

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.