

Meeting held: Saeed Mahmood / Mark Goodwin (Landscape Officer)
10th August 2026, 2pm (online Teams call)

PL/2025/09623 - Development site known as 'Land off High Street, Sutton Benger'.

Proposal: *Application for the Approval of Reserved Matters (Appearance, Landscaping, Layout and Scale) for the Erection of 60 Dwellings, Public Open Space, Landscaping and Associated Infrastructure following Outline Planning Permission PL/2023/06204.*

Majority of the issues raised by the Landscape Team have been acceptably addressed by the Applicants however a few concerns remain outstanding.

Visitor Parking

SM to double check this with highways (i.e. will it become an issue at a later date/technical approval stage or adoption etc) Whilst highways have accepted the number of visitors parking bays; we cannot have VP parking spaces in un-adopted roads because it gives a confusing impression of public /private spaces. The general public will be using private roads to access public parking. Also, if it's a private road, unless the legalities are all sorted out, it's a private road, it's not being maintained at the highway expense, etc. This has historically created a knock-on effect for landscape and place making at the 11th hour (during highways technical approvals), applicants come back to the Local Authority seeking to relocate all these visitor parking spaces in the public adoptable highways, which can impact approved street tree locations and landscaping areas. I appreciate Highways may not have a problem with this (at the moment) but this issue should be resolved up front, as it has wider implications in respect of good design and spaces that work well for all.

Details of Highway Frontage (high street)

Boundary treatments; if you look along the existing high street, you see the common unifying use of natural stone in property boundary frontages, subsequently we have received an email from UD officer stated:

Having reviewed the boundary treatments plan, the applicant is including 'Natural Stone Dwarf Wall / Cock & Hen copings - Overall 0.9m High' to the entrance properties and which turn the corner into the main access street, however they seem to have omitted this from plot 29. Hopefully a simple draughting mistake which should be rectified. Applicants to update drawings

The boundary screen wall material is not specified this should be conditioned.

Examples of boundary wall treatments in the vicinity of the site:

Please see page 2

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SM to follow-up and check the drawings, the boundary treatment issue has been addressed or will be, if condition may be required.

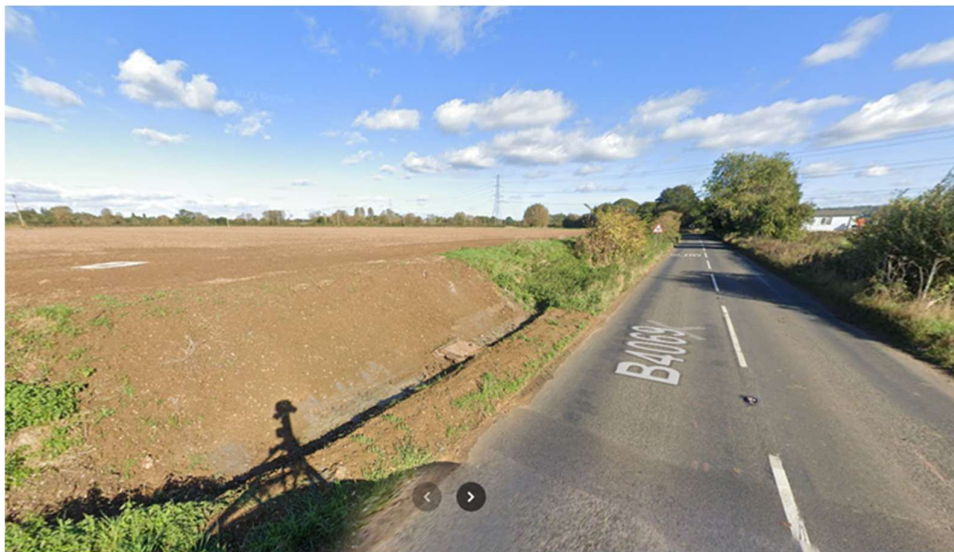
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Open Space/ Drainage / Slope Proposed/fronting B4069

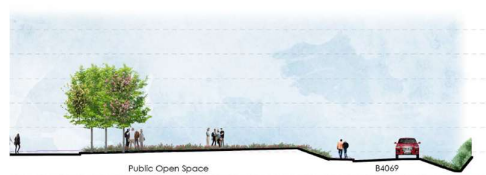
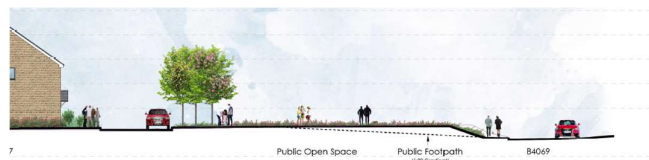
There are some safety concerns, because of the public open space and the slope that's being proposed down to a new footway, which is not fenced nor hedged nor walled, this is a cause for serious concern.

If you look at the October 2021 Google Street View (below), which was taken shortly after Wessex water completed the sewer replacement across the site, the image shows the reinstated bank profile including a shallow ditch which runs eastwards, potentially to meet up with a culvert crossing the B4069 into the deeper ditch running along the opposite side of the road.

The landscape officer requested the submitted sections which the applicant has additionally provided, A, B & C, due to concerns regarding boundary treatment/safety along the southern edge of the new POS, the unguarded steep bank profile, and proximity to a 50 mph road.

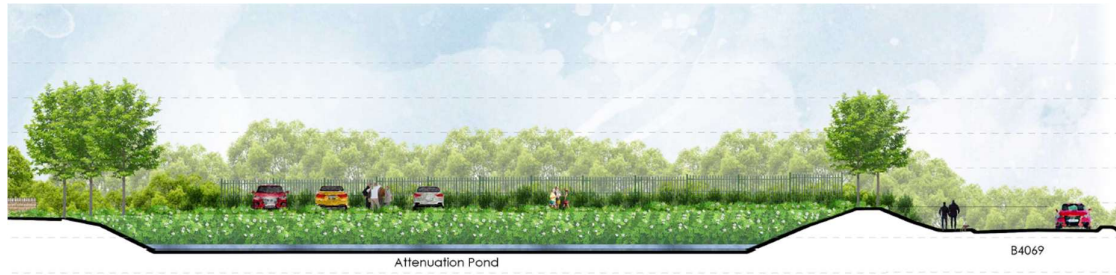


Sections A & B (below) show no guard fencing /hedge or wall along base or top of the southern edge of the new public open space, adjacent to the new set back slope fronting onto the B4069. This raises serious safety concerns as anyone could potentially fall into the highway into oncoming traffic of around 50 mph.



Also see section C on page 4

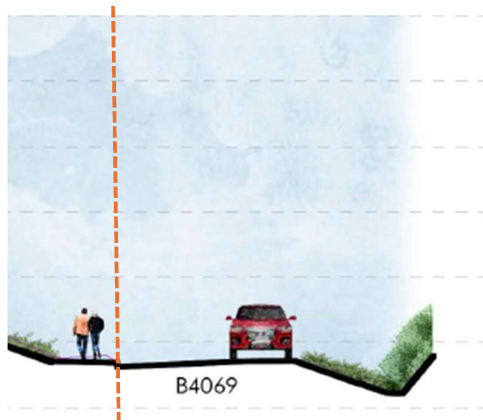
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Section C (above) is incorrect as it shows pedestrians and a new footway running east of the proposed vehicular site entrance. No footway is planned, proposed or requested to run east of the new site entrance fronting the B4069.

The footpath runs from the highway entrance to the west. It doesn't continue to the east, which is where this section is taken through. Section C-C requires amendment.

There is a small shallow ditch within the existing roadside grass verge, where the proposed footway is planned (see below), red dashed line inserted by Saeed Mahmood, denoting approximate line of this shallow ditch:

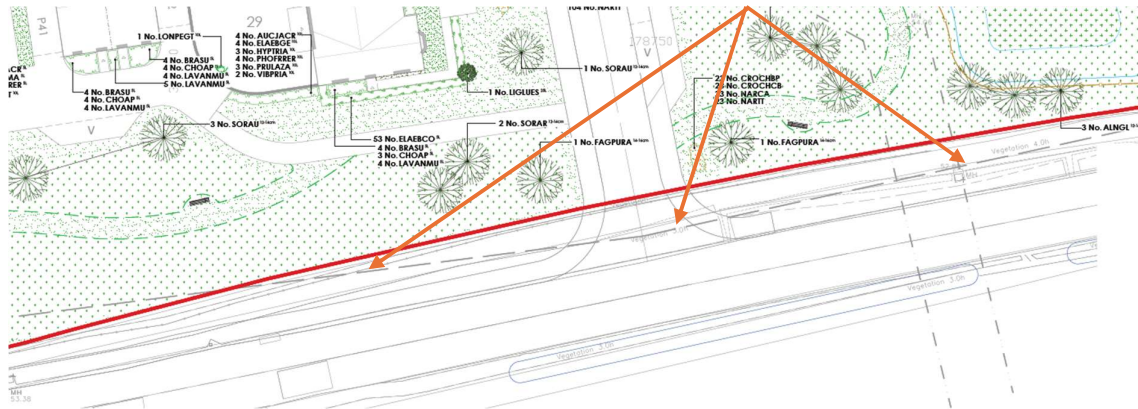


This may not have been picked up by Highways and Drainage colleagues, but this needs to be suitably addressed now, at the detailed reserved matters planning stage, as this potentially has land take/ layout implications.

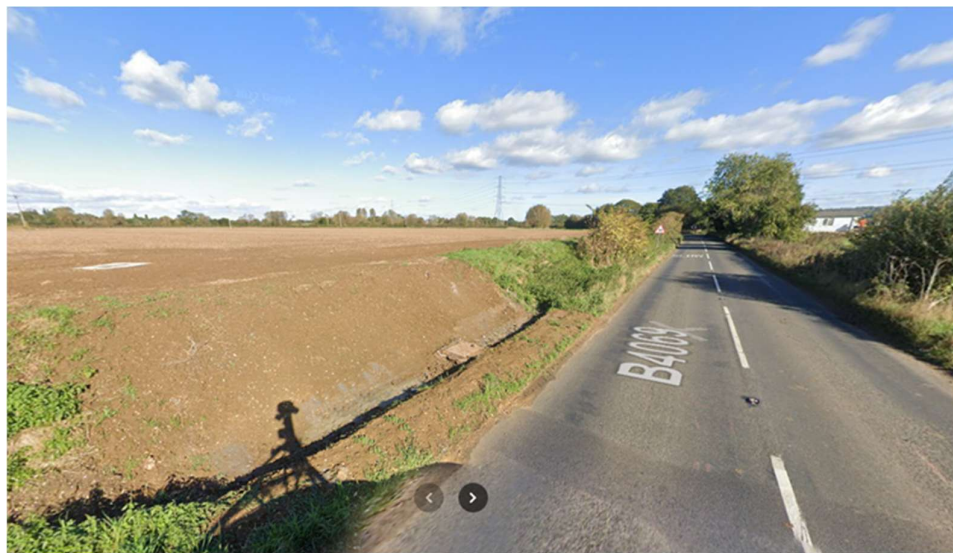
This local road often seasonally floods alongside the lower areas of land next to the river. It could well be that the existing shallow roadside ditch provides a swale type function from the higher land to intercept surface water run-off from the higher field areas, or acts as a highway drain, possibly both. There is clearly an existing shallow ditch running along at least part of the southern edge of the site which is not included on the submitted sections. This shallow ditch may potentially cross under the B4069 via a culvert into the other deeper ditch on the other side of the road, or it may continue to drain down to the river on the same side as the site.

You can just about see this ditch as a faint dashed line on the landscape drawing (see below), please see the red arrows inserted by Council's Landscape Officer

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Wessex Water re-profiled this slope after their works to clearly include a shallow ditch, which they wouldn't have done unless there was an existing shallow ditch present.



The applicant should confirm at least in principle what they are proposing here i.e. is it to recreate a roadside ditch to intercept surface water flow paths from the higher land, and preventing this from running across the new footway and road? or do they propose new road gullies between the road and new footway to an existing piped drainage system? or both?

This aspect of the scheme should be further checked with the council's drainage and highway engineers or possibly with the applicant's engineers in the first instance. What is the applicant's proposal for surface water drainage along the southern boundary of their site? Will this slope require setting further back into the site (more than currently allowed to accommodate just the new footway) to provide a replacement linear drainage feature along the back edge of the proposed footway?

The submitted additional sections A, B, and C do not demonstrate that boundary treatments or drainage proposals along southern edge of the site and fronting onto the B4069 have been clearly considered or resolved to date.

The applicant should further note that the potential use of timber post and rail fencing would not be an appropriate character supporting design response for this village entrance approach location and High Street extension and will not be supported in landscape or design policy terms.