

DELEGATED OFFICER REPORT

Application Ref: X/26/101888

Site Address: 25 MORTIMERS LANE, FAIR OAK, EASTLEIGH, SO50 7BH

Case Officer: Rachael Morris

Description: Variation of condition 2 (plans) to amend the position of the garage of planning application F/14/75682 for 'First floor rear extension, conversion of existing garage, attached carport at side and detached garage at rear'.

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

Planning History?	Yes ☒	No ☐
• Z/25317/000/00 - attached garage at side with two storey extension at rear – Permit – May 1981 • Z/25317/001/00 - erection of ground floor rear extension – Permit – Sept 1981 • F/14/75682 - First floor rear extension, conversion of existing garage, attached carport at side and detached garage at rear – Permit – Jan 2015		

Publicity:	Letters ☒	Site Notice ☐	Newspaper ☐
Representations:	1 Ashlea Close. Objection. Too big and close to my boundary fence		
Parish Council:	No Comment		
Southampton Airport:	No Comment		

Site Visit:	Yes ☒	No ☐
Details: 01/09/2026		

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, DM11 and DM14.
Supplementary Planning Documents: Quality Places (June 2026); Parking Standards (September 2025); Character Area Appraisals.

Assessment:
The development is considered acceptable and complies with policies DM1, DM11 and DM14 from the 2016-2036 local plan, in that:
<u>Principle</u> • The development is within the urban edge where the principle of development is acceptable. • The proposal was largely completed under the original permission F/14/75682. The applicants have built out the first-floor rear extension and garage conversion which secures the planning permission and allows for this variation to be submitted. The previous application gained permission for the car port and garage, but these were not built. This application seeks to move the position of the

garage closer to the proposed car port, so they are joined and used as one structure.

Design and layout

- The development would not be an overdevelopment of the site, would retain sufficient amenity space and meet parking standards. The property is 4-bedrooms which requires 3.no on-site car parking spaces. The proposal would provide 5.no car parking spaces, 4.no of which are tandem spaces. This is considered acceptable in this case as although tandem parking is not ideal, the site can provide the required 3.no car parking spaces and the extra spaces are just additional.
- The proposed garage is smaller in footprint than the originally approved scheme (F/14/75682) but accords with the guidance set out for garage size in the Parking Standards SPD. However, the proposed garage is set approx. 1.5m higher to the ridge (approx. 5m tall) than the previously approved scheme due to the proposed gabled design instead of hipped.
- The proposed garage will be brought forward from the previously approved position in order to be more practically used and associated with the car port. The land level will need to be raised to accommodate the garage, but this is considered acceptable as the garage will not extend out past the rear line of the neighbour and the neighbouring property's closest elevation is blank with no windows.
- The proposed car port is the same height as was previously approved as this aligns with the height of the garage conversion, constructed under F/14/75682. However, the car port will extend further back into the site than previously approved. This is to accommodate the position of the garage and the relationship the two structures will have with each other.
- Overall, the structures would not dominate the character of the main dwelling and is not too dissimilar from what was previously approved. The design of the garage and car port is suited to the host dwelling in terms of its form, scale and appearance. This is in accordance with NDMP DP3 of the NPPF (2026) which sets out the key principles for well-designed places.

Residential amenity

- NDMP P3 of the NPPF (2026) 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.
- The development accords with guidance set out in the 'Quality Places' SPD in that there will be no unacceptable impact on the amenity of the neighbouring properties in terms of loss of privacy, light or outlook.
- The proposed development does not propose any side windows which could create unacceptable overlooking. The proposed rooflights and side door will not create a privacy issue as they look into the garden of the application site.
- The proposed car port and garage will be adjacent to no.27 Mortimers Lane's existing built form and as such will be unlikely to create an unacceptable impact to their amenity.
- The comment from no.1 Ashlea Close is noted however the proposed garage will be moved further from their boundary than originally permitted which will be an improvement for them. The rear of the garage will be positioned approx. 7.3m from no.1 Ashlea Close's boundary, providing a suitable separation distance. Worthy of note is that an outbuilding constructed via permitted development (Schedule 2, Part 1, Class E of The Town and Country Planning (General Permitted Development) (England) Order 2015) could be 4m tall with a pitched roof (2.5m eave height) if over 2m from the boundary.

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 Environment 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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Comments ...
