

PH2 ASHTON PARK, **TROWBRIDGE**

DESIGN COMPLIANCE STATEMENT



An aerial photograph of a landscape. The top half shows a dense residential area with many small houses and streets. Below this, there's a mix of green agricultural fields, some brownish fields, and a large, dark, irregularly shaped area that could be a pond or a forest. The bottom right shows more fields and a small cluster of buildings.

The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities...

(Para. 131, NPPF 2024)



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Pegasus Group Bristol
First Floor, South Wing, Equinox North,
Great Park Road, Almondsbury, Bristol, BS32 4QL

Prepared by **Pegasus Group Ltd**
Prepared on behalf of **David Wilson Redrow South West**

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1.0 INTRODUCTION

PURPOSE OF THE STATEMENT

1.1 This statement has been prepared by **Pegasus Group Ltd** on behalf of **David Wilson Redrow South West** and the wider consultant team, to accompany the Reserved Matters Planning Application for the residential development of Ashton Park, comprising:

Application for Reserved Matters (appearance, landscaping, layout and scale) for up to 205 residential dwellings (Use Class C3), along with associated open space, landscaping, and parking, pursuant to Outline Planning Permission ref. 15/O4736/OUT (including information to satisfy conditions 2, 8, 11, 22 (Partial), 25 (Partial), 34).

1.2 This statement should be read in conjunction with the Reserved Matter application plans and their accompanying supporting documents.

1.3 The purpose of this Design Compliance Statement (DCS) is to summarise the proposed details and demonstrate compliance with the outline planning permission and relevant planning policies.

This document achieves this within the following sections:

Section 1: Introduction

Section 2: Assessment

Section 3: Involvement & Evolution

Section 4: DRP Layout

Section 5: Design Proposals

Section 6: On Plot Biodiversity and Sustainability Measures



TROWBRIDGE

Broadcloth Lane

West Ashton Road

Sparrow Street

Drynham Road

Drynham Lane

2.0 ASSESSMENT

2.1 The application site is located south east of Trowbridge, directly east of the B3105 W Ashton Road.

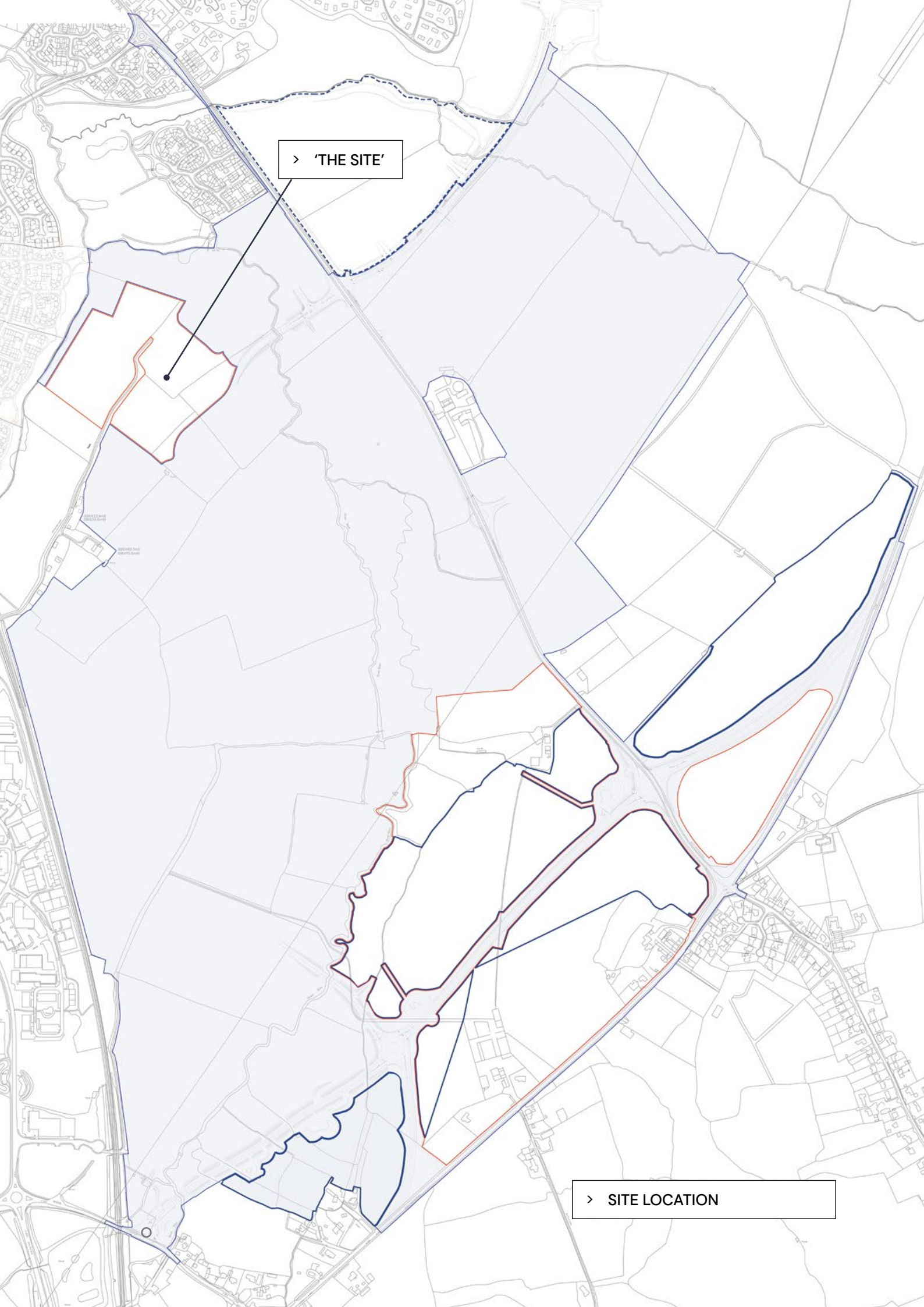
2.2 The Reserved Matters Application (RM) comprises 205 dwellings and forms the first parcel of Phase 2 of the development.

2.3 A site layout and full suite of supporting plans will be submitted as part of the Reserved Matters Application and will state the following:

- The principles for the design of the public realm.
- The principles of the hierarchy for roads and public spaces.
- Arrangements for car parking.
- The principles for determining the design, form, heights and general arrangement of external architectural features of buildings.



View of site from W Ashton Road roundabout



> 'THE SITE'

> SITE LOCATION

3.0 INVOLVEMENT & EVOLUTION

3.1 The layout has undergone a series of changes since the outline approval through the design development process.

3.2 The following parameters have been taken into account during the design:



The development will accommodate residential development in a single phase to accommodate a total of **205 dwellings**.



Clear and **defined hierarchy** is established and accessible by all.



Drainage infrastructure to provide a combination of SuDs basins, permeable paving, infiltration channels and rain gardens.



Links to **existing LEAP gate to be improved**.



Clear connections and logical relationships to adjacent development phases and **proposed local community centre** spaces.



Pedestrian movement is prioritised throughout the site and serve the community areas and amenity spaces.



Overall density achieved with lower density focussed around parcel periphery.



Site access retained and to **link to neighbouring development** phase and future-proof development to the south west of the RM application site.



A connected grid layout enhances permeability, supports wayfinding and contributes to a **coherent sense of place**.

RE

ples F

se Business Park



Green Lan

Allocated Employment

Green Lane Nature Park Extension

Lower Studley

West Asht

Yarnbrook

> INDICATIVE MASTERPLAN

4.0 DRP LAYOUT

- A Design Review Panel (DRP) was held in February 2026. whereby the adjacent layout was presented. The following feedback was raised and is reflected on the submitted proposals.
- Increase pedestrian and cycle connections, particularly:
 - › Between streets and open spaces.
 - › Along and across the PRow.
 - › From street ends into green routes.
 - › Ensure the PRow is a structuring element, not something the layout works around defensively.
- The site is seen as a key gateway into the wider Masterplan, particularly where the spine enters from the Biss Vale green corridor and overlooks the NEAP, as such the DRP highlighted a need to prioritise:
 - › Strong, active frontages along the spine road, with consistent frontage character.
 - › Clear built containment of space.
 - › A sense of arrival and identity.
- They also wanted to see:
 - › Tree planting and SuDs integrated into the street section.
 - › Buildings should positively address green space.
 - › Avoid backing on conditions.
 - › Strong visual and movement links into wider green infrastructure.
 - › Streets should terminate with views into green space.





EXISTING PRoW

PROPOSED ATTENUATION

PROPOSED ATTENUATION

OPPORTUNITIES FOR ABOVE GROUND SuDs FEATURES

ALLOWANCE FOR STREET TREES AND VERGES - INCLUDING OPPORTUNITIES FOR RAIN GARDENS AND SuDs FEATURES

ADDRESSING/FRONTING ON TO PRoWS AND HEDGEROWS

KEY NODAL AREAS PROVIDING VISTA TERMINATION AND LEGIBILITY

DIRECT LINK TO LOCAL CENTRES VIA ACTIVE TRAVEL ROUTE ON SPINE ROAD

POTENTIAL FUTURE LINK TO PRIMARY SCHOOL

SCHOOL SITE

PERSIMMON PARCEL PHASE 2

> DRP LAYOUT

5.0 DESIGN PROPOSALS

Residential 205 dwellings (Class C3)

5.1 The development will achieve an average net density of 38dph. This allows for the formation of differing densities across the development.

5.2 Overall, the density results in the efficient use of the site and the retention of landscaping, whilst at the same time promoting densities which are appropriate to its setting, which will help assimilate the development into the surrounding areas.

5.3 The density also allows for a range of dwellings across the site with varying sizes in order to accommodate a variety of house types. This provides a hierarchy of dwellings from larger detached properties with larger plots, through to smaller terraced and semi-detached forms allowing for a variety in the proposed street scape.

5.4 The scheme proposes 30% affordable with a tenure split of 59% Affordable Rent and 41% Shared Ownership.

OPEN MARKET HOUSING

Housetype	Sq.ft	St	Total Sqft	No's
2B 204 Wilford	620	2	2,480	4
3B 382 Archford	832	2	14,144	17
341 Hadley	1,001	2	16,016	16
312 Blyford	1,070	2	8,560	8
322 Greenwood	1,179	2.5	18,864	16
321 Cannington	1,218	2.5	13,398	11
4B 403 Ingleby	1,081	2	15,134	14
406 Bayswater	1,342	2.5	9,394	7
427 Parkin	1,259	3	6,295	5
456 Avondale	1,491	2	10,437	7
469 Holden	1,539	2	27,702	18
470 Herford	1,364	2.5	10,912	8
497 Chelworth	1,703	2	11,921	7
5B 585 Earlswood	1,808	2.5	9,040	5
Sub Total (Open Market)			174,297	143





> SITE LAYOUT

The proposed layout illustrates a well-structured residential development arranged around a permeable grid of movement routes and existing green infrastructure. The scheme provides a mix of detached, semi-detached, and terraced dwellings, with properties generally fronting onto the primary street network to create active frontages and a strong sense of place.

1) The key design focus for this phase is situated around its high permeability and movement intersections which have capitalised on the existing permeability. This creates key spaces which are framed by built form, landscaping and surface changes.

2) Movement nodes and open spaces are well overlooked and each has active corner-turning units to provide active and passive surveillance.

3) The BOAT (Byway open to all traffic) forms an important part of the scheme's permeability. Where possible, additional connections have been added within the application boundary to tie into the BOAT and improve pedestrian permeability.

4) A strong high density frontage has been retained as a backdrop to the spine road with limited breaks where possible.





5) Planting opportunities along the highway verge within the main street and to break up parking bays.

6) Key focal plots occupy a prominent corner position between the landscaped edge and the main street. These plots are proposed in stone, with enhanced boundary treatments to create a distinctive feature to a key vista.

7) Existing Green Infrastructure is retained where possible and enhanced with buffers, movement corridors and additional vegetation.

The overall arrangement reflects good urban design principles, with a legible street hierarchy, efficient use of land, and a strong emphasis on creating a safe and attractive residential environment.

AFFORDABLE HOUSING

5.5 The affordable housing will be provided within the development in a series of clusters to provide effective integration with open market housing. It is proposed that 30% of the dwellings provided are to be affordable housing, the mix is set out in the table below:

AFFORDABLE HOUSING

Housetype	Sq.ft	St	Total Sqft	No's
1BF T58*	458	2	2,748	6
T59*	542	2	3,252	6
2B SH50	749	2	6,741	9
3B SH52	927	2	12,978	14
5B H406**	1,342	2.5	5,368	4

SHARED OWNERSHIP

Housetype	Sq.ft	St	Total Sqft	No's
2B SH50	749	2	8,239	11
3B SH52	927	2	6,489	7
SH55	957	2	4,785	5
Sub Total (Affordable)				62

* Stretch to S106 min sizes.
** Adapted type to meet S106



BUILDING HEIGHTS

5.6 The height of the massing of the proposed development accords with the building height parameter plan set out in the outline DAS.

5.7 The building heights parameter plan identifies that this parcel of land can have a maximum ridge height of 13m above proposed ground level with dwelling being predominantly 2 storey with the allowance for up to 3 storey.

5.8 The majority of the development will consist of 2 storey dwellings whilst making use of 2.5 & 3 storey dwellings to terminate vistas within those key movement nodes established at the outset, aswell as to provide a high density edge along the spine road. Differing densities will also be achieved through the use of a range of house types and sizes, ranging from smaller 2-bedroom terraced houses, through to larger 4 bedroom detached houses. This range of house types will also affect the massing by providing a change in the eaves and ridge height creating subtle changes in scale.





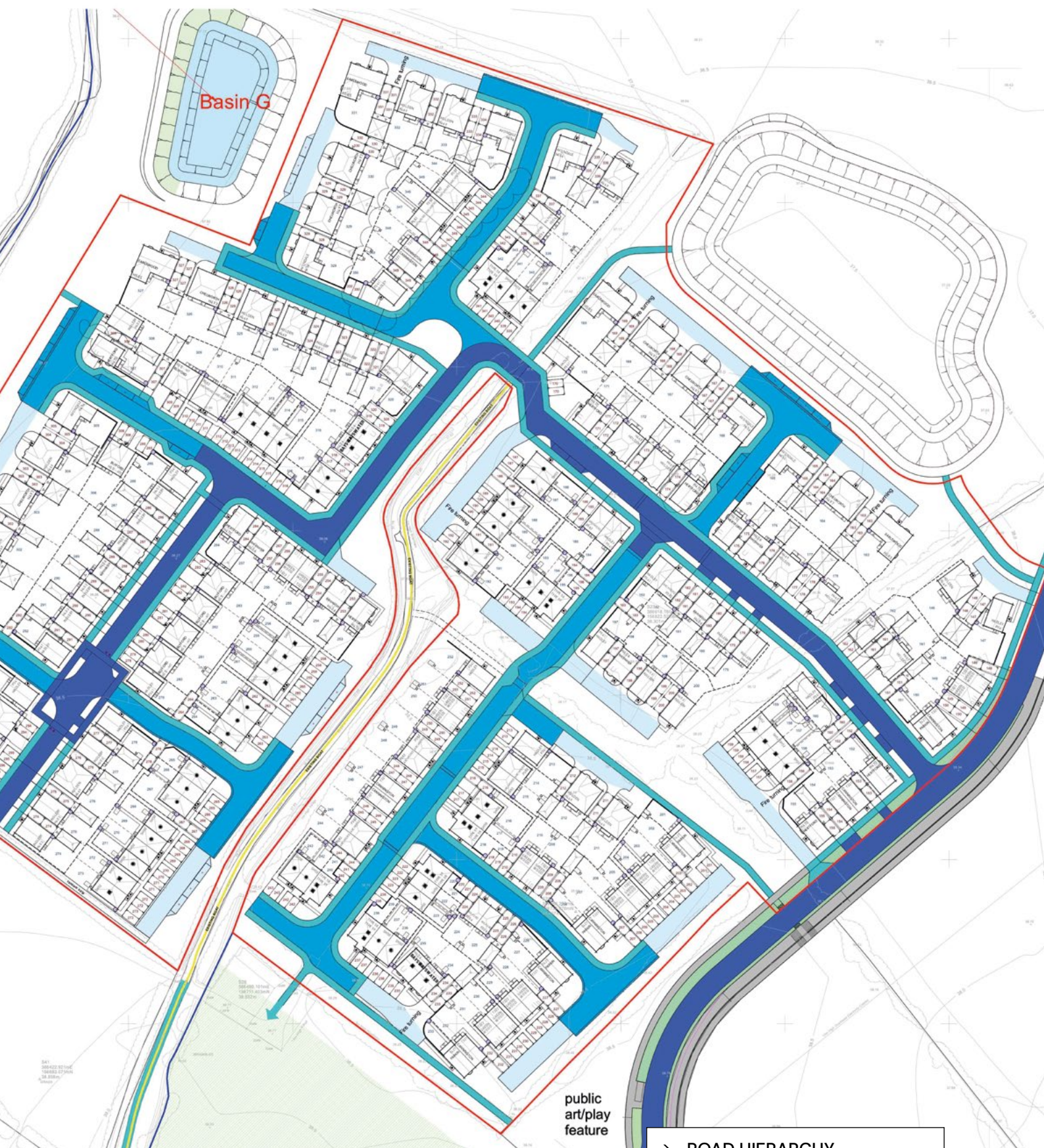
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> BUILDING HEIGHTS

MOVEMENT

- 5.9 The movement strategy establishes a clear hierarchy, with the primary route sitting centrally to the development parcels accessed via the spine road.
- 5.10 A comprehensive and permeable interconnecting grid is a strength of the scheme, creating a network of pedestrian and cycle connections and ensuring permeability. This assists in linking homes with open spaces, the nearby primary school, and the wider context. The Design Review Panel raised the importance co-ordinating connections with the surrounding public open spaces, which has been addressed within the layout. The structure promotes sustainable travel, clear legibility, and integration with the surrounding area.
- 5.11 The BOAT (Byway open to all traffic) which sits outside the application redline is beyond the ownership parameters, and is the responsibility of the highways authority. This was a point of discussion at the Design Review Panel. It forms an important part of the scheme’s permeability. Where possible, additional connections have been added within the application boundary to tie into the BOAT and improve pedestrian permeability. Connections outside of the red line, and landscape maintenance of the BOAT will need to be discussed outside of the determination of the reserved matters application.



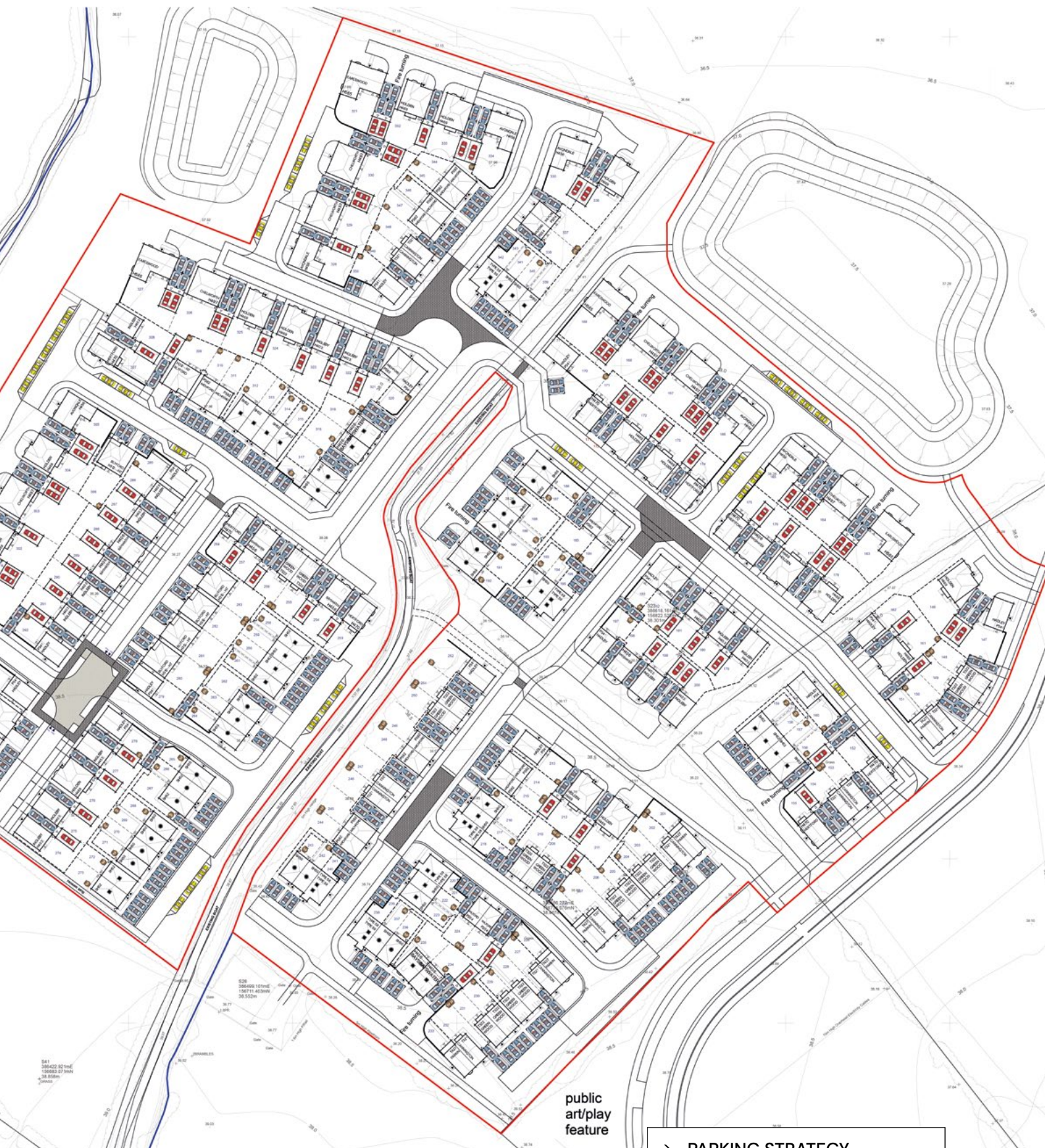


PARKING STRATEGY

5.12 Parking has been design in line with adopted parking standards.

- 2-bedroom plots:2 parking spaces.
 - 3-bedroom plots: 2 parking spaces minimum.
 - 4-bedroom plots:3 parking spaces.
- At right angles to and contiguous with carriageways they should be at least 4.8m long and 2.4m wide.
- When parallel and adjacent to a footway, they are 6m long and 2m wide.
- When parallel and adjacent to a boundary structure to be set back at least 1.8m, they are 6m long and 2m wide.
- When parallel but adjacent to a boundary structure set back less than 1.8m, they are 6m long and 3.2m wide.
- All parking bays should have 45 degree splayed ends to allow for egress and access aswell as allows for pedestrian visibility.
- Parallel parking is only applicable to visitor parking.
- The majority of allocated parking is provided on-plot and generally located to the side of dwellings within an individual parking bay and/or garage set just back from the building line to allow ease of access to dwellings.
- Where frontage parking is shown (within the secondary, ped-prioritised and some private drives) it is broken up in groups by landscaping strips.
- The use of landscaping to soften the streetscape is also incorporated and also showing street trees within the highway or in front gardens.
- Parking is convenient for the user to promote its use. These areas will be overlooked by properties in order to increase perceived and actual safety.
- The drawing alongside illustrates the proposed Parking Strategy.





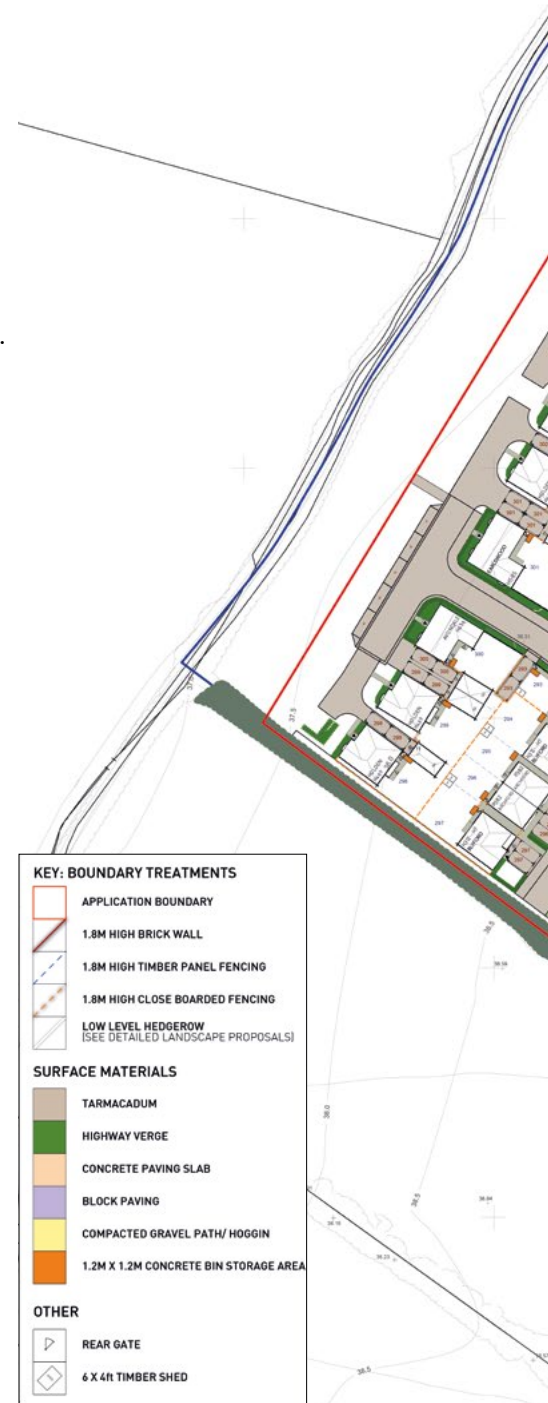
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> PARKING STRATEGY

ENCLOSURES

5.13 Development plots will be defined by a range of boundary treatments, including; brick walls, timber fencing, hedgerows and low level planting depending upon their location, to clearly define public and private spaces.

- Reference should be made to the Enclosures Plan and Enclosures Details plan.
- Enclosures are made up of the following:
 - 1.8m Close board fencing.
 - 1.2m Close Board fencing.
 - Rear garden access for dwellings.
 - 1.8m Screen walling.
 - Low hedging to front of plots (see proposed soft landscape plans).





> BOUNDARY TREATMENTS

REFUSE

5.14 The detailed layout ensures rear access to all dwellings, enabling residents to store waste bins within their curtilage and away from the dwelling frontages.

5.15 Bin collection points are designed to be policy compliant. For dwellings served by private drives, Bin Collection Points (BCPs) are provided no more than 25m from the dwelling curtilage and no more than 25m from the adoptable highway, in line with the required standards shown on the Refuse Strategy Plan opposite.



APPEARANCE

5.16 The architectural approach to the appearance of this scheme has been derived from the characters established within the Design and Access Statement to determine the following:

- Building typologies.
- Form and massing.
- Windows, doors and detailing.
- Boundary enclosures.
- Material use and its placement.

5.17 Each subsequent character area has extracts taken directly from the Approved Design and Access to reinforce compliance.

Doors/Windows



Facing Materials



KEY: MATERIALS PLAN		OTHER:
	APPLICATION BOUNDARY	
FACING MATERIALS:		
	BRICK - RED	
	BRICK - MULTI	
	RENDER	
	RECONSTITUTED STONE	
ROOF MATERIALS:		
	TILE A (GREY TILE)	
	TILE B (RED TILE)	
SCREEN WALL MATERIALS:		
	BRICK - RED (OR SIMILAR APPROVED)	
	BRICK - MULTI (OR SIMILAR APPROVED)	
	RECONSTITUTED STONE (OR SIMILAR APPROVED)	
FRONT/GARAGE DOOR COLOURS:		
	OLIVE GREEN (RAL 6003), OR SIMILAR APPROVED	
	BLACK (RAL 9005), OR SIMILAR APPROVED	

RAINWATER GOODS (BLACK)
PERSONNEL/REAR/S (WHITE)
METER BOXES (PAINTED TO MATCH)
BARGE BOARDS/FAS (WHITE)
WINDOW CASEMENTS (WHITE UPVC)
GARAGE DOOR TO MATCH FRONT DO
DPC (BRICK) TO MATCH PREVALE FULL RENDER/STON BRICK
BRICK BANDING BRICK (DARK RED)





> MATERIALS AND CHARACTER AREAS

BISS VALE EAST AND WEST

Streets

- Street types vary in width as described in the road hierarchy section.
- Varied frontage.
- Well-defined and enclosed streets.
- A hierarchy of spaces create sense of place and increase legibility.
- Street patterns with good connectivity.
- Attractive shared spaces create a safe, desirable place to live.

Urban Form

- A mixture of detached, semi-detached and terraces.
- Potential for apartments to terminate vistas and/or turn corners.

Building Lines

- Building lines are formal and maintain prominence over the main route, parking to be predominantly located to the sides to maintain a clear streetscene, with frontage parking.
- Corner turning buildings at junctions and key spaces to provide active frontages.

Density

- Medium to high density to reflect formal nature of the route.

Building Detail

- Mixture of detached, semi-detached and terraces.
- Traditional form such as brick construction and pitched roofs.

Scale & Proportion

- Buildings predominantly 2 storey.
- Opportunities to increase height to terminate vistas.

Colours & Materials

- Predominantly red/multi brick.
- A mix of red/brown and grey profile tiles.

Landscape Design

- Repetitive tree planting in appropriate locations.
- Retention of existing hedgerows.

Key Spaces

- Squares and greens located where streets converge to form key spaces as well as increased height to these areas.
- Selected key spaces defined by a change in surface material.

Parking

- Casual on-street visitor parking bays.
- Allocated parking includes use of garages.
- Allocated off-street parking bays should be limited to 6 spaces maximum in a row and broken up with a minimum of 1.2m wide areas of soft landscaping and street trees.
- Limited use of rear parking courts.

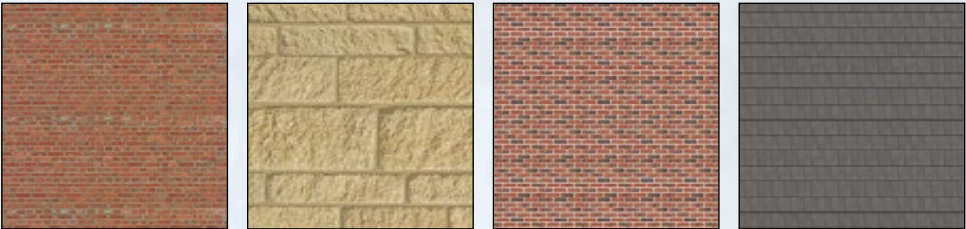
Enclosures Details

- Soft landscaping used to define private amenity space within public realm.
- 1.8m timber fencing and brick walls to enclose parking courts and private communal spaces from public realm.



Table proposed within the DAS

STREETS	- Streets types vary in width as described in the road hierarchy section. - Varied frontage. - Well-defined and enclosed streets. - A hierarchy of spaces create sense of place and increase legibility. - Street patterns with good connectivity. - Attractive shared spaces create a safe, desirable place to live. - A mixture of detached, semi-detached and terraces.
URBAN FORM	Potential for apartments to terminate vistas and/or turn corners.
BUILDING LINES	Buildings will be set back to allow parking in-front.
DENSITY	Corner turning buildings at junctions and key spaces to provide active frontages.
BUILDING DETAIL	- Medium density, 40-45dph. - Mixture of detached, semi detached and terraces..
SCALE & PROPORTION	- Traditional form such as brick construction and pitched roofs. - Buildings predominantly 2 storey.
COLOURS & MATERIALS.	- There is an opportunity to use 2.5-3 storey buildings in key locations. - Predominantly of red/orange brick to be used.
LANDSCAPE DESIGN	- Occasional use of render or contrasting brick in key locations. - A mix of red/brown and grey profile tiles. - Asymmetrical tree planting in appropriate locations.
KEY SPACES	- Pocket parks in central location. - Retain existing hedgerows in key locations. - Squares and greens located where streets converge to form key spaces.
PARKING	- Selected key spaces defined by a change in surface material. - Casual on street visitor parking bays. - Allocated parking includes use of integral garages. - Allocated off street parking bays should be limited to 6 spaces maximum in a row and broken up with a minimum of 1.2m wide areas of soft landscaping and street trees. - Limited use of rear parking courts.
ENCLOSURES DETAILS	- Soft landscaping used to define private amenity space within public realm. 1.8m timber fencing and brick walls to enclose parking courts and private communal spaces from public realm.



MAIN STREET

Streets

- Consistent frontage to define the formality and reinforce the hierarchy of this high category street.
- Well-defined and enclosed street with limited breaks within the building line.
- Overlooks/accessed from the primary route that serves the wider scheme but can be served by private drives too.

Urban Form

- Predominantly semi-detached and terraces with the option for detached on key corners. Provides a strong backdrop to the spine road.

Building Lines

- Buildings are either setback to allow frontage parking and limit building gaps or parking is situated to the side to allow for direct access from the spine road.
- Corner turning buildings at junctions and key spaces to provide active frontages.

Density

- Higher Density to create prominence.

Building Detail

- Traditional style brick construction with some brick detailing and pitched roofs.

Scale & Proportion

- Buildings predominantly 2.5 storey and higher due to the prominence of the Primary route.

Colours & Materials

- Predominantly render with contrasting brown roofs.

Landscape Design

- Retention of existing landscape features, supplemented with tree planting along the spine road.

Key Spaces

- Gateway feature at the entrance to the parcel to signify the main route by additional height and the use of the corner turner with ground floor bay windows.

Parking

- Parking located to the side and frontage to retain a sense of enclosure.
- Allocated off-street parking bays should be limited to 6 spaces maximum in a row and broken up with a minimum of 1.2m wide areas of soft landscaping and street trees.
- Limited use of rear parking courts.

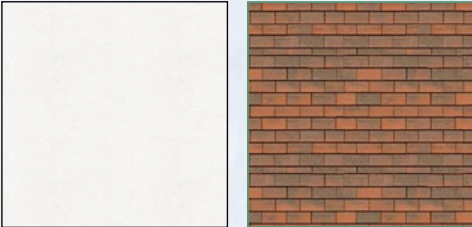
Enclosures Details

- Soft landscaping used to define private amenity space within public realm.
- 1.8m timber fencing and brick walls to enclose parking courts and private communal spaces from public realm.



Table proposed within the DAS

STREETS	• Main movement route through the site. • Tree/shrub planting incorporated within street with areas of casual parking. • Street to accommodate new bus route. • Opportunity to create key spaces along the route, defined with a change in surface material. • A well defined building frontage.
URBAN FORM	• Predominantly detached, semi detached and some smaller, terraced properties. • Occasional use of apartment building in key locations to terminate vistas and turn corners. • The block structure will seek to create an appropriate transition from the ASHTON PARK GATEWAY towards BISS VALE NORTH & SOUTH AREAS. • Primary Frontage.
BUILDING LINES	• Relatively consistent building line required to give continuity along the street. • Any building setbacks if unavoidable should be no more than half the depth of the adjacent dwelling and limited in extent.
DENSITY	• Medium density, 40-45dph.
BUILDING DETAIL	• Traditional architectural style. • Opportunity to include some contemporary elements to enhance the distinctiveness of the character area. • Create a sense of rhythm along main access road and in key spaces. • Use of architectural elements to balance verticality of gables and window proportions to create architectural interest. • Traditional brick detailing on focal buildings should be used to enhance architectural character. • Consistency of character through the use of brick and traditional form.
SCALE & PROPORTION	• Buildings will mostly be 2-2.5 storey. • There is an opportunity to use 3 storey buildings within squares and key locations.
COLOURS & MATERIALS	• Occasional use of reconstituted stone distributed in prominent locations throughout the character area. • Predominantly brown or grey roof tiles.
LANDSCAPE DESIGN	• Street trees within THE MAIN STREET. • Occasional pocket parks create key green spaces along the route.
KEY SPACES	• Landmark buildings and change in surface material used to defined key spaces.
PARKING	• Allocated, off-street parking. • On street casual parking bays broken up with areas of soft landscaping and street trees. • Rows of continuous frontage parking should be limited in use and limited in extent if used. • Rear parking courts to be limited to a small number of dwellings, undercroft parking or avoidance of garages encouraged to promote sufficient parking as garages may not be used regularly.
ENCLOSURES DETAILS	• Railings, low hedge planting and shrub planting used to define private amenity space within public realm. • 1.8m timber fencing and brick walls to enclose parking courts and private communal spaces from public realm.



> MAIN STREET A-A

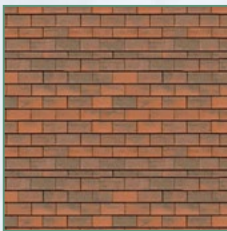
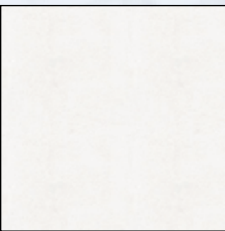
PARK VIEW

Streets	• Lower density edge defined by detached dwellings and garages set back from the build line. • Overlooks the open space areas and assimilates the development into the landscaped edges. • Predominantly supported by private drives to highlight the lower density edge.
Urban Form	• Informal in nature, predominantly detached dwellings with some individuality through hipped roofs and eaves fronted roofs as well as feature gables.
Building Lines	• Building lines are consistent yet gaps are frequent along the street scene. • Parking is typically located to the side of dwellings in accordance with its lower density typology. • Corner turning buildings are located at key junctions to provide active frontages over movement routes.
Density	• Lower Density to aid in its assimilation.
Style	• Traditional style architectural detailing, wide frontages and a series of Bay windows and projecting gables to add interest.
Scale & Proportion	• Dwellings are predominantly two Storey to aid in assimilation and reinforce suburban Parkview edge.
Colours & Materials	• A mixture of reconstituted stone white render with complementary green doors and garage doors as well as brown roofs, reflecting a rural colour palette.
Landscape Design	• Retention of existing landscape features, soft informal boundary treatments consisting of low hedgerows, shrubbery planting and intermittent tree planting.
Key Spaces	• Gateway feature located at the intersection between Parkview character area and Main St providing a terminated vista area to the spine road. Additional boundary treatments to be provided on these plots.
Parking	• Parking typically located to the side of plots and set back from the build line in the form of garages or side parking.
Enclosures Details	• Soft landscaping used to define private amenity space within public realm. • 1.8m timber fencing and brick walls to enclose parking courts and private communal spaces from public realm. For keyspaces additional low-walling.



Table proposed within the DAS

STREETS	Majority of properties access from lanes/private drives.
BUILDING LINES	- Varied build line . - Irregular block formation with properties arranged informally. - Corner turning buildings at junctions to provide active frontages. - Larger frontage set back.
DENSITY	Lower density 30-39dph.
BUILDING DETAIL	- Predominantly detached and semi-detached houses. - Traditional form.
SCALE & PROPORTION	- Buildings predominantly 2 storey. - Limited opportunity to use 2.5-3 storey buildings in key locations.
COLOURS & MATERIALS	- A variety of red/orange brick types to be used. - Occasional use of render. - A variety of red/brown or grey tiles.
KEY SPACES	- Larger set backs allow for tree planting to front gardens. - Character area overlooks green spaces.
PARKING	- Allocated on plot parking includes use of integral garages. - Casual on street visitor parking bays.
ENCLOSURES DETAILS	- Open frontages with shrub planting used to define private amenity space within public realm. 1.8m timber fencing and brick walls to enclose parking courts and private communal spaces from public realm.



> PARK VIEW D-D



> PARK VIEW E-E

6.0

ON PLOT BIODIVERSITY AND SUSTAINABILITY MEASURES

BIODIVERSITY ENHANCEMENTS

- 6.1 The applicants are signed up to the Future Homes Hub ‘Homes for Nature’ for all new developments.
- 6.2 For every plot they build they will install the same number of nesting bricks in the most appropriate places throughout the development. The scheme will also include hedgehog highways and bat bricks where these are appropriate to do so.
- 6.3 Planting on plots and in POS will support pollinators, with a commitment to annual reports to track progress.



SUSTAINABILITY MEASURES

- 6.4 The layout will deliver on the Active Travel connections anticipated within the Masterplan.

Our Commitment in Summary

Mandatory Measures

- Integral universal nest bricks at a ratio of 1 per plot
- A beneficial hedgehog route on all developments
- Planting to support pollinators and provide structural diversity
- Annual reporting of installations made

Recommended Measures

- Nature-friendly SuDs design
- Insect bricks
- Bat roosting tiles, boxes and bricks



Combi Boilers with integrated flue gas heat recovery

Boiler efficiency is increased and can save up to 50%* of the gas used to heat hot water annually.

*Based on a standard boiler efficiency of 88% compared to the current standard of 80% for a standard boiler. Actual savings will vary depending on the specific property.



Waste water heat recovery system

The outgoing waste warm water is used to pre-heat the fresh cold mains water coming into the home, reducing the energy required to heat water up.

*Based on a standard boiler efficiency of 88% compared to the current standard of 80% for a standard boiler. Actual savings will vary depending on the specific property.



External walls with enhanced thermal performance

The enhanced thermal performance within the external walls, keep the warmth in and the cold out, helping with the energy-efficiency of the home.

*Based on a standard boiler efficiency of 88% compared to the current standard of 80% for a standard boiler. Actual savings will vary depending on the specific property.



Solar photovoltaics panels

Photovoltaics means converting light into electricity and will be installed on the roof depending on the orientation of the specific property.

*Based on a standard boiler efficiency of 88% compared to the current standard of 80% for a standard boiler. Actual savings will vary depending on the specific property.



Decentralised mechanical extract ventilation

Quiet, small fans that run continuously will extract the stale air out of the room.

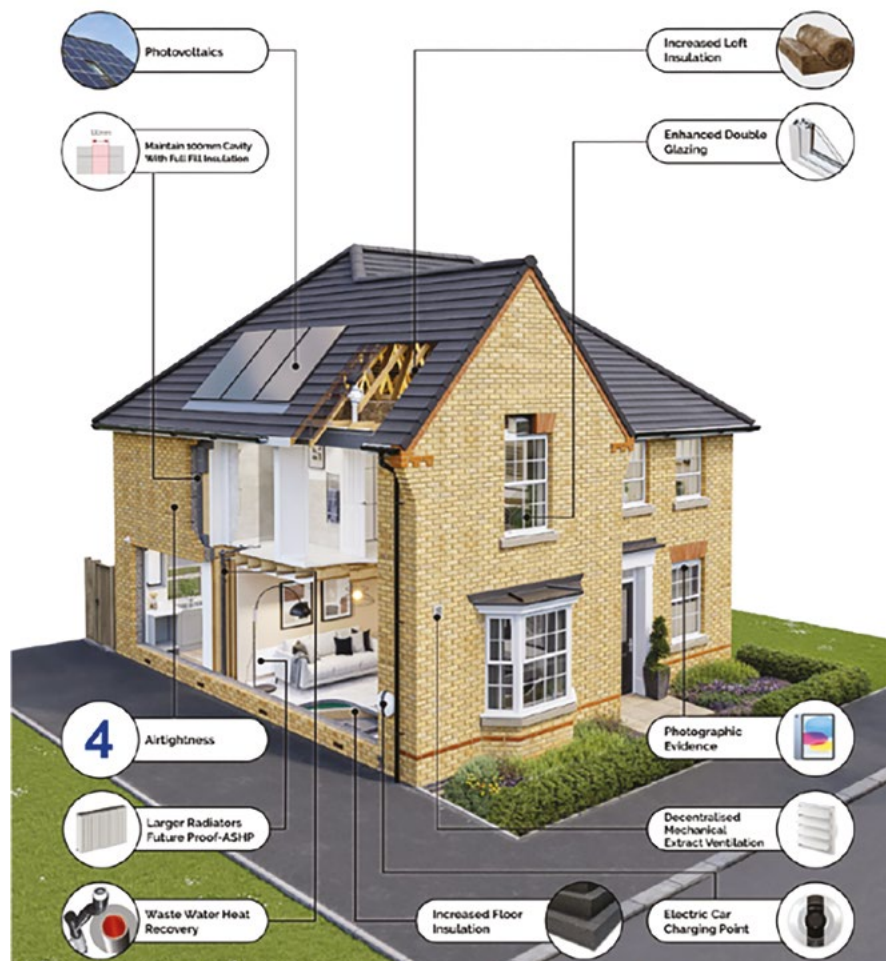
*Based on a standard boiler efficiency of 88% compared to the current standard of 80% for a standard boiler. Actual savings will vary depending on the specific property.



EV Charging Points

From 2030, all new cars & vans sold in the UK must be electric, so it's great that many of our homes will have 1 charging point installed.*

*Based on a standard boiler efficiency of 88% compared to the current standard of 80% for a standard boiler. Actual savings will vary depending on the specific property.



All homes will be delivered to a high energy efficiency standard and will be built to 105 litres per person per day (LPPPD) – an industry leading standard.

No matter the project, no matter the challenge,
you can rely on us to find solutions, to get things done,
to get things **Expertly Done.**

Our Offices

BIRMINGHAM

T 0121 308 9570
Birmingham@pegasusgroup.co.uk

BRISTOL NORTH & CENTRAL

T 01454 625 945
Bristol@pegasusgroup.co.uk

CAMBRIDGE

T 01223 202 100
Cambridge@pegasusgroup.co.uk

CIRENCESTER

T 01285 641 717
Cirencester@pegasusgroup.co.uk

EAST MIDLANDS

T 01509 670 806
EastMidlands@pegasusgroup.co.uk

EDINBURGH

T 0131 589 2774
Edinburgh@pegasusgroup.co.uk

GLASGOW

T 0141 393 0070
Glasgow@pegasusgroup.co.uk

LEEDS

T 0113 287 8200
Leeds@pegasusgroup.co.uk

LICHFIELD

T 0121 308 9570
Lichfield@pegasusgroup.co.uk

LIVERPOOL

T 0151 317 5220
Liverpool@pegasusgroup.co.uk

LONDON

T 020 3897 1110
London@pegasusgroup.co.uk

MANCHESTER

T 0161 393 3399
Manchester@pegasusgroup.co.uk

NEWCASTLE

T 0191 917 6700
Newcastle@pegasusgroup.co.uk

SOLENT

T 023 8254 2777
Solent@pegasusgroup.co.uk

GROUP SERVICES

T 0333 0160777
enquiries@pegasusgroup.co.uk

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Registered Office: 33 Sheep Street, Cirencester, GL7 1RQ