liable for Community Infrastructure Levy payments.

A viability matrix had been used to test the conclusions and was found to support the District Valuer Service assessment. The Lead Project Officer advised that viability would only improve sufficiently to support affordable housing provision if sales values increased by approximately 10 per cent and construction costs reduced by approximately 10 per cent. Reference was also made to the Planning Inspector's observations on another appeal scheme at 184 Ringwood Road, noting that the viability information supporting the Christchurch and East Dorset Local Plan was considered to be out of date.

It was further noted that the Section 106 agreement was more than five years old, meaning that the Council was obliged to consider whether the affordable housing requirement continued to serve a useful purpose. It was concluded that the viability evidence submitted and independently reviewed demonstrated that the affordable housing obligation rendered the development unviable. It was therefore

recommended that the affordable housing requirement be removed as the benefits of delivering housing in general outweighed the loss of the affordable housing.

Public representation was received from the ward member, Cllr Flower. He raised concern about the removal of affordable housing provision from the development and considered that the developer should have known about the costs involved earlier in the process.

In response to questions from members officers and the District Valuer provided the following responses:

- Building costs were increasing faster than house prices, which was contributing to the lack of viability of the scheme.
- Some foundations for the dwellings had been started, but no houses had been delivered at this point.
- A quantity surveyor had reviewed the costs for the development, using several different tools and databases to inform their conclusion.
- The details of why the development hadn't yet been built were not known.
- Members were being asked to determine whether the modification to the s106 agreement was acceptable or not and no other aspect of the development was being considered.
- There was no opportunity to apply a viability review clause.
- The NPPF set out the methodology for conducting a viability review and the benchmark land value was considered in that rather than the purchase price of the land.
- There was a 5 step process that was followed to determine the benchmark land value.
- The cost database used for determining costs was a tool regulated by the RICS and was not the only tool used by the quantity surveyors.
- Then assessment carried out by the District Valuer Service was based on 100% of homes being sold as open market housing. This returned approximately 10% profit level, which was below the target level set out on national policy.

Having had the opportunity to discuss the merits of the application and an understanding of all this entailed; having considered the officer's report and presentation; the written representatives; and what they had heard at the meeting, it was proposed by Cllr Sowry-House and seconded by Cllr Robinson that the application be refused, on the basis that provision of affordable housing would still serve a useful purpose and on balance it was not outweighed by the wider public benefit of the provision of open market housing, given the wider need of affordable housing in Dorset, as demonstrated by the waiting list for affordable housing.

Decision: That the application be refused for the reason set out in the appendix to these minutes.

23. P/HOU/2026/01416 - Saltwinds, Belle Vue Road, Swanage, BH19 2HP

The meeting Adjourned 11:22 – 11:36.

Cllr Suttle left the room at 11:36.

The Planning Officer presented the application for extensions and alterations to provide additional ground and first floor accommodation, a new hipped roof incorporating a second-floor loft room and covered balcony, together with the refurbishment of outbuildings. It was noted that an objection had been received from Swanage Town Council.

The site was identified on a map and was noted to lie within the Dorset National Landscape but outside the Conservation Area. Members were shown photographs of the property, which comprised a detached dwelling with partial two-storey form. A converted garage was located to the side of the dwelling. It was explained that the property had originated as a backland development and remained relatively unassuming in character, not appearing prominent within the landscape or wider views. It remained subservient to the larger neighbouring property, Craig-y-Don.

The proposed development comprised ground and first floor extensions to the south and west elevations, together with the creation of a loft room within a new pitched roof. The proposal also sought to retain the existing outbuilding and demolish the existing garage.

It was explained that an earlier application had proposed a substantially larger two-storey extension and an external staircase. That scheme had been withdrawn following officer concerns regarding its scale, massing and potential overlooking impacts on neighbouring properties. Pre-application advice had subsequently been provided, resulting in a significantly reduced scheme. Members were shown the evolution of the roof design together with the existing and proposed site plans. The revised proposal also included the installation of a heat pump and solar panels. It was noted that the site lay within the settlement boundary and that officers had worked closely with the applicant to secure a scheme of reduced size, scale and mass. The revised design retained visual openness to the side of the property.

Neighbour objections had focused principally on the height of the proposed hipped roof and the extension of the flat-roofed element. Officers considered that, following amendments to the scheme, neither the hipped roof nor the flat roof extension were overbearing within the street scene. Whilst acknowledging that the roof design was not considered exceptional, officers regarded the proposal as achieving a more cohesive overall appearance.

The site was located outside the Conservation Area and would not affect any heritage assets. The proposed materials would match the existing dwelling, and the visual impact of the extensions would remain largely read within the context of the larger Craig-y-Don building. The proposal was therefore considered to conserve and enhance the purposes of the Dorset National Landscape. No objections had been received from the Council's Tree Officer, biodiversity enhancements would be secured by condition, and no highway objections had been raised.

The impact on neighbouring amenity was assessed in detail. Objections had raised concerns regarding loss of privacy, overlooking, overbearing impacts and the proposed decking area to the rear. Plans illustrating separation distances between properties were shown. Existing trees along the site boundaries provided a degree of screening. It was noted that Longhouse was already overlooked by neighbouring properties and that there was an existing degree of mutual overlooking between surrounding dwellings. It was therefore concluded that any additional loss of privacy arising from the proposal would not be substantially worse than the existing situation.

The relationship with Peveril Court was also considered, with it noted that views from the proposed second-floor balcony would primarily be directed northwards. Plans were displayed showing the relationship with Craig-y-Don, and officers concluded that the proposal would not result in an unacceptable loss of light. A bathroom window facing eastwards was proposed, and a condition requiring obscure glazing was recommended.

Concerns had also been raised by residents of Craig-y-Don regarding the proposed decking. It was explained that an area of raised decking had previously existed on the site but had since been removed. The proposal sought to reinstate decking at a slightly higher level, although it would not be taller than the previous structure. An obscure glazed privacy screen was proposed to prevent direct views into the garden of Craig-y-Don. A condition would require the screen to be installed and retained, which was considered to represent an improvement over the existing situation.

It was concluded that the revised, smaller-scale scheme better integrated the different roof forms and represented an acceptable design. It was considered that the impacts on neighbouring amenity had been appropriately addressed and that the proposal was considered acceptable.

Public representation was received in objection to the application from, Dr Gavin Rider, on behalf of the residents of Craig-y-Don and Amy Blout. The concerns raised about the application included; the use of the flat roof area as a terrace by future occupants of the dwelling; the lawfulness of the previous decking and the impact of the new decking area and screen, which would sit above the height of the boundary wall to Craig-y-Don; the large dormer window and the overall height and scale of the development.

Michele Coral also spoke, as the applicant. She noted that the first application had been withdrawn following concerns from neighbours and the new application had significantly reduced the scale of the proposal. There was also no intention of using the roof area as a terrace and solar panels would be installed on the flat roof area, preventing any recreational use.

In response to the public speakers the Planning Officer clarified that the original application was more substantial and had been scaled back following pre-application advice. Conditions recommended in the report prevented additional windows and also prevented use of the flat roof for recreational purposes. An obscure screen was proposed to prevent overlooking from the decking, this was in

preference to planting which would be difficult to control through planning conditions.

In response to questions from members, officers provided the following responses:

- The dwelling in its current condition was a two-bedroom property and it would be extended to a three-bedroom property, but outbuildings would be removed
- The roof height was 8m above finished floor level although land levels varied.
- Planning permission was required for the decking as it was over 0.3m in height.
- The loft room would provide access to the covered balcony, but there would not be direct access onto the flat roof.
- There would be a distance of 23m from the balcony to the nearest neighbouring property.
- An obscure glazed screen would provide a reliable screen whereas there was insufficient room for planting and it could not be relied upon; it would need to be managed.

It was proposed by Cllr Ezzard and seconded by Cllr Coombs that the application be granted.

Decision: That the application be granted subject to the conditions set out in the appendix to these minutes.

24. **P/LBC/2026/03245 - Museum of East Dorset High Street, Wimborne Minster, Dorset, BH21 1HR**

Cllr Suttle returned to the meeting at 12:29.

Cllr Morgan left the meeting at 12:28.

The committee agreed to extend the meeting beyond three hours.

The Planning Officer presented both the Listed Building Consent and Advertisement Consent applications together. The proposals sought alterations to the existing fascia signage and the addition of a new painted fascia sign. It was noted that both applications had been brought before the Committee as the site was located on Dorset Council-owned land.

The site location was shown, identifying the museum within Wimborne. Members were advised that the property was situated within the main urban area, within the primary shopping area and within the Wimborne Minster Conservation Area. Reference was made to the Historic England listing description of the building, and it was noted that another listed building was located immediately to the north of the application site.

Existing elevations were displayed, showing the current signage arrangements, which comprised green fascia signage and two hanging signs. Proposed elevations were then presented, illustrating signage painted directly onto the fascia panels. The proposed signage would be painted in a sympathetic green colour and would include revised wording. The existing hanging signs would be retained.

It was advised that the proposed works would not result in harm to the Grade II listed building or the character and appearance of the Conservation Area. The

impact on amenity was considered acceptable and compliant with local and national planning policies. It was further noted that the proposals would not give rise to any public safety concerns. Photographs were shown demonstrating the museum within the context of the High Street and its surrounding townscape.

In response to a question from one member, the Planning Officer confirmed that the signs would be painted onto the fascia, which were attached to the buildings.

It was proposed by Cllr Skeats and seconded by Cllr Coombs that the application be granted.

Decision: That the application be granted subject to the conditions set out in the appendix to these minutes.

25. **P/ADV/2026/02975 - Museum of East Dorset High Street, Wimborne Minster, Dorset, BH21 1HR**

It was proposed by Cllr Skeats and seconded by Cllr Coombs that the application be granted.

Decision: That the application be granted subject to the conditions set out in the appendix to these minutes.

26. **Urgent items**

There were no urgent items.

27. **Exempt Business**

There was no exempt business.

Decision List

Duration of meeting: 10.00 am - 12.39 pm

Chairman

.....

This page is intentionally left blank

Application Number:	P/FUL/2026/02113
Webpage:	https://planning.dorsetcouncil.gov.uk/plandisp.aspx?recno=428109
Site address:	Holton Heath Garage, Wareham Road, Holton Heath, BH16 6JW
Proposal:	Retain petrol filling station, forecourt, and Class E retail unit with 24-hour opening and lighting scheme.
Applicant name:	Laila Morris
Case Officer:	Cari Wooldridge
Ward Member(s):	Cllr Ezzard, Cllr Holloway

1. Reason application is going to committee:

This application is reported to the Planning Committee as an area of land at the front of the application site, adjoining Wareham Road, is Council owned. In addition, the Parish Council has raised an objection to the proposal.

2. Summary of recommendation:

GRANT planning permission subject to conditions as set out in Section 17.

3. Key planning issues

Issue	Conclusion
Principle of development in countryside and Green Belt	Acceptable.
Impact of the 24-hour use on the character and appearance of the area and neighbouring residential amenity	Acceptable subject to conditions.
Impact on highway safety	Acceptable subject to conditions.
Other impacts on neighbouring amenity	Acceptable.
Employment considerations	Acceptable subject to conditions.

4. Description of site

- 4.1 The application site consists of 1169sqm (0.1169 ha) of land associated with Holton Heath Petrol Filling Station. The site is located on the A351 Wareham Road, to the north-east of Organford. The red line includes the forecourt and canopy, shop, rear yard and the access and egress from Wareham Road.

- 4.2 A mixture of uses surround the site including Holton Heath Park (park homes) to the rear, residential dwellings to the north-east and south-west, and Admiralty Park on the opposite side of Wareham Road. The adjoining residential bungalow of 'The Firs' is accessed via the garage vehicular access.
- 4.3 The site is located in the South-East Dorset Green Belt which washes over the entire area of Holton Heath / Organford. It is located outside a defined settlement boundary and within the countryside. The north-eastern access off Wareham Road also serves Holton Heath Park to the rear, with a tall block construction boundary wall separating the rear yard from the adjacent park homes to the north.

5. Description of development

- 5.1 The application seeks to retain the petrol filling station, forecourt, and Class E retail unit as constructed with a change to 24-hour opening hours and a lighting scheme.

6. Background and relevant planning history

- 6.1 There are numerous historic applications relating to the use of the garage site. More recent consents relate to the re-use of the site as a petrol filling station:

Planning consent	Description of development	Approval date
P/FUL/2022/02394	Removal of existing canopy, supply and fit of new canopy, fuel dispensers and islands, and new offset fillers.	08/12/2022
P/FUL/2022/04531	Extension of existing Class E retail unit.	23/02/2023
P/ADV/2023/02384	Erection of new Totem Sign to front of existing forecourt	13/09/2023
P/ADV/2023/07233	Erection of new advertising Totem Pole sign	13/03/2024
P/NMA/2024/00308	Non-Material Amendment to PA P/FUL/2022/04531 (extension of existing Class E retail unit) to make alterations to approved fenestration	08/02/2024
P/FUL/2026/01785	Retain an ATM and associated illuminated signage	22/05/2026
P/ADV/2026/01786	Retain illuminated signage for ATM	22/05/2026

7. List of constraints

- Within Site of Special Scientific Interest (SSSI) impact risk zone – Natural England consultation required
- Natural England Designation - Nutrient Neutrality Catchments
- Poole Harbour Recreation Zone
- Dorset heathlands - 400m heathland buffer
- Wessex Water Treatment Works Catchment Impacts on designated SAC/SPA/Ramsar – Enhancement scheme at WRC (2020-25)
 - Southern Gas Network (SGN) - Medium pressure gas pipeline 12.5m or less from 12.5m Buffer on Regional Medium Pressure Pipelines (75 mbar – 2 bar)

- Dorset Council Land Freehold: Land adjoining Oddridge and garage at Wareham Road, Wareham - Reference FH003434
- Higher Potential ecological network
- Greenbelt: Bournemouth Greenbelt
- Environment Agency (EA) - Poole Harbour Catchment Area
- Radon: Class: 1.0 (low risk, protective measures not required)
- Contaminated Land
- Scheduled Monument: Former Royal Naval Cordite Factory (List Entry: 1019151); - Distance: 48.47m
- Site of nature conservation interests (SNCIS): SY99/050 - Kingsbridge - Distance: 95.38 and (SNCIS): SY99/062 - Holton Heath Industrial Estate - Distance: 88.83m
- Natural England - RAMSAR - Distance: 207.36m
- Special Area of Conservation (SAC) (5km buffer): Dorset Heaths (UK0019857); - Distance: 16.84m/Dorset Heaths (Purbeck & Wareham) & Studland Dunes (UK0030038); - Distance: 803.17m

8. Consultations

All consultee responses can be viewed in full on the website.

Consultees

1. Dorset Wildlife Trust

No comments received.

2. Dorset Council (DC) Environmental Protection

Comment of 4th June 2026 in response to additional submitted information provided by the agent on 19th May 2026:

No adverse comments regarding the standards and methodology used in the assessment of noise impact of the proposed 24 hours operations upon nearby residential receptors.

Assessment concludes there will be a negligible impact due to the existing dominance of noise from the road traffic and that forecourt activity at night will correlate closely with the general traffic volumes.

Suggest condition to restrict deliveries and waste collections to current operating hours of 06:00 – 23:00.

Suggest condition to ensure lighting is installed and operated in accordance with the light pollution assessment.

3. Dorset Council Highways

Trips generated outside normal business hours are unlikely to coincide with network peak periods of 0700 till 0900 am and 1600 to 1830 pm and would therefore not have a material impact on the operation of the highway network.

Some increase in vehicle movements is anticipated; these are likely to comprise diverted or linked trips rather than wholly new demand. Proposal would not result in severe impacts on highway capacity.

Safe and suitable access to the site is available for all users.

No material harm to the transport network or highway safety.

No sustainable reason to recommend refusal. No objection.

4. Wareham St Martin Parish Council

Object.

Will interfere with quality of life of nearby residents.

Noise and pollution – vehicles, ATM machine use, 24-hour impact on health.

Will disrupt quietness of night and sleep patterns.

There is a 24-hour service at Safety Drive in Poole that can be easily used.

Representations received

Total - objections	Total - No objections	Total - comments
18	0	0

Summary of comments of objection to original and amended development description and plans:

Access and egress to park homes at rear of garage already difficult.

Cars leaving garage already use in and out lanes which will blocks park home access and will cause an accident.

Insufficient overnight traffic to warrant 24-hour opening – no practical or commercial justification.

Shop is already violating the agreed opening hours.

No respect for residents due to noise from equipment and early / late opening.

Rubbish associated with use.

Residents should be entitled to some peace and quiet at night.

Disturbance and lighting issues.

Could lead to petrol tanker deliveries in early morning.

Could lead to anti-social behaviour with 3 break-ins inside 18 months.

Existing arrangements are appropriate and sufficient.

Has become a late evening gathering place attracting unwanted individuals to the park.

Garage users wander into park or park in our car park.

Residents were not consulted – proper consultation required.

Someone from Council should visit park residents to see what is going on. Attitude to residents is not acceptable.

9. Duties

s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

10. Relevant policies

Development plan

In this case the development plan comprises the adopted Purbeck Local Plan 2024 and the Bournemouth, Dorset and Poole Waste Plan 2019:

Adopted Purbeck Local Plan 2024:

The following policies are considered to be relevant to this proposal:

V1: Spatial strategy for sustainable communities

V2: Green Belt

E7: Conservation of protected sites

E8: Dorset heathlands

E9: Poole Harbour

E10: Biodiversity and geodiversity

E12: Design

I2: Improving accessibility and transport

Bournemouth, Dorset & Poole Waste Plan 2019

Policy 22 - Waste from new developments

Material considerations

Emerging draft Dorset Council Local Plan:

Policy DM4: Emerging development plan proposals of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and

- the degree of compliance of the relevant policies in the emerging plan with the policies for plan-making in the NPPF (the closer the policies in the emerging plan to the policies of the NPPF, the greater the weight that may be given to them).

The emerging Dorset Local Plan is being prepared in accordance with plan-making processes set out in the Levelling Up and Regenerating Act 2023 and Local Planning Regulations (2026). As the plan is still at an early stage of the plan making process, limited weight can be attached to it when taking decisions on planning applications. Decisions on planning applications should continue to be assessed against the policies in adopted development plans, national planning policy and any other relevant material considerations.

The Dorset Council Local Plan

The Dorset Council Local Plan Options consultation took place between January and March 2021, with further consultation between 18 Aug – 31 October 2025. Being at a very early stage of preparation, the relevant policies in the draft plan should be accorded very limited weight in decision making.

Local Nature Recovery Strategy

The Dorset Local Nature Recovery Strategy identifies local priorities for nature recovery and maps areas where action would be most beneficial. In planning decisions it is a material consideration, helping to ensure that development supports biodiversity enhancement and aligns with Dorset's agreed priorities for nature recovery.

National Planning Policy Framework (17 August 2026)

The National Planning Policy Framework (NPPF), published on 17 August 2026, sets out the Government's national planning policies for both plan-making and decision-making in England.

When determining development proposals decision-makers are required to take a positive and proactive approach and to seek to approve sustainable development where possible.

The NPPF introduces a permanent presumption in favour of sustainable development, through Policies S3 to S5 (which replaces the former "tilted balance" contained in paragraph 11 of the previous NPPF) and sets out the principles for development within and outside settlements. The Framework also confirms that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

Relevant NPPF chapters and policies include:

- Chapter 3: Decision making policies. Local planning authorities should approach decision making positively, proactively and proportionately. They should work with applicants through pre-application engagement and consultations and aim to resolve concerns through planning conditions or obligations where possible to avoid delay and to enable an approval rather than a refusal. Applications that accord with the development plan, the NPPF and other material considerations should not be refused where they can clearly be approved.

DM3: Determining development proposals

DM6: Use of planning conditions and obligations

- Chapter 4: Achieving Sustainable Development. The objective of the policies in this chapter is to meet development needs through sustainable patterns of development, including by maximising the potential for growth on suitable land within settlements, enabling development which will support the rural economy, rural communities and the provision of infrastructure, and limiting development away from settlements to help safeguard the intrinsic character and beauty of the countryside.

 - S3: Presumption in favour of sustainable development

 - S5: Principle of development outside settlements

- Chapter 7: Building a strong, effective economy. Planning decisions should enable businesses to invest, expand and adapt in a way that reflects the opportunities, challenges and characteristics of different areas, and supports long-term economic growth both locally and nationally.

 - E2: Meeting the need for business land and premises

 - E3: Freight and logistics

 - E4: Rural business development

- Chapter 13. Protecting Green Belt land. The objective of Green Belt policy, as set out in this chapter, is to prevent urban sprawl by keeping land permanently open. The government attaches great importance to Green Belts, the essential features of which are their openness and permanence.

 - GB6: Control of development in the Green Belt

 - GB7: Development which is not inappropriate in the Green Belt

- Chapter 14. Achieving well-designed places. Development should be high quality, respect and enhance local character, deliver sustainable and attractive places, and accord with relevant design policies. Proposals that demonstrate good design and place-making should be supported, while those that fail to meet established design standards should be refused unless clearly justified.

 - DP3: Key principles for well-designed places

 - DP4: The design process

- Chapter 15. Promoting sustainable transport. The objective of the policies in this chapter is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places.

 - TR3: Locating development in sustainable locations

 - TR4: Street design, access and parking

 - TR5: Roadside facilities

 - TR6: Assessing transport impacts

 - TR8: Public rights of way

- Chapter 17. Pollution, public protection and security. The objective of the policies in this chapter is to ensure that new development is appropriate for its location, taking into account risks posed by pollution and other hazards; that any impacts which development might have are taken into account; and that sufficient provision is made for development required for public safety and security.

- P3: Living conditions and pollution
- P4: Impact of development on existing activities
- P5: Maintaining public safety and security

- Chapter 19: Conserving and enhancing the natural environment: Development should conserve and enhance the natural environment by protecting important landscapes, habitats, biodiversity and trees, while maximising opportunities for nature recovery, green infrastructure and biodiversity net gain. Proposals should avoid significant environmental harm, prioritise land of lower environmental value where possible, and be sensitively designed in protected landscapes and coastal areas. Development causing unacceptable impacts on designated sites, irreplaceable habitats or biodiversity that cannot be adequately avoided, mitigated or compensated for should be refused.

- N2: Improving the natural environment
- N3: Trees in new development
- N6: Areas of particular importance for biodiversity and geodiversity

Other material considerations

National Planning Practice Guidance

Light pollution

Noise

Supplementary Planning Guidance

All of Dorset:

Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

Supplementary Planning Documents/Guidance for Purbeck area:

District Design Guide SPD

11. Human rights

Article 6 - right to a fair trial.

Article 8 - right to respect for private and family life and home.

The first protocol of Article 1 protection of property.

This recommendation is based on adopted development plan policies, the application of which does not prejudice the human rights of the applicant or any third party.

12. Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims: -

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people

- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty.

The application site includes level access and one disabled parking space. The proposed 24-hour opening would remove disadvantage to persons working nightshifts but is not judged to result in any specific disadvantage to persons with protected characteristics.

13. Public Benefits

The proposals would provide a number of financial and non-financial benefits, including public benefits. These are summarised in the table below:

What	Amount / value
Material considerations	
Extended hours of use with associated retail and petrol provision.	Potential, albeit limited, additional employment provision.
Non-material considerations	
Business Rates for 24-hour use	

14. Planning Assessment

Principle of development

- 14.1 Holton Heath Service Station has recently been refurbished and reopened to the public following the grant of consents P/FUL/2022/02394, P/FUL/2022/04531 and P/NMA/2024/00308 which included the petrol filling station forecourt and canopy, and retail provision within the main building. Although sited within the countryside and Green Belt, the existing use with restricted opening and delivery hours forms an acceptable small scale rural development in compliance with the objectives of national retail policy (Chapter 7 of the NPPF).
- 14.2 The South-East Dorset Green Belt washes over the application site and surrounding areas. The National Planning Policy Framework (NPPF) (chapter 13) sets out key objectives in relation to the protection of Green Belt from new development. Paragraph GB6(2) of the NPPF advises that *‘Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.’*

- 14.3 Whilst the proposed 24-hour use would change the pattern of activity at the site, this would be outside the peak hours of customer activity and is likely to comprise passing and diverted trips as opposed to new demand, with limited additional harmful impact on the intrinsic character and beauty of the countryside and the openness of the Green Belt. Amendments to the previously approved development (rear retail extension and some fenestration changes omitted) on the brownfield site is not judged to result in inappropriate development that results in harm to the openness of the Green Belt as it falls under exception GB7(1.e.) of the NPPF: Redevelopment of previously developed land which would not cause substantial harm to the openness of the Green Belt.
- 14.4 For the above reasons, the retention of the petrol filling station extensions and alterations as implemented on site and the proposed 24-hour opening are judged to accord with the key objectives of Chapter 13 of the NPPF.
- 14.5 The Service Station use forms a community facility in accordance with the supporting text of Policy I7: Community facilities and services of the Purbeck Local Plan 2024. Policy I7 is silent on operating hours for existing community facilities and services within the countryside. However, it does advise that proposals for new community services outside settlement boundaries for uses that cannot reasonably be met within a settlement should (i) meet an identified need; (ii) be located close to a settlement or in an accessible location; and (iii) minimise impact on landscape, environment and local character.
- 14.6 Policies E2 'Meeting the need for business land and premises', E3 'Freight and logistics', E4 'Rural Business Development' and S5 'Principle of development outside settlements' of the NPPF recognise the need to support rural economic growth and acknowledge that development meeting local business and community needs may, in certain circumstances, need to be located adjacent to or beyond existing settlements where a countryside location is justified. Development should remain sensitive to its surroundings, avoid unacceptable impacts on the highway network and maximise opportunities for sustainable travel.
- 14.7 The petrol filling station forms an existing lawful use that is judged to meet an identified local need given the busy forecourt. As the proposal to extend the hours of use relates to an existing use as opposed to a new use, it is not considered necessary for the application to demonstrate that an identified local need would be met by the extended opening hours (criteria i). In respect of the remaining criterion, the 24-hour use would remain close to existing residential development and is in an accessible location being accessed directly off Wareham Road. As the use is established, and the busiest hours of use are during the day, the impact of the extended opening hours on the landscape, character and environment is judged to be minimal and acceptable in accordance with the policy requirements. Impact of the proposed 24 hour opening on the character of the area, the amenity of local residents, and other material planning considerations are assessed further in the sections below.
- Impact of the 24-hour use on the character and appearance of the area and neighbouring residential amenity
- 14.8 Although the application site is located on a busy road, traffic levels reduce significantly outside peak travel hours including the evening, early morning and at night. During these periods, the rural location experiences a lower level of activity and noise ensuring the quiet enjoyment of residential properties surrounding the service station.

Noise impacts

- 14.9 It was acknowledged as part of the former application assessments (P/FUL/2022/02394 & P/FUL/2022/04531) that noise associated with the petrol filling station and retail uses would be limited to the hours of operation which generally coincided with peak traffic movements along Wareham Road. It was also noted that the conditions restricting the hours of use would protect the amenity of neighbouring residents and the rural character of the area from amplified noise at nighttime when background noise associated with traffic on the main road is reduced. On this basis, it was judged reasonable to restrict the hours of use and deliveries to between 6am and 11pm for both the petrol filling station and retail uses at the site:

7. The premises shall only be used for the purposes hereby permitted between the hours of 6am and 11pm.

Reason: To safeguard the character and amenity of the area and living conditions of any surrounding residential properties.

8. Deliveries shall only be taken at the site between the hours of 6am to 11pm.

Reason: To protect nearby residential accommodation from excessive noise at night-time.

- 14.10 Consultation on the current application to allow a 24-hour use of the service station has resulted in 18 letters of objection from neighbouring residents together with an objection from Wareham St Martin Parish Council. The objections largely focus on potential increased noise and anti-social disturbance to the nearby residential amenity. The objections also note that the restricted hours of use are already often exceeded, particularly in the early morning, and that antisocial behaviour is experienced at night-time when various groups meet on the forecourt and wander into the park home site. A case officer review of the online BP Station Directory lists the opening hours of the Holton Heath Service Station as 00:00 – 23:59 Monday to Sunday, and '24-hour opening' in a clear contravention of the existing restrictions.
- 14.11 In respect of noise impacts, Policy E12: Design of the Purbeck Local Plan 2024 requires that all proposals for development and other works avoid and mitigate harmful impacts from noise on local amenity.
- 14.12 At the national level, Policies EN and HC of the NPPF (2026) require planning decisions to ensure that new development is appropriate for its location having regard to the likely effects (including cumulative effects), of pollution on health, living conditions and the natural environment. In doing so, decision makers should seek to mitigate and minimise adverse impacts arising from noise, avoid significant adverse effects on health and quality of life, and protect areas valued for their tranquillity, recreational function and amenity.
- 14.13 Planning Practice Guidance (PPG): Noise, paragraph 001, also notes that:
- Noise needs to be considered when development may create additional noise, or would be sensitive to the prevailing acoustic environment (including any anticipated changes to that environment from activities that are permitted but not yet commenced).*
- The PPG continues to advise that it is important to look at noise in the context of the wider characteristics of a development proposal, its likely users and its surroundings, and that noise impacts and overall effects need to take into account the acoustic environment.

14.14 The current application is supported by a Noise Impact Assessment which included surveys between 15:30 and 16:40 on Tuesday 3rd March 2026 and later intermittently in the evening and night from 21:30 to approx. 06:30 the next morning. The survey results identify that the noise climate of the site is always dominated by traffic on Wareham Road and that during the daytime and evening opening hours the forecourt activity has negligible impact. The survey found that overall noise levels showed a small drop as the night progressed, but that forecourt activity made no contribution to the measured noise levels and that the forecourt noise generation was dominated by general traffic movements. In respect of specific noise concerns, section 6.4 of the report advises:

- Door slamming is infrequent in nearly all situations - it cannot be said never to happen, but it should not be taken as normal.
- Notwithstanding antisocial behaviour (see later), we can see no reason why there would be significant amounts of speech (most nighttime customers will be on their own). If there is a night service window, then short conversations will occur.
- There is clearly no denying that an open top car with a loud sound system can cause disturbance, and that nearly all sound systems would not be a problem with hard top cars and the windows closed... We did witness it once on the evening survey but there is no more likelihood of this occurring on the forecourt than in general traffic.
- Clearly antisocial behaviour can cause disturbance, including speech, and including unreasonable use of car audio systems. However, responsible operators should be able to implement reasonable controls.

The report concludes:

It is inevitable that forecourt activity will correlate closely with the general traffic volumes and we would expect that the impact through the night will also be negligible.

14.15 Consultation on the proposal and the submitted Noise Assessment has taken place with the Council's Environmental Protection Team who requested further clarification from the agent. In response, the agent has confirmed:

- A reasonable control for antisocial behaviour will involve telling people to be quiet at nighttime if they are disruptive. The control won't involve more than one person.
- The shop will be closed at night, and customers will be served through the serving hatch.
- A speaker rather than a Tannoy will be required at the serving hatch and this will not be heard over the rest of the site.
- The serving hatch will be closed when taking breaks.

14.16 The Council's Environmental Protection Team has reviewed the submitted information and has confirmed that they have no adverse comments regarding the standards and methodology used in the assessment, which looks at the noise impact of the proposed 24 hours operations upon nearby residential receptors. They also note that the assessment concludes there will be a negligible impact due to the existing dominance of noise from the road traffic and that forecourt activity at night will correlate closely with the

general traffic volumes. No objection is raised. However, a condition (Condition 3) on the decision is suggested to continue to restrict noisier deliveries and waste collections to the lawful operating hours of 06:00 – 23:00.

- 14.17 To also ensure that noise and disruption is kept to a minimum, Officers consider that it is reasonable to include a condition on the decision that aligns with the additional information provided by the planning agent as follows (Condition 2):

- (i) restrict retail sales to the serving hatch only between the hours of 23:00 and 06:00 and
- (ii) restrict forecourt announcements to a speaker at the serving hatch only with no Tannoy / loudspeaker use between the hours of 23:00 and 06:00.

Subject to the above conditions, it is judged that the noise, activity, and disturbance associated with a 24-hour use of the site would not result in significant harm to the neighbouring residential amenity and rural character of the area, and as such the proposal complies with Policy E12: Design of the Purbeck Local Plan 2024 and the objectives of the 2026 NPPF and PPG.

Lighting impacts

- 14.18 The original consents (P/FUL/2022/02394 and P/FUL/2022/04531) included a condition (Condition 9) to control external lighting at the site with the aim of ensuring that it was appropriate in relation to the neighbouring residential uses and the visual amenity of the area:

No flood lighting or security lighting shall be installed until details of a scheme to control glare or stray lighting has been submitted to and approved in writing by the local planning authority. The scheme shall include timings of use of the artificial lights, shielding and angle of the head to reduce glare and light intrusion on land that it is not owned by the development as appropriate, and must be located and screened in such a manner that no illumination is directed towards the adjoining highway. Thereafter the lighting shall be installed, operated and maintained in accordance with the agreed details.

Reason: To protect visual amenities, avoid nuisance to adjoining properties and to ensure that drivers aren't dazzled or distracted by the light.

Applications to discharge the previously approved lighting condition(s) (Condition 9) were invalidated or refused following consultation with the Council's Highway Team who advised that there was insufficient detail provided to determine whether the lighting arrangements would impact on the adjacent public highway.

- 14.19 The current application is supported by a Light Pollution Assessment for the 24-hour opening which has been subject of consultation with the Council's Environmental Protection. The assessment includes external lighting provision including wall downlighting in the forecourt on the southeast facing shop elevation and dimmable under canopy downlighting. Lighting for the Totem Pole at the site has been previously approved. The assessment advises that the lighting levels will be adjusted according to the time of day and night and dimmed during darkness. Horizontal cut-offs will be angled in the perpendicular towards the ground surface. The report concludes that the lighting satisfies 1 lux criteria with neighbouring properties whilst being adequate for on-site activities (lux ranging from 1 – 25 according to lighting proximity).
- 14.20 The Environmental Protection Team has requested a condition (Condition 4) be imposed requiring that all external lighting is installed and operated in accordance with the submitted assessment.

- 14.21 The external lighting scheme has also been subject of consultation with the Highway Authority to ensure acceptability in terms of highway safety. The scheme proposed wall mounted LED down lighters in the shop facade and under canopy deep recessed down lights. The Highway Authority has advised that while the necessary illumination levels will be quite high, the recessed lights appear well directed and controlled and are therefore acceptable in terms of impact on the highway. The downlighters on the shop facade will not result on harm to highway safety given the distance involved. Subject to proposed Condition 4 in respect of the facade and canopy lighting only, the proposal is judged to be acceptable.
- 14.22 The illuminated totem pole sign which is also included in the lighting scheme was granted consent in 2024 (P/ADV/2023/07233) and a condition on the consent restricts the level of illumination to 175cd/m² and hours of illumination to between 6am and 11pm only. Should the applicant wish to alter these conditions, a new advertisement consent will be required. An informative note to this effect is recommended for the decision.
- 14.23 Based on the under implementation of the formerly approved scheme and given the acceptability of noise and external lighting impacts in respect of neighbouring amenity and the character and appearance of the area, the proposal is judged to comply with national and local policy requirements including Policy E12: Design of the Purbeck Local Plan 2024.

Impact on highway safety

- 14.24 No alterations to the existing site access / egress and parking provision are proposed by the current application. Nevertheless, neighbours and the Parish Council have raised concerns over impacts on highway safety associated with the existing and proposed 24-hour use. Given the proposed extension to the hours of use, the submission of an external lighting scheme, and the potential for additional vehicle movements to and from the site, consultation has taken place with the Highway Authority.
- 14.25 In their response the Highways Authority advise that trips generated outside normal business hours are unlikely to coincide with peak periods, the network peak hours are 0700 till 0900 am and 1600 to 1830 pm and the proposal would not therefore have a material impact on the operation of the highway network. They also note that whilst some increase in vehicle movements is anticipated, these are likely to comprise diverted or linked trips rather than wholly new demand. Impacts of the lighting scheme on highway safety are judged to be acceptable as detailed above. As such, the Highway Authority advises that the proposal would not result in severe impacts on highway capacity. Safe and suitable access to the site is available for all users and, having regard to NPPF Policies TR1-TR8 (Promoting Sustainable Transport), the Highway Authority finds no sustainable reason to recommend refusal.
- 14.26 Neighbours have raised concerns that both the existing access and egress lanes to the Park Home site are being used by customers to the leave the garage forecourt. This has resulted in the access / egress being blocked and abusive behaviour towards residents on occasion. It is noted that the in / out lanes to the Park Home site are clearly demarcated by directional arrows on the tarmac. An in/out route is also in operation for the forecourt. The measures that have been put in place by the petrol filling station to ensure safe access / egress from both the forecourt and the park home site provide betterment on the historic lawful and unrestricted use of the site and are judged to be reasonable. The 24-hour use of the site could further disperse customer use of the site

and as such it is not considered reasonable to condition any further measures at the site on grounds of highway safety.

- 14.27 In summary, the proposal is judged to comply with Policies E12: Design and I2: Improving accessibility and transport of the Purbeck Local Plan 2024.

Other impacts on neighbouring amenity

- 14.28 The petrol filling station adjoins residential development to the north, east and west, including houses and bungalows along Wareham Road and Holton Heath Park (park homes site) to the rear (north). Comments of objection have been received from neighbours raising concerns over the existing and proposed 24-hour use resulting in noise, rubbish, lighting, deliveries, and encouraging antisocial behaviour.
- 14.29 As assessed above, the noise and lighting impacts are judged to be of an acceptable level with no demonstrable harm to neighbouring amenity. This is subject to a condition on the decision requiring implementation of the lighting in accordance with the submitted documents. In addition, as already mentioned, it is considered reasonable to retain a condition on the decision restricting deliveries to the existing permitted hours – between 6am and 11pm only (Condition 3).
- 14.30 Rubbish is an understandable neighbour concern. However, it is exceptionally difficult to link any 24-hour use with an increase in litter at the site. When the case officer has visited the application site there have been rubbish bins available adjacent to the petrol pumps and near the shop entrance (approx. 6). This is judged to be sufficient for the existing and proposed hours of opening.
- 14.31 Concerns have also been raised over anti-social behaviour. The 24-hour use of the site would mean an employee presence and external lighting over the same period which is likely to deter such behaviour at nighttime. More substantial antisocial behaviour would be a matter for the police and could be reported by employees.

Employment considerations

- 14.32 The planning application form advises that the service station currently employs 6 full-time equivalent employees and that this would increase to 10 full-time equivalent employees to support the extended hours of operation.
- 14.33 Policies E2-E4 and Policy S5 of the NPPF support the growth of a prosperous rural economy and the proposal which would increase local employment opportunities in a rural area aligns with this objective.

Other considerations

- 14.34 Neighbours have commented that there is insufficient overnight traffic to warrant 24-hour opening and that there is no practical or commercial justification. The commercial viability of the proposed 24-hour opening is a matter for the applicants and does not form a material planning consideration given that the use is established and lawful.
- 14.35 Concern is also raised that garage users wander into residential park or park in the park car park. This is a private issue that does not form a material planning consideration.

15. Environmental implications

- 15.1 The alterations and refurbishment of the building will have delivered environmental enhancement by way of improved building standards and requirements and the provision of cycle parking. Subject to conditions, the proposed 24-hour opening and external lighting are not judged to result in significant additional environmental implications.

16. Summary of issues and the planning balance

The retention of the petrol filling station retail unit and forecourt (including canopy etc) in its current under-implemented form is judged to be of an acceptable layout, scale and design. The proposed 24-hour opening is supported by noise and external lighting assessments that have been reviewed by the Council's Environmental Protection Team and the Highway Authority and are considered to be acceptable in respect of impacts on neighbouring amenity and highway safety subject to conditions. The application therefore complies with policies of the Purbeck Local Plan 2024. There are no other material considerations that indicate that permission should be refused. Planning permission is therefore recommended to be granted subject to conditions and informative notes as set out below.

17. Recommendation

Grant, subject to the following conditions:

1. The development hereby permitted shall be carried out in accordance with the following approved plans:
2752/100 Location Plan
2752/101 Site Plan
2752.P.102 Proposed Site Plan
2752.P.103 Proposed Plans & Elevations

Reason: For the avoidance of doubt and in the interests of proper planning.

2. The petrol filling station shop shall only be open for customer use between the hours of 06:00 and 23:00. Between the hours of 23:00 and 06:00 all retail sales shall operate via the serving hatch only and any forecourt announcements shall be by speaker at the serving hatch with no Tannoy / loudspeaker use.

Reason: To safeguard the character and amenity of the area and the living conditions of surrounding residential properties.

3. Deliveries shall be made at the site other than between the hours of 11pm and 6am.

Reason: To protect nearby residential accommodation from excessive noise at night-time.

4. The external lighting scheme for the canopy and the shop frontage (east elevation) shall be installed, operated and maintained in accordance with the agreed Light Pollution Assessment Ref: S24-013/LPA Revision 3 by Southwest Environmental Limited dated February 2026. No other external lighting shall be installed at the site without the written approval of the local planning authority.

Reason: To protect visual amenities, avoid nuisance to adjoining properties and to ensure that drivers aren't dazzled or distracted by the light.

5. The turning/manoeuvring and parking areas detailed on the approved plans must be permanently maintained, kept free from obstruction and available for the purposes specified.

Reason: To ensure the proper and appropriate development of the site and to ensure that highway safety is not adversely impacted upon.

6. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) or any subsequent reenactment thereof, with or without modification, there must be no gates hung so as to form obstruction to the vehicular access serving the site.

Reason: To ensure the free and easy movement of vehicles through the access and to prevent any likely interruption to the free flow of traffic on the adjacent public highway.

Informative Notes:

1. The applicant should contact Dorset Highways by telephone at 01305 221020, by email at dorsethighways@dorsetcouncil.gov.uk, or in writing at Dorset Highways, Dorset Council, County Hall, Dorchester, DT1 1XJ, before the commencement of any works on or adjacent to the public highway, to ensure that the appropriate licence(s) and or permission(s) are obtained.
2. This permission refers only to that required under the Town and Country Planning Act 1990 (as amended) and does not include any other consent or approval under any other order or regulations. The works associated with this application, including the storage and dispensing of petrol, may be subject of other regulatory requirements including, but not limited to, the Petroleum (Consolidation) Regulations 2014, the Dangerous Substances and Explosive Atmospheres Regulations 2002, the Planning (Hazardous Substances) Act 1990 and the Planning (Hazardous Substances) Regulations (2015) if thresholds are exceeded. It is advised that you contact the Health and Safety Executive and / or local Petroleum Enforcement Authority for further information:

If you are an operator of or an employee at a petrol filling station - Petrol: Fire and Explosion (hse.gov.uk) Hazardous substances - GOV.UK (www.gov.uk)
3. The existing illuminated totem pole sign was granted consent in 2024 (P/ADV/2023/07233) and conditions on the consent restrict the level of illumination to 175cd/m² and hours of illumination to between 6am and 11pm only. A new advertisement consent will be required for any alteration to this consent and the attached conditions.
4. This grant of planning permission does not override any third-party rights which may exist over the application site and the need to obtain third-party consent from all owners before work commences.
5. Please check that any plans approved under the building regulations match the plans approved in this planning permission or listed building consent. Do not start work until revisions are secured to either of the two approvals to ensure that the development has the required planning permission or listed building consent.
6. This permission/consent does not permit the display of any advertisements that require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations, 2007 or under any Regulation revoking and re-enacting or amending those Regulations, including any such advertisements shown on the submitted plans.
7. Informative: National Planning Policy Framework Statement

In accordance with policy DM3 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The applicant/agent was updated of any issues and provided with the opportunity to address issues identified by the case officer.

Application Number:	P/FUL/2026/03042
Webpage:	Planning application: P/FUL/2026/03042 - dorsetforyou.com
Site address:	Colehill First School Pilford Heath Road Colehill BH21 2HL
Proposal:	Demolish existing covered area and replace it with a new roof. Erect single-storey extension.
Applicant name:	Mr Howard Jolliffe
Case Officer:	Kelly Pugh
Ward Member(s):	Cllr Atwal and Cllr Todd

1. Reason application is going to committee:

The application site comprises land in the Council's ownership.

2. Summary of recommendation:

To grant planning permission subject to conditions as set out at the end of this report.

3. Key planning issues

Issue	Conclusion
Principle of development	Acceptable: Urban Area
Impact on character and appearance including trees	Acceptable: subject to Tree protection fencing
Impact on the living conditions of the occupants and neighbouring properties	Acceptable
Flood risk and drainage	Acceptable
Highway impacts, safety, access and parking	Acceptable, subject to condition
Biodiversity	Acceptable

4. Description of site

- 4.1 Colehill First school lies on a parcel of Council owned land within the settlement of Colehill. The vehicle access is off Cannon Hill Road to the north. Pilford Heath Road runs alongside the eastern boundary and Middlehill Road lies to the south. Colehill Village hall is on land to the west.
- 4.2 The school grounds are demarcated by fencing and are surrounded by dense trees with the school sited toward the southeast of the site.

- 4.3 Established residential properties lie to the north, east and west but are separated from the school site by highways.

5. Description of development

- 5.1 It is proposed to demolish the existing modest timber gazebo structure located on the southern side of the building and replace it with a single-storey extension.
- 5.2 The proposed single-storey extension would comprise a pent tiled (single pitch) roof, partially positioned beneath the existing roof structure, to achieve an enlarged covered outdoor area and a new enclosed toilet block.
- 5.3 The proposed pent roof would measure approximately 4.5m in height at its highest point, reducing to approximately 2.1m at the eaves. The extension would have an overall width of approximately 9.4m and project approximately 3.3m from the rear (southern elevation) of the building.
- 5.4 The materials proposed are shiplap cladding and Kingspan roof tiles in anthracite, similar to the existing.

6. Background and relevant planning history

- 03/00/0158/FUL - Decision: GRA - Decision Date: 28/03/2000
Demolish Existing Timber Dining/ Hall & Erect New School with Link to Existing Temp. Classroom.
- 03/00/0760/FUL - Decision: GRA - Decision Date: 12/09/2000
Erect Additional Classroom Linked to School Hall
- 03/03/0069/FUL - Decision: No objection - Decision Date: 13/03/2003
Demolish Existing Temp Classrooms, Extend Existing Hall & Class to Form New First School.

7. List of constraints

Tree Preservation Order (EDDC/CO/99)

Neighbourhood Plan Area - Colehill

Within Settlement Boundary; Wimborne/Colehill

Colehill First School Playing Field, Policy: HE4

Right of Way: Bridleway E36/11; - Distance: 4.56

Medium pressure gas pipeline 12.5m or less from 12.5m Buffer on Regional Medium

Dorset Council Land Freehold: Colehill First School, Middlehill Road, Colehill

Radon: Class: 1.0 (low risk, protective measures not required)

Contaminated Land

8. Consultations

All consultee responses can be viewed in full on the website.

Consultees

1. **SSE (electric) and SSN (gas)** – Informative is recommended
2. **Dorset Council (DC) - Rights of Way Officer** – No comments received
3. **DC - Highways** – No Objection
4. **DC - Trees (East & Purbeck)** – No objection subject to condition
5. **Colehill Town Council** – No Comment
6. **Colehill & Wimborne Minster East Ward Members**
 - Cllr Todd has raised concerns from the school that delays in determining the application may affect the ability to complete the proposed works during the summer holiday period, potentially impacting school operations at the start of the new academic year.

Representations received

The application was advertised by site notices.

No neighbour representations have been received.

9. Duties

s38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications must be in accordance with the development plan unless material circumstances indicate otherwise.

10. Relevant policies

Development plan

In this case the development plan comprises the adopted Christchurch and East Dorset Local Plan 2014:

Adopted Christchurch and East Dorset Local Plan – Part 1 Core strategy 2014:

The following policies are considered to be relevant to this proposal:

KS1: Presumption in favour of sustainable development

KS2: Settlement hierarchy

KS1: Transport and development

HE2: Design of new development

HE3: Landscape quality

HE4: Open Space Provision

ME6: Flood management, mitigation and defence

Material considerations

- **Emerging draft Dorset Council Local Plan:**

Policy DM4: Emerging development plan proposals of the NPPF provides that local planning authorities may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant plan policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of compliance of the relevant policies in the emerging plan with the policies for plan-making in the NPPF (the closer the policies in the emerging plan to the policies of the NPPF, the greater the weight that may be given to them).

The Dorset Council Local Plan

The emerging Dorset Local Plan is being prepared in accordance with plan-making processes set out in the Levelling Up and Regenerating Act 2023 and Local Planning Regulations (2026). As the plan is still at an early stage of the plan making process, limited weight can be attached to it when taking decisions on planning applications. Decisions on planning applications should continue to be assessed against the policies in adopted development plans, national planning policy and any other relevant material considerations.

Local Nature Recovery Strategy

The Dorset Local Nature Recovery Strategy identifies local priorities for nature recovery and maps areas where action would be most beneficial. In planning decisions it is a material consideration, helping to ensure that development supports biodiversity enhancement and aligns with Dorset's agreed priorities for nature recovery.

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF), published on 17 August 2026, sets out the Government's national planning policies for both plan-making and decision-making in England.

When determining development proposals decision-makers are required to take a positive and proactive approach and to seek to approve sustainable development where possible.

The NPPF introduces a permanent presumption in favour of sustainable development, through Policies S3 to S5 (which replaces the former "tilted balance" contained in paragraph 11 of the previous NPPF) and sets out the principles for development within and outside settlements. The Framework also confirms that planning applications should be determined in accordance with the development plan unless material considerations indicate otherwise.

Relevant NPPF chapters and policies include:

- Chapter 3: Decision making policies. Local planning authorities should approach decision making positively, proactively and proportionately. They should work with applicants through pre-application engagement and consultations and aim to resolve concerns through planning conditions or obligations where possible to avoid delay and to enable an approval rather than a refusal. Applications that accord with the

development plan, the NPPF and other material considerations should not be refused where they can clearly be approved.

Policy DM3: Determining Development

DM6: Use of planning conditions and obligations

- Chapter 4: Achieving Sustainable Development. The objective of the policies in this chapter is to meet development needs through sustainable patterns of development, including by maximising the potential for growth on suitable land within settlements, enabling development which will support the rural economy, rural communities and the provision of infrastructure, and limiting development away from settlements to help safeguard the intrinsic character and beauty of the countryside.

S3: Presumption in favour of sustainable development

S4: Principle of development within settlements

- Chapter 12: Making effective use of land. Planning decisions should give substantial weight to proposals that make more effective use of land and buildings, while maintaining good design, living conditions and local character. This includes redevelopment of previously developed, vacant, underused, contaminated or derelict sites, reuse of existing buildings, creation of additional homes through sensitive infill, upward extensions and development within existing plots. Higher-density development is also promoted within settlements in well-connected locations near public transport. Development that fails to make efficient use of land in accordance with the policy should be refused.

L2: Making effective use of land

- Chapter 14. Design Policies. Good design remains a fundamental component of sustainable development, and development should respond positively to local character while creating attractive and functional places. Proposals that demonstrate good design and place-making should be supported, while those that fail to meet established design standards should be refused unless clearly justified.

DP3: Key principles for well-designed places

DP4: The design process

- Chapter 15. Promoting sustainable transport. The objective of the policies in this chapter is to ensure that transport considerations are taken fully into account in the preparation of development plans and the evolution and assessment of development proposals; using a vision-led approach to embed the role that transport infrastructure and choices can play in creating well-designed, sustainable, inclusive and popular places.

TR4: Street design, access and parking

TR6: Assessing transport impacts

- Chapter 16: Promoting healthy communities. The objective of the policies in this chapter is to promote the creation of healthy and inclusive places and support the provision of appropriate public services, by enabling development which can support this aim and seeking to retain, improve and deliver new facilities which are important for community wellbeing and minimising inequalities.

HC4: Proposals for new and improved community facilities, public service infrastructure and development providing public health benefits

HC7: Development affecting existing recreational land and facilities

- Chapter 17. Pollution, public protection and security. The objective of the policies in this chapter is to ensure that new development is appropriate for its location, taking into account risks posed by pollution and other hazards; that any impacts which development might have are taken into account; and that sufficient provision is made for development required for public safety and security.
 - P2: Ground conditions
 - P3: Living conditions and pollution
- Chapter 18: Managing flood risk and coastal change. Development proposals should minimise risks to development arising from all sources of flooding and coastal change, taking into account the impacts of climate change, by steering development away from areas of risk, ensuring that development will be safe for its lifetime without increasing flood risk elsewhere, and incorporating sustainable drainage systems where appropriate.
 - F4: Assessing flood risk for decision-making
 - F7: Ensuring development is safe from flooding
 - F8: Sustainable drainage systems and watercourses
- Chapter 19: Conserving and enhancing the natural environment. Development should conserve and enhance the natural environment by protecting important landscapes, habitats, biodiversity and trees, while maximising opportunities for nature recovery, green infrastructure and biodiversity net gain. Proposals should avoid significant environmental harm, prioritise land of lower environmental value where possible, and be sensitively designed in protected landscapes and coastal areas. Development causing unacceptable impacts on designated sites, irreplaceable habitats or biodiversity that cannot be adequately avoided, mitigated or compensated for should be refused.
 - N3: Trees in new development

Other material considerations

National Planning Practice Guidance

Including 'Determining a planning application'

Supplementary Planning Guidance

Dorset Council Interim Guidance and Position Statement Appendix B: Adopted Local Plan policies and objectives relating to climate change, renewable energy, and sustainable design and construction. December 2023.

11. Human rights

Article 6 - right to a fair trial.

Article 8 - right to respect for private and family life and home.

The first protocol of Article 1 protection of property.

This recommendation is based on adopted development plan policies, the application of which does not prejudice the human rights of the applicant or any third party.

12. Public Sector Equalities Duty

As set out in the Equalities Act 2010, all public bodies, in discharging their functions must have “due regard” to this duty. There are 3 main aims: -

- Removing or minimising disadvantages suffered by people due to their protected characteristics
- Taking steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people
- Encouraging people with certain protected characteristics to participate in public life or in other activities where participation is disproportionately low.

Whilst there is no absolute requirement to fully remove any disadvantage the Duty is to have “regard to” and remove or minimise disadvantage and in considering the merits of this planning application the planning authority has taken into consideration the requirements of the Public Sector Equalities Duty.

The proposal will enhance opportunities for engagement in outdoor activities and will provide improved toilet facilities both benefiting young children.

13. Public Benefits

No significant financial benefits identified

14. Planning Assessment

Principle of development

- 14.1 The proposed extension relates to an existing school use and seeks to enhance facilities within the established school site. The development would support the continued operation and functionality of the school and, as such, the principle of development is considered acceptable. The extension would be sited on an area currently used as hard-surfaced playground; the proposal would not result in the loss of any playing pitches, sports fields, or formal recreational facilities. Whilst a modest area of playground would be lost (approx. 18sqm for the toilets), the development would provide enhanced school facilities, including a larger covered area and additional toilet provision, improving the usability of the site and providing greater opportunities for outdoor activity, shade and protection from adverse weather conditions. Policy HC4 requires that substantial weight should be given to benefits where improved community facilities would be provided as in this case.
- 14.2 Having regard to Policy HC7 of the NPPF ‘Development affecting existing recreational land and facilities’, it is considered that the educational and recreational benefits arising from the proposal outweigh the limited loss of playground space, and the development would not result in an unacceptable reduction in the quality or functionality of recreational provision available to pupils.

Impact on character and appearance including trees

- 14.3 Local Plan Policy HE2 requires development to be compatible with its surroundings, in relation to 11 criteria including scale, visual impact and its relationship with mature trees.

This policy is judged to accord with NPPF design policy DP3 which identifies key principles for the creation of well-designed places and policy N3 'Trees in new development' which recognises the benefits that trees can provide. The existing school building has a relatively low visual presence within the street scene, with established trees around the site contributing to limited views of the building and reinforcing the sylvan character that defines the wider area surrounding the school.

- 14.4 The proposed single storey extension is to be partially positioned beneath the existing roof structure and would therefore sit lower than the main school building. The extension proposes a tiled pent-style (single pitch) roof that reflects the design of the existing building, resulting in a form that is sympathetic to the established built appearance of the school. The proposed external materials comprise shiplap cladding and anthracite-coloured Kingspan roof tiles, which are comparable in appearance to those already present on the building and would ensure a compatible finish.
- 14.5 The extension would extend approximately 3.3 metres from the existing south elevation, largely reflecting the footprint of the structure to be removed, and would occupy only around half the width of the existing school building. Consequently, it is considered to represent a modest addition that would not appear overbearing or disproportionate.
- 14.6 Furthermore, the extension would be suitably screened along both Middlehill Road and Pilford Heath Road by the surrounding vegetation.
- 14.7 The Council's Tree Officer has noted that the trees on the South and West flanks of the site are positioned behind a low picket fence and has advised that this should remain in place for the duration of the construction as this will be adequate to protect the trees. The trees on the Eastern side of the site do not sit behind any existing fencing. A line of Heras fencing will be required to be installed prior to construction beginning and remain in place until completion of the project, to adequately protect the trees.
- 14.8 A planning condition will be imposed to secure adequate tree protection fencing is in situ with photographic evidence to be provided prior to commencement of the works on site.
- 14.9 Given its limited scale, compatible design and screened position, the proposed extension is considered to have limited visual impact on the character and appearance of the area. Subject to the above condition, the proposal is in accordance with the requirements of policies HE2 and HE3 of the Local Plan and policies DP3 and N3 of the NPPF in regard to character and appearance.

Impact on the living conditions of the occupants and neighbouring properties

- 14.10 Policy HE2 requires that development should be compatible with nearby properties including minimising general disturbance to amenity. This accords with NPPF policy P3 'Living conditions and pollution' which requires healthy living conditions for users and neighbouring residents including consideration of air, noise, artificial light and other forms of pollution.
- 14.11 The extension would be suitably screened from the properties on Pilford Heath Road to the east. Whilst the extension may be associated with an increase in the intensity of the current use by the school with associated noise, given the context of the existing school use and that the distances of approximately 30m between the extension and the front boundary of these properties and the intervening boundary screening there is no demonstrable harm anticipated.
- 14.12 Furthermore, the distance to the neighbouring properties on Middlehill Road exceeds 40m. As such, it is concluded that the proposal would not result in any additional harmful

impact on the amenity of these neighbouring properties so accords with policies HE2 and P3.

Flood risk and drainage

- 14.13 The application is supported by a Flood Risk Assessment, and the site is located within Flood Zone 1. The Environment Agency surface water flood mapping identifies areas of high surface water risk during a 1 in 100-year event (including an allowance for climate change) to the north and south of the site, however these areas do not coincide with the location of the proposed extension.
- 14.14 The extension would be constructed on an existing area of hardstanding and would not encroach into identified areas at risk of surface water flooding. Taking a proportionate and pragmatic approach, it is considered that the development would not increase flood risk on or off the site and is therefore acceptable in planning terms. The proposal is considered to accord with Local Plan policy ME6 and NPPF policy F7.

Highway impacts, safety, access and parking

- 14.15 No changes are proposed to the existing vehicular or pedestrian access arrangements serving the school. The development will continue to utilise the established access point from Cannon Hill Road, and the proposal will not result in any changes to vehicle movements, parking provision, or site circulation.
- 14.16 The Council's Highway Officer states that it is important to ensure that any construction works do not impact on safe access and egress of children to and from school. A suitably worded planning condition has been imposed requiring a Construction Management plan be submitted prior to commencement, to ensure safe access and egress during construction, as such the proposal complies with policy KS11 and NPPF policies TR4 and TR6.

Biodiversity

- 14.17 The application has claimed the de minimis exemption from the Biodiversity Net Gain requirements. This exemption is accepted as the proposed development falls below the de minimis threshold and meets the relevant criteria. The de minimis threshold applies to development which:
- i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
 - ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).
- 14.18 The proposal will not require alterations to the existing roof of the building. Due to the scale and nature of the development no ecological assessment has been required.

15. Environmental implications

There will be some carbon emissions associated with the new development. No significant environmental impacts have been identified.

16 Summary of issues and the planning balance

For the above reasons the application is found to accord with the Development Plan as a whole and there are no material planning considerations that would warrant refusal.

The agreement of the agent to the pre-commencement planning condition was received on 5th August 2026.

17 Recommendation

To 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 beginning with the date of this permission.

Reason: This condition is required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

100 1 Site Location and Block Plan

103 2 Proposed Floor plan

104 2 Proposed Elevation Plan

Reason: For the avoidance of doubt and in the interests of proper planning.

3. No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The CMP shall include measures to ensure that construction traffic, contractor parking, deliveries and site operations do not prejudice the safe access and egress of pupils, staff and visitors to and from the school. The approved CMP shall be adhered to throughout the construction period.

Reason: In the interests of highway safety and to safeguard the safe operation of the school.

4. The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans Q6883 drawing 100 (amended) and BS 5837:2012 (as amended) before any equipment, machinery or materials are brought to the site for the purposes of the development. Fencing shall be maintained until all equipment, machinery and surplus materials have been removed from the site and nothing shall be stored or placed in any area fenced, nor ground levels altered or excavated without the prior written consent of the local planning authority.

Dated photographic evidence of the erected fencing must be supplied to the Local Planning Authority at least 5 days prior to the commencement of works.

Reason: In order to prevent damage during construction to trees that are shown to be retained on the site.

5. The development hereby permitted shall be constructed entirely of the materials details of which are identified in section 5 of the application form and drawing '104/2 Proposed Elevations' unless any minor variation is agreed in writing by the Local Planning Authority.

Reason: This is required to ensure the satisfactory visual relationship of the new development to the existing

6. In the event that contamination is found at any time when carrying out the approved development, it must be reported in writing immediately to the Local Planning Authority and an investigation and risk assessment must be undertaken in accordance with requirements of BS10175 (as amended). Should any contamination be found requiring remediation, a remediation scheme, including a time scale, shall be submitted to and approved in writing by the Local Planning Authority. Remediation must then be carried out in accordance with the approved scheme and on completion of the approved remediation scheme a verification report shall be prepared and submitted within two weeks of completion and submitted to the Local Planning Authority.

Reason: To ensure risks from contamination are minimised.

Informative Notes:

1. The applicant's attention is drawn to the letter from the Scotia Gas Network (SGN) dated 29 June 2026 and Scottish & Southern Electricity (SSE) dated 29 June 2026 in respect of this application.

2. Biodiversity Net Gain

The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for development of land in England is deemed to have been granted subject to the condition (biodiversity gain condition) that development may not begin unless:

- (a) a Biodiversity Gain Plan has been submitted to the planning authority, and
- (b) the planning authority has approved the plan.

The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan, if one is required in respect of this permission would be Dorset Council.

There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. These are listed in full in a subsequent informative below.

Based on the information available this permission is considered to be one which will not require the approval of a biodiversity gain plan before development is begun because one or more of the statutory exemptions or transitional arrangements are considered to apply.

- The permission which has been granted is for development which is exempt being:
 - Development which is not 'major development' (within the meaning of article 2(1) of the Town and Country Planning (Development Management Procedure) (England) Order 2015) where:
 - Development below the de minimis threshold, meaning development which:
 - i) does not impact an onsite priority habitat (a habitat specified in a list published under section 41 of the Natural Environment and Rural Communities Act 2006); and
 - ii) impacts less than 25 square metres of onsite habitat that has biodiversity value greater than zero and less than 5 metres in length of onsite linear habitat (as defined in the statutory metric).

3. Informative: National Planning Policy Framework Statement

In accordance with policy DM3 of the NPPF the council, as local planning authority, takes a positive approach to development proposals and is focused on providing sustainable development.

The council works with applicants/agents in a positive and proactive manner by:

- offering a pre-application advice service, and
- as appropriate updating applicants/agents of any issues that may arise in the processing of their application and where possible suggesting solutions.

In this case:

- The application was acceptable as submitted and no further assistance was required.