

DELEGATED OFFICER REPORT

Application Ref: H/25/100417

Site Address: 16 OAKMOUNT ROAD, CHANDLER'S FORD, EASTLEIGH, SO53 2LH

Case Officer: Katie Lasham

Description: Erection of detached garage to rear of dwelling and associated extension of vehicular access and removal of rear boundary treatment.

Particular Site Constraints?	Yes ☒	No ☐
Within urban edge Great Crested Newts - Amber		

Planning History?	Yes ☒	No ☐
PD/25/100192: PD Enquiry – Erection of detached garage at the rear of the dwelling. Refused – Not Lawful. F/07/61489: Erection of single storey rear and side extension and erection of rear facing dormer window. Approved December 2007.		

Publicity:	Letters ☒	Site Notice ☐	Newspaper ☐
Representations:	None received		
Parish Council:	No Comment		
Hampshire Highways	No objection in principle, but the garage should be set back a further 1m from the roadside, to allow for ease of turning when entering and exiting the site.		

Site Visit:	Yes ☒	No ☐
Details: 18 December 2025 and 25 March 2026		

Policy:
National Planning Policy Framework Planning Practice Guidance Development Plan: The <u>Eastleigh Borough Local Plan 2016-2036</u> The most relevant policies are Strategic policies S1 and S2; and Development Management policies DM1, DM2, DM11 and DM14. Supplementary Planning Documents: Quality Places; Parking Standards; Character Area Appraisals.

Assessment:
<u>Summary of site and proposal</u> The application site is a two-storey end of terrace dwelling, located within a residential area of Chandlers Ford. Vehicular access to the property is entered via a service road to the rear curtilage and the dwelling uses the rear section of the garden for vehicular parking which is laid to hardstanding. The rear boundary treatment as existing comprises a gate for vehicle access into the property and a brick wall spanning the remainder for the rear boundary treatment. Surrounding properties within the vicinity comprise outbuildings and garages to the rear garden area that front onto the access road, permitting off road parking to dwellings along

this road. Garages are located in close proximity to the fence line of the opposing side of the site, making turning circles tight and manoeuvring for vehicles more difficult.

The application proposes the erection of a garage measuring 10metres length x 7metres depth x 3metres in height which is to be set back from the boundary curtilage by two metres. The removal of all boundary treatment is proposed as well as an extension of the vehicular access to span across most of the rear boundary. The proposed outbuilding is to adjoin to a small existing outbuilding on site.

Principle of development

The development is within the urban edge where the principle of development is acceptable, in accordance with Policy S2 of the Local Plan.

Character and appearance of the area

Policy DM1 of the Local Plan requires all development to respect and where possible enhance the character and appearance of the area, taking full account of mass, scale, materials, layout, density, design and siting both and in relation to adjoining buildings, spaces and views.

The design of the proposed single storey large double garage is more substantial in scale comparatively with those of neighbouring dwellings. It measures 3metres in height and is set in by two metres from the rear boundary line but spans close to both side neighbouring gardens. Whilst substantial in scale, the proposed garage is to be offset from the rear boundary line by two metres offering some subservience from the roadside. Furthermore, the garage doors will reflect the expected use of the service road and will assimilate well in its design. The red brick walls are an in keeping material and the proposed flat roof will ensure that the building does not create any unnecessary bulk, minimising visual harm from the surrounding street scene.

The removal of the boundary treatment is necessary to ensure that vehicle access can be provided to both garage doors and an increase in the length of the vehicular accessway is also proposed. A common feature on this road is rear boundary treatment comprising garages, or a loss of the boundary treatment to permit off road parking spaces on hardstanding, so the loss of the boundary treatment and the stepped back garage is acceptable to preserve the visual amenity of the road.

Overall, despite its large scale, it does not appear incongruous to the street scene or the application site in terms of its form, scale and appearance due to its set back location and being single storey in scale with a flat roof, in accordance with the aims of Policy DM1 of the Local Plan.

Impact on residential amenity

Paragraph 135(f) of the NPPF and Policy DM1 of the Local Plan requires all development to preserve the amenity of neighbouring residents and where possible enhance it to provide a high standard of amenity for existing and future occupiers.

Dwellings to the rear of the site located on Clausentum Close are separated from the application site by the service road, with the proposed garage facing onto the rear gardens of the properties. Noting the separation distances and the single-storey scale of the structure, residential amenity of these neighbours is safeguarded.

The neighbouring property to the side (north-west) at no.14 Oakmount Road comprises an area of hardstanding to their rear garden area for vehicle parking. The proposed garage is to sit adjacent their side curtilage but as much of the garage is to be located adjacent their vehicle parking area and the rearmost part of their garden, the height and scale of the proposed outbuilding is acceptable and ensures there is no undue harm created.

The neighbouring property to the side (east) at no.18 Oakmount Road has an outbuilding located along their side boundary adjacent the proposed garage. A window and door are proposed along the side of the garage facing onto this neighbour. With existing boundary treatment in place between these two neighbours, there is no harmful overlooking that will be created on this neighbour. Furthermore, the garage is set in from their side boundary and is a flat roof single-storey outbuilding set to the rearmost section of their garden. Accordingly, the height and scale are appropriate to ensure residential amenity is preserved.

The proposed garage is not a habitable space, and vehicles could already park in this location with associated comings and goings. Given its acceptable height, separation distance, and use as non-habitable space, it is not considered that the proposal would result in harmful overlooking / loss of privacy, undue visual intrusion, loss of light, or create an overbearing impact on the neighbouring properties and accords with Policy DM1 of the Local Plan and the guidance set out in the 'Quality Places' SPD.

Impact on highway safety and parking

Policy DM14 of the Local Plan requires all proposals to provide adequate parking to ensure highway safety/traffic management. Provision will take account of the adopted Eastleigh Borough Council's Parking Standards SPD which sets out minimum requirements for parking provisions.

The site benefits from existing hardstanding and a gate to the rear of the property allowing vehicle parking as existing. The proposed garage will provide suitable space for two parking spaces. The accessway is to be extended across most of the width of the property, creating a significantly larger area for vehicle access from the service road.

The LHA have been consulted and raised no objection in principle, however noted that there is only a 5metre distance from the garage entrance to the opposing fence line to the other side of the service road, making turning of vehicles more difficult, and suggests that the garage should be set back a further 1metre into the site to improve vehicle manoeuvres. Amendments were requested from the applicant however they made clear there are many examples of garages set at the proposed location as that of the garage on this road. As the road only serves a modest number of properties, with vehicle movements slow due to being a single lane of traffic with fence lines to both side of the road, and with a precedent set of garages set at this distance from the roadside, the garage is an acceptable alteration onto the highway to not cause undue harm to parking or highway safety.

According to online records, no.16 is a 4-bedroom dwelling. The existing site plan shows the hardstanding can create parking spaces for three vehicles, yet the proposed garage will only accommodate two vehicle parking spaces. This will create a shortfall of one parking space of the Parking Standards SPD which requires a 4-bedroom dwelling to comprise 3 parking spaces. There is unrestricted on-road parking available to the front of the site along Oakmount Road that will offer an alternative area for parking to offer some relief to the loss of the parking space shown. Whilst this will create a loss of one parking space, the shortfall is not considered so harmful as to cause material harm to parking and highway safety within the area. For the reasons stated above, the scheme is in accordance with the aims of Policy DM14 of the Local Plan and the Parking Standards SPD.

Ecology

Policy DM11 of the Local Plan requires the protection, conservation and enhancement of all international, national and local nature conservation and designations and networks of habitats. It also requires a net gain of biodiversity on all development sites.

The existing area of development is laid to hard landscaping and is not considered to provide, or have provided, a suitable habitat for protected species, including great crested newts which are located within the surrounding vicinity. The scheme is exempt from biodiversity net gain requirements, but a biodiversity net gain should be provided, as per Policy DM11 of the Local Plan. There are also no likely significant impacts on the SPA.

Climate Change

In July 2019, the Council declared a Climate Change and Environmental Emergency. In doing so it agreed, among other things, to: (a) put in place measures to ensure the Council's own operations and functions achieve carbon neutrality; (b) work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality by 2030; (c) ensure that the Council's procurement policy recognises carbon neutrality as one of its primary considerations; and (d) recognise the urgency of action to mitigate and adapt to climate change in every decision taken by the Council. This is underpinned by the Climate and Environment Emergency Strategy 2020–2030 and the supporting Climate and Environmental Emergency Action Plan – Update June 2020.

The declaration of the Climate Change and Environmental Emergency demonstrates a strong commitment from the Council to achieve net zero. The NPPF, development plan and adopted local plan policy do not set this as a specific target, but it is a material consideration to be considered alongside all other material considerations. In any case addressing climate change is a core part of the NPPF and local plan policy. The need to support the economy is part of the Strategic Environmental Assessment for the adopted local plan, as is an assessment of climate impacts.

The NPPF aims for the need for housing to be met, and policy S2 of the Local Plan sets a target for 14,580 dwellings to be provided by 2036. The NPPF, Policies S1, DM2 and DM3 of the Local Plan and energy and water elements of the adopted Environmentally Sustainable Development SPD require development to be sustainable in terms of resource use, climate change and energy use. When considering the impact of climate change, the proposed development is expected to be resilient to the potential effects of climate change and is expected to reduce/limit impacts on climate emissions as a result of the development or its use.

Equalities Implications

Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:

- A public authority must, in the exercise of its functions, have due regard to the need to:
 - a. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications

Conclusion:

Recommendation:

PERMIT ☒

REFUSE ☐

Comments ...