

Vallis, Charlie

To: Oliveira, Marta (Contractor)
Subject: RE: F/25/100445 - 29 HOCOMBE ROAD, CHANDLER'S FORD - Urban Design
Comments on Amended Proposals

From: Oliveira, Marta (Contractor)
Sent: 17 February 2026 14:56
To: Vallis, Charlie
Subject: F/25/100445 - 29 HOCOMBE ROAD, CHANDLER'S FORD - Urban Design Comments on Amended Proposals

Hi Charlie,
The following Urban Design comments are provided in response to the amended proposals.

The submitted amendments, including the reduction in the dwelling width by one metre and the associated reduction in overall ridge height, are acknowledged. The further lowering of the right-hand gable adjacent to No. 15 Marlborough Road by approximately 500mm, together with the removal of first-floor accommodation and dormer elements over the garage, represent a considered response to previous concerns relating to scale and massing.

From an urban design perspective, these changes improve the proportional relationship of the dwelling within the streetscape. The reduction in ridge height and the removal of upper-level elements over the garage lessen the visual complexity and perceived bulk of the building.

However, it is noted that the drawing titled "Amended Proposed Elevations 1 of 2" has not been updated to reflect the amendment described within the submission and illustrated on the Amended Proposed Street Scene, specifically the lowering of the right-hand gable adjacent to No. 15 Marlborough Road by approximately 500mm.

As currently presented, there appears to be an inconsistency between the amended proposal described within the supporting documentation and the elevation shown on the submitted drawing. This discrepancy creates uncertainty regarding the precise form, height, and overall massing of the revised scheme and limits the ability to undertake a comprehensive assessment of its visual impact. It is therefore requested that this matter be rectified and that updated, fully consistent drawings be submitted to accurately reflect the proposed amendments.

Furthermore, while efforts have been made to reduce the overall mass and bulk of the building, the roof volume remains substantial and continues to differentiate the proposal from the prevailing grain and roofscape character of development along Marlborough Road. The scale and prominence of the roof form, particularly at gable level, maintain a degree of visual dominance within the street scene.

In order to further mitigate this impact and achieve a more contextual response, it is recommended that consideration be given to lowering the left-hand gable. A reduction in this element would assist in breaking down the perceived mass of the dwelling, improve the articulation of the elevation, and enhance its integration within the established roof profile and character of the street.

In summary, the amendments represent a positive design evolution and go some way toward addressing earlier concerns regarding bulk and dominance. Nevertheless, further refinement is considered necessary to ensure the dwelling fully responds to the character, scale, and spatial pattern of the surrounding urban fabric.

I hope these comments are of help.

Kind regards,
Marta

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Contractor

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