

From: Bostock, Thomas <thomas.bostock@persimmonhomes.com>
Sent: 12 August 2026 15:43
To: Saeed Mahmood <saeed.mahmood@localplanners.co.uk>
Cc: Owen Brice <owen.brice@persimmonhomes.com>
Subject: Re: PL/2025/09623

Afternoon Saeed,

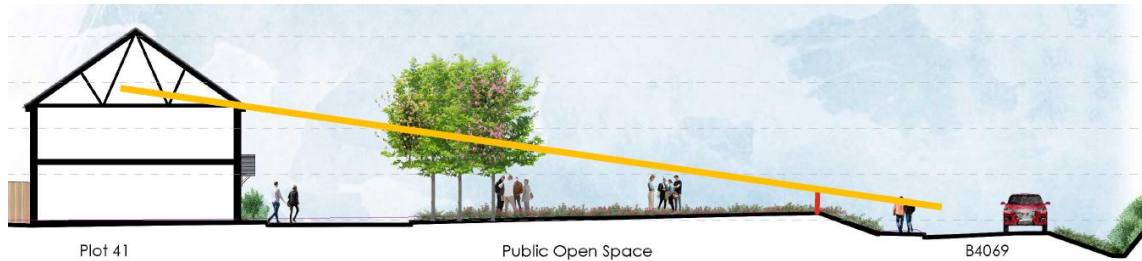
Thank you for your email. Please see my comments below with regards to the 'ditch'.

1. It is acknowledged that there is a depression within the existing verge along the northern side of the High Street. However, this isn't the functioning highways drainage - the highways drainage is a pipe set below this ditch. This pipe is identified on the topo and drainage plans (within the DOC) and confirmed by the LLFA as part of the S278. Also, as mentioned on our call last week, this pipe is the one that is collapsed beyond the eastern extent of the site causing highways surface water to back up and ultimately lead to localised flooding along the road. As part of the agreed S278 works, the section of pipe adjacent to our site is being cleared and the collapsed pipe to the east is being repaired (Wiltshire Council have agreed to carry out that repair). This pipe then does ultimately connect into the surface water ditch on the southern side of the road, however the 'ditch' itself on the northern side is not a part of the drainage infrastructure. Indeed, in the google streetview screenshot of the cleared section you can see the manhole for the below ground pipe.
2. With regards to run off from within the site, all surface water within the development is directed into the new surface water system which discharges into the stream to the north (via our attenuation basin). Again, this has all been reviewed and supported by Wiltshire Council as part of the associated DOC.
3. The S278 drawings show a series of new gullies within the kerb line that connect the highways surface water into the highways drainage pipe which sits below the new pavement. Again, all agreed with Wiltshire Council and technical approval in place.
4. The bottom of the bank will sit against the edge of the new pavement (no 'ditch' between the pavement and the bank), and the bank is to be graded back into the site slightly in places so the required visibility splays can be provided. Again (sorry) this is included and approved within the S278 works.

Finally, it was discussed with Peter during the earlier course of the application that a hard boundary treatment along the front of the site was not appropriate and therefore has not been included. There had been a hedge shown in this location but was removed as part of the May resubmission following this exchange.

The site is already circa 1.1m above the level of the highway, therefore adding an additional 1m wall to this would block all views of the open space and add unnecessary enclosure to this road. As demonstrated in the section below, only the roofs of the properties would be visible which does not create the desired character for this village approach. Travelling past the site forms a transition from open countryside into the

village - providing a 2m high bank and stone wall does not do that. Instead, the semi-circular site entrance set back from the road with a green infrastructure corridor along the front of the site provides the step between the open countryside to the east and the more established to the west. Leaving this boundary open ensures views into the POS area and the street scene is softened with new tree planting (28 along the green corridor on the southern boundary). To summarise, it is not our intention to add a wall to this boundary.



Kind regards,

Tom Bostock | Senior Planner

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