

DELEGATED OFFICER REPORT

Application Ref: H/26/101291

Site Address: 28 MORTIMERS LANE, FAIR OAK, EASTLEIGH, SO50 7BD

Case Officer: Charlie Vallis

Description: Construction of detached timber car port to front garden, for use by a motorhome.

Particular Site Constraints?	Yes ☐	No ☒
Within the urban edge		

Planning History?	Yes ☒	No ☐
F/15/77141 – Single storey rear extensions and front porch – Permit – Oct 2015		

Publicity:	Letters ☒	Site Notice ☐	Newspaper ☐
Representations:	None were received		
Parish Council:	<u>11/6/26:</u> The Parish Council is concerned that the proposal, by reason of its height, scale, siting, and lack of clarity regarding access, would result in an unduly prominent and visually intrusive form of development that is out of keeping with the character of the surrounding area. <u>17/6/26:</u> Further to the Parish Council's original comments, it is noted that the proposal introduces a structure of approximately 3.35 metres in height within the front garden, positioned forward of the principal elevation on rising ground. The submitted plans indicate boundary hedging to the front and side; however, no details are provided to confirm its retention, and such features may be altered or removed without planning permission. In addition, the application does not clearly demonstrate how a motorhome would access the structure from the existing access arrangement. Taking these additional points into account, the Parish Council now objects to the application.		
Tree Officer:	We raise no arboricultural objection to the proposed car port.		

Site Visit:	Yes ☒	No ☐
Details: 22.6.26		

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, DM11 and DM14.
Supplementary Planning Documents: Quality Places; Parking Standards; Bishopstoke, Fair Oak and Horton Heath Character Area Appraisal (BIFOHH 49).

Assessment:
<u>Proposal:</u> The proposal is to erect a 6m by 7.5m carport in front of the dwelling, approximately 3.35m in height from ground level, to accommodate the parking of a motorhome underneath. The submitted drawings indicate that the structure would be set around 1m behind the front boundary and around 1m away from the shared boundary with No.30.

Policy and principle:

The application site lies within the urban edge where the basic principle of development is acceptable, with any formal approval being based upon the exact nature, design and impact of the proposal being considered acceptable and in accordance with the relevant policies in the adopted local plan and supplementary planning documents.

EBLP policy DM1 sets out that all new development should not have an unacceptable impact on, and where possible should enhance the character and appearance of urban areas. In addition, it requires new development to take full and proper account of the context of the site including the character, appearance and land uses of the locality; and be well integrated with adjoining uses, buildings, spaces and views in terms of its mass, scale, materials, layout, density, design and siting.

Building on these provisions, the Council's Quality Places SPD (p11) sets out the importance of new development following the existing urban grain. In addition, the document highlights that the distance between buildings and the street are important aspects in defining the character of residential areas and that ancillary buildings should be sympathetically related to their host dwellinghouse (p47-48).

Impact on character and appearance of the area:

The application site is positioned opposite the junction between Mortimers Lane and Mortimers Drive, in a row of residential bungalows. There is an established and uniform building line along this side/section of Mortimers Lane, with buildings set back from the road and subservient in what is an open and verdant section of street. This pattern of development contributes to its attractive setting and character.

The structure would be positioned close to its front boundary. The height of the structure when viewed from the Mortimers Lane would be further increased, with the carport positioned on a driveway which sits on raised ground in relation to the street. Based on observations at the time of a site visit, the structure would protrude above its boundary hedge and be clearly visible from the street scene of Mortimers Lane and Mortimers Drive.

Owing to its excessive height, proximity to the frontage, and position at a junction, the structure would appear as a prominent detached structure within the street scene. The proposal would be a noticeable departure from the prevailing pattern of development, sitting forward of the established uniform building line. Its height, scale, form and positioning is also not sympathetically related to the host dwelling.

Overall, the proposed car port would be seen as an intrusive detached feature in the street scene, out of step with the established building lines at this point. It would also be incongruously related to the appearance and setting of the host dwelling.

The agent has pointed towards two examples of similarly located structures along Mortimers Lane. A structure at No.13 is similar in design, however, appears to have been constructed recently and planning permission has not been located – as such, the extent to which this has been considered is limited. Nonetheless, in comparison to the application proposal, its prominence is far reduced due to: the lower height of the structure, its position on level ground compared to the street, its set back from the road and position in a context where the adjacent buildings are set forward from the host dwelling.

A second example at No.15a is a double garage positioned in the property's frontage. This is integrated with the design of its host dwelling, using tiles and brickwork to match the host dwelling. Due to its position on level ground and in a context where neighbouring properties are set forward, the garage does not appear incongruous to the established building line and character of this section of road. As such, neither of these examples are considered directly comparable to this proposal.

Other matters:

Comments from the Parish related to access and the boundary hedging have been noted. The applicant's agent has outlined that they would intend to retain the existing hedgerow, and the application does not include a proposal for new access arrangements. These factors therefore would not form a reason for refusal. However, as outlined previously, the natural screening would not be sufficient to mitigate the harm caused by the structure to the character and appearance of the area.

Given the positioning of the structure away from residential properties, the development accords with the guidance in the Quality Places SPD relating to residential amenity; in that there will be no unacceptable impact on the amenity of the neighbouring properties in terms of loss of privacy, light or outlook.

There are 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 by 2030; (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.

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 ☒
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Owing to its excessive height, scale and prominent siting, the proposed carport would form an incongruous feature within the street scene, representing a significant departure from the prevailing pattern of development along this section of Mortimers Lane and

resulting in an adverse impact on the character and appearance of the surrounding area. As such the proposed development is contrary to policy DM1 of the Eastleigh Borough Local Plan Review [2016-2036] and 'Quality Places' SPD [2012].