



FINCHWOOD PARK PARCELS 11 & 12

DESIGN & ACCESS STATEMENT

7527-DO-02
APRIL 2025

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April 2025

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Revisions

Revision	Notes	Issue Date	By	Checked By
/	Draft Issue for Comment	03.04.25	KP	DP
A	Planning Issue	10.04.25	KP	DP

PREFACE

FOREWARD

This Design and Access Statement is submitted in support of a Reserved Matters planning application for Parcels 11 and 12 at Finchwood Park, Finchampstead, submitted on behalf of Vistry Group. These parcels form part of the Hogwood Farm Masterplan which will provide up to 1,500 homes, a new primary school, neighbourhood centre and a wide range of open space. The Reserved Matters planning application is submitted pursuant to the Wokingham Borough Council Local Plan and Borough Wide Design Guide.

A Hybrid Planning Application (reference: O/2014/2179) for the site was granted in 2017 for: up to 1,500 new homes, new industrial floorspace, a neighbourhood centre, a primary school, new sports pitches, highways improvements and public open space including SANG to be delivered at Hogwood Farm.

This Reserved Matters planning application is submitted for a new sustainable and design-led housing development of 161 dwellings, which includes 35% affordable housing.

This application seeks approval for 161 new residential dwellings, informal and formal open space, footpaths, cycleways and internal roads; associated parking, landscaping, planting, utilities and drainage infrastructure including connection to the strategic foul network; and associated infrastructure and groundworks.

THIS DOCUMENT

This Design and Access Statement has been prepared in line with the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013, the National Planning Practice Guidance (Section 14: Making an Application).

This Design and Access Statement sets out the following details on the proposed development:

- The vision and background to the site and the development of the proposals;
- The key design principles, approach and development philosophy;
- An appraisal of the settlement character, landscape, environmental, transport, service and infrastructure characteristics of the site and surrounds;
- A set of design principles, approaches and an analysis of the overall site layout;
- An accessibility and movement network, including transport connections, access and permeability;
- An appraisal of street and character areas;
- A set of landscape, environmental and sustainability objectives.

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1.0 INTRODUCTION

1.01 PROJECT TEAM

1.02 NATIONAL DESIGN GUIDE PRINCIPLES

1.03 EXECUTIVE SUMMARY

1.04 DEVELOPMENT PRINCIPLES

1.0 INTRODUCTION

1.01 PROJECT TEAM



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1.0 INTRODUCTION

1.02 NATIONAL DESIGN GUIDE PRINCIPLES

The National Design Guide sets out principles of how schemes should be developed to create good design. The different sections are listed below and this Design and Access Statement submitted as part of this application demonstrates how these principles have been met.

Context – enhances the surroundings.

Identity – attractive and distinctive.

Built form – a coherent pattern of development.

Movement – accessible and easy to move around.

Nature – enhanced and optimised.

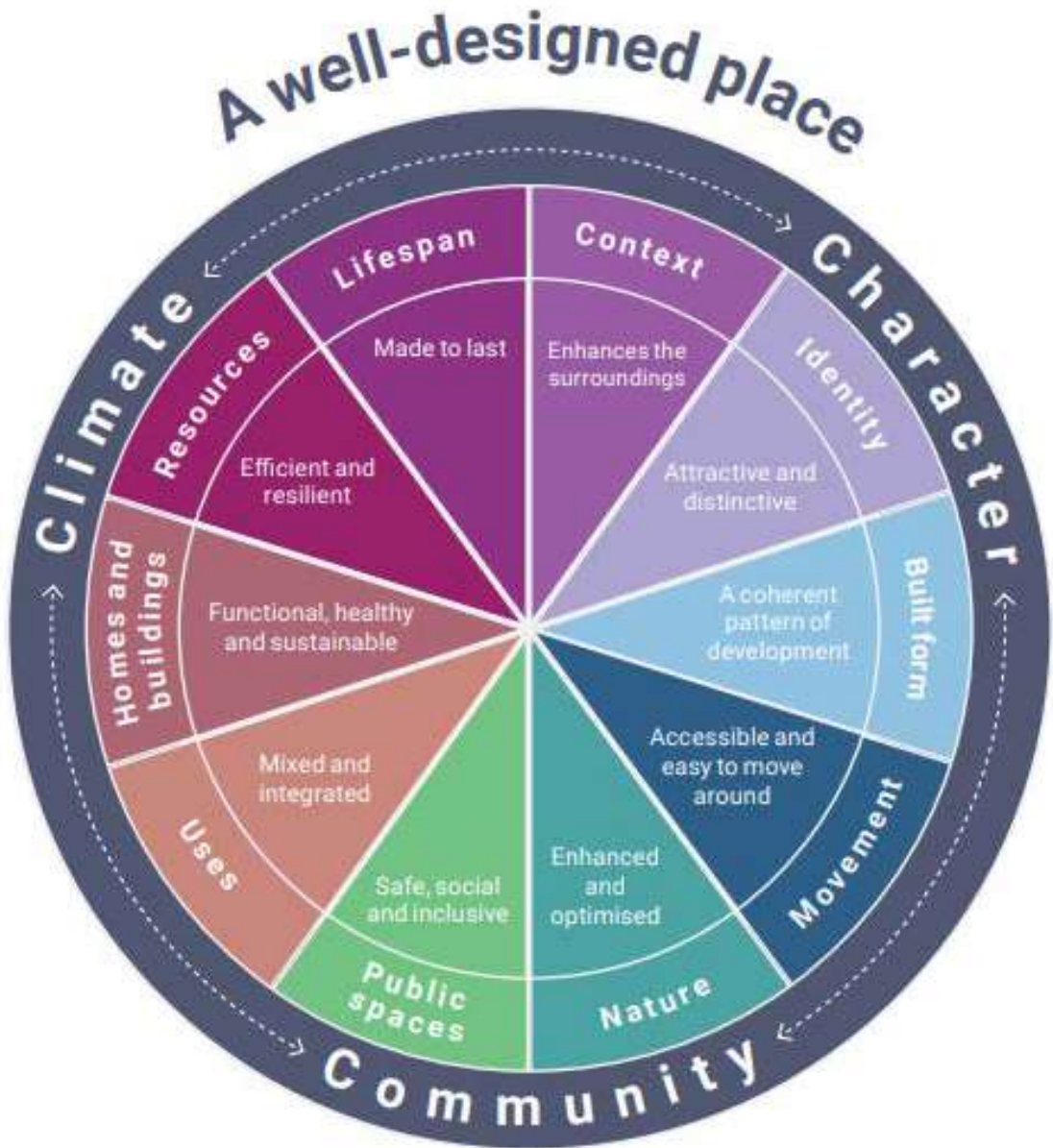
Public spaces – safe, social and inclusive.

Uses – mixed and integrated.

Homes and buildings – functional, healthy and sustainable.

Resources – efficient and resilient.

Lifespan – made to last.



NDG - Ten characteristics of well-designed places

The outline planning application has been informed by the National Design Guide - Ten characteristics of well designed places.

1.0 INTRODUCTION

1.03 EXECUTIVE SUMMARY

The design and development standards set out by National policy and Wokingham Borough Council’s local policy and guidance have shaped our application proposals.

The scheme has also been developed and shaped through engagement with Wokingham Borough Council’s pre-application process, following the approval of the hybrid planning application. This approach is in line with the recommendations of national planning policy and recognises the increasing necessity for high-quality design in new dwellings. This application embodies a high standard of design to make a positive contribution to the local character and for the new and existing community.

A project design team has been assembled to help inform the scheme design objectives and proposed site layout design in order to create an appropriate and respectful development that makes good use of the land whilst responding to all key site constraints. The proposals have also been informed by a detailed appraisal of the local context and surrounding development patterns and character, as well as the extensive technical work undertaken to inform the planning application and more recent studies.

The intention is to deliver a development that will enhance the local area and make significant contribution to the character of both Finchampstead and the wider communities within Wokingham Borough.

The site layout comprises a range of open market and affordable houses and apartments. A proportion of the site will be given over to new landscaping and formal and informal public open space to encourage community interaction and areas for ecological enhancements.

The proposed scheme comprises:

- A total of 161 new homes, 35% of which would be affordable;
- The affordable housing would be a range of apartments and housing with social rent, affordable rent and shared ownership;
- A comprehensive landscaping scheme that will significantly soften the proposed development area and retain the majority of existing hedges and trees;
- The main approved vehicular access for the site will be from the Nine Mile Ride Extension (via Parcel 10);
- A focus on sustainability - the scheme will be a high-quality and sustainable development, designed to achieve a significant saving in CO2 reduction over traditional construction and to encompass renewable energy generation;
- A design approach that both creates variety and promotes individuality within the various streets utilising a varied palette of local materials in a contemporary way.

The informal linear open space will feature trees and planting around its edges, and will connect the northern and southern parts of the site, enhancing the site’s overall green network and drawing the landscape into the site.

The site’s ecological enhancements, including attenuation basins, new tree planting, and shrubs, will support enhancing both the natural landscape and environmental sustainability.

1.04 DEVELOPMENT PRINCIPLES

The design of the proposed development has been heavily informed by the guidance set out within the Hogwood Farm Masterplan Framework Document and Parameter Plans that comprised the Hybrid Planning Approval for the Hogwood Farm Masterplan.

The site layout incorporates a number of location specific urban design principles to inform the structure of the built form. These principles, as set out below, have shaped the development proposals, as follows:

- Making a Legible Place; creating a development that is a destination, is easy to understand, is simple to navigate around and functions as a linked collection of experiences. A legible street network and hierarchy is vital to this, providing a clear point of arrival and departure, linked to routes between character areas.
- Creating a Development of Character; establishing a place with an individual, distinct identity that functions within the existing character of Finchampstead. A high quality of public realm will provide pedestrian oriented movement routes to calm vehicular traffic.
- Focusing on the Detail; creating clearly defined building and boundary edges, using active building frontages to create enclosure and sense of place punctuated by key building details and features on important vistas. Entrances should face the public realm, creating activity on the street-scene and to open spaces within the development.
- Creating Variety and Quality in the Street; built form should vary in height and footprint within an overarching design style to create an active, vibrant and stimulating public realm. Open spaces should

be attractive and furnished, used to encourage outdoor activity and community interaction.

- Ensuring Permeability in the Public Realm; providing an urban environment that offers a choice of different movement routes by vehicular, cycle or pedestrian means.
- Establishing the Sustainable Community Ideal; creating a well designed and built urban environment, with access to surrounding community resources. A sustainable community will have effective opportunities for community interaction and will be environmentally responsible.
- Creating a Safe and Secure Development and encouraging shared responsibility for public areas. Activity in the street-scene is vital for security, overlooking the public realm, car parking areas, open space and pedestrian routes.
- Ensuring Long Term Viability; establishing a long term management plan for the maintenance of open spaces, movement routes & landscaped areas.

2.0 SITE CONTEXT

2.01 WIDER CONTEXT

2.02 AMENITIES

2.03 HISTORIC CONTEXT

2.04 LOCAL CHARACTER

2.05 SITE PHOTOGRAPHS

2.06 OPPORTUNITIES AND CONSTRAINTS

2.07 DESIGN CONCEPT

2.0 SITE CONTEXT

2.01 WIDER CONTEXT

The application site is located at the western end of the existing Nine Mile Ride in Finchampstead, within the Hogwood Masterplan comprising 271.38 acres / 109.82 hectares.

The Nine Mile Ride connects the north-eastern corner of the site with the Hogwood Farm Masterplan. The west of the masterplan site is bound by Sheerlands Road and the A327, with the southern area of the masterplan bisected by the land associated with the West Court Grade II listed building and Park Lane, beyond; the latter also defining the eastern extent of the masterplan area.

Parcels 11 & 12 include a number of hedgerows, shrub and tree planting lining the site boundaries. An area of designated Ancient Woodland lies to the south-west of Parcel 11. The site constitutes open fields and is therefore undeveloped. Construction of key infrastructure including the Nine Mile Ride Extension and the diverted underground electrical cable has been partially completed.

To the north of the site is the Hogwood Industrial Estate.



Site context aerial image



2.0 SITE CONTEXT

2.02 AMENITIES

The site is surrounded by several local amenities, ecological sites and public transport links demonstrating the sites sustainable credentials.

In respect of strategic highway connections, the site is well located to connect to the A327, which leads to Reading. The B3430 also connects locally to the site and eventually leads to London.

With regard to sustainable travel opportunities, the site is serviced by a number of bus routes, including bus route 2 which goes close to the site, into Wokingham and also Reading.

The closest railway station to the site is Crowthorne which is located approximately 3.75 miles away and takes under ten minutes to drive.

LOCATION	DISTANCE
 Crowthorne Train Station	73 minutes
1. Longmoor Lake	17 minutes
2. Arborfield Green Community Centre	27 minutes
3. Sand Martins Golf Club	55 minutes
4. Bohunt School Wokingham	13 minutes
5. Taylor Wimpey The Rowcrofts	23 minutes
6. The Cavalry, Arborfield	16 minutes
7. Wokingham Family Golf Course	64 minutes
8. Finchampstead Surgery	33 minutes
9. California Country Park	28 minutes
10. Arborfield Green Leisure Centre	17 minutes
11. Nine Mile Veterinary Hospital	29 minutes
12. Arborfield Green	34 minutes



Site amenities diagram



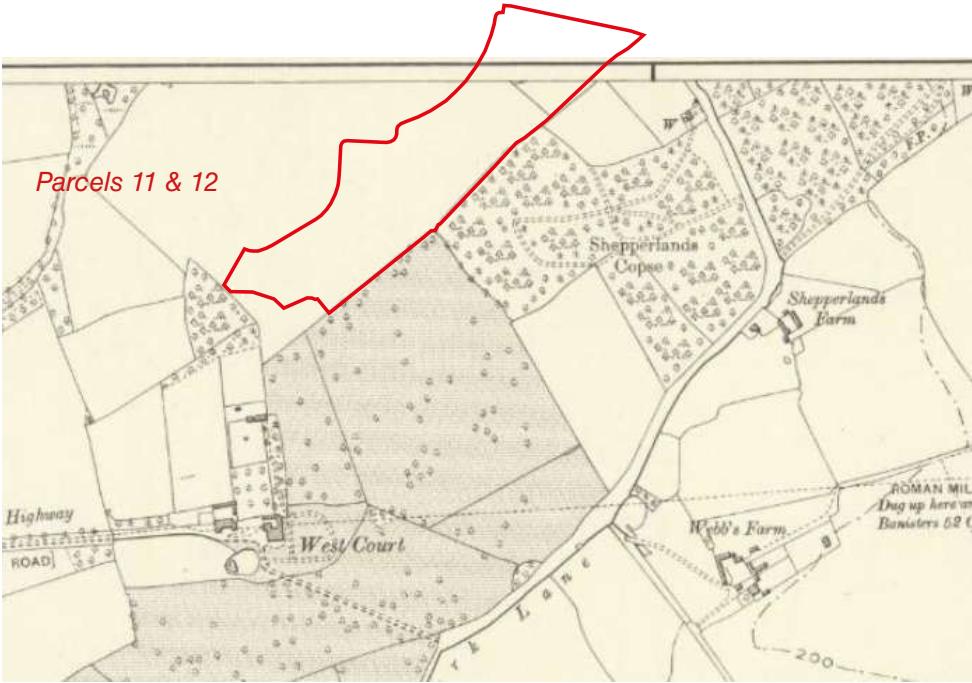
2.0 SITE CONTEXT

2.03 HISTORIC CONTEXT

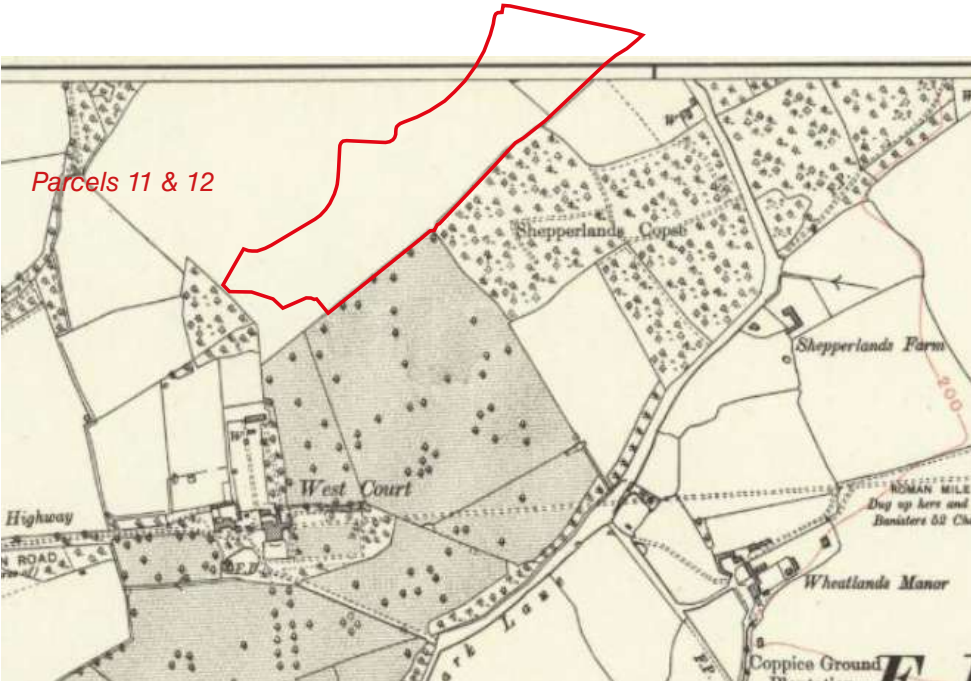
Historically the site is set within a rural area, sparsely populated with areas of woodland, agricultural land and farmstead clusters in the immediate surrounds. OS plans as early as 1900 show the distinctive straight Nine Mile Ride road which meets the north-eastern corner of Parcel 12.

The current OS map shows further residential development around the site.

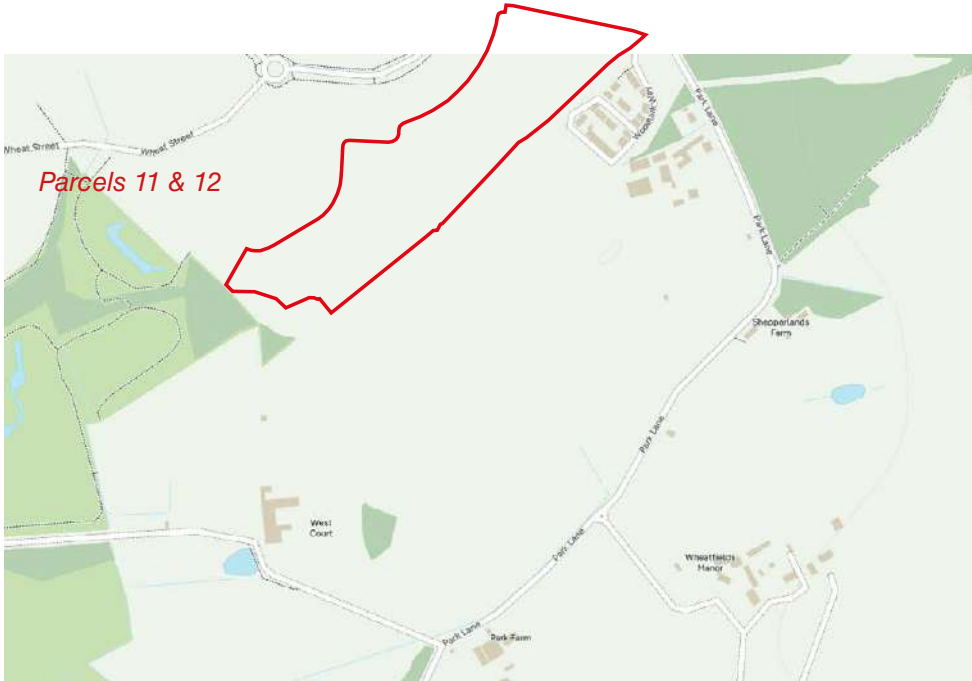
To the south of Parcels 11 and 12, the historic (Grade II Listed) West Court is visible. Originally constructed in the 17th Century, the former manor house was latterly used as an officers' mess. Whilst nearby to the site, they are separated by a tree-lined boundary to the south of Parcel 11 and 12. A Roman Road (The Devils Highway) also passes east to west at this location.



Historic OS Plan - 1900



Historic OS Plan - 1930



Current OS Plan

2.0 SITE CONTEXT

2.04 LOCAL CHARACTER

The Masterplan Framework Document sets out analysis of the local context and defines a series of distinct character areas A-J as indicated on the adjacent diagram. Further areas have been added where development has been built or approved since. There is a wide range of development in the area, but the key findings can be summarised below:

Building Types

- A wide range of development, predominantly 2-storey with some more recent 2.5-3 storey as part of the Arborfield Garrison Masterplan SDL

Materials

- **Primary:** red or buff multi-brick
- **Secondary:** Tile hanging, painted brick and larch lap cladding
- Feature render and cladding materials

Detailing

- Emphasis on simple building features across the existing and emerging developments regardless of modern or traditional architectural tones

Roofline

- Varied rooflines with no real pattern

Fenestration

- Largely white uPVC casement forms, with some grey frames evident in the Arborfield Garrison area

Boundary Treatments

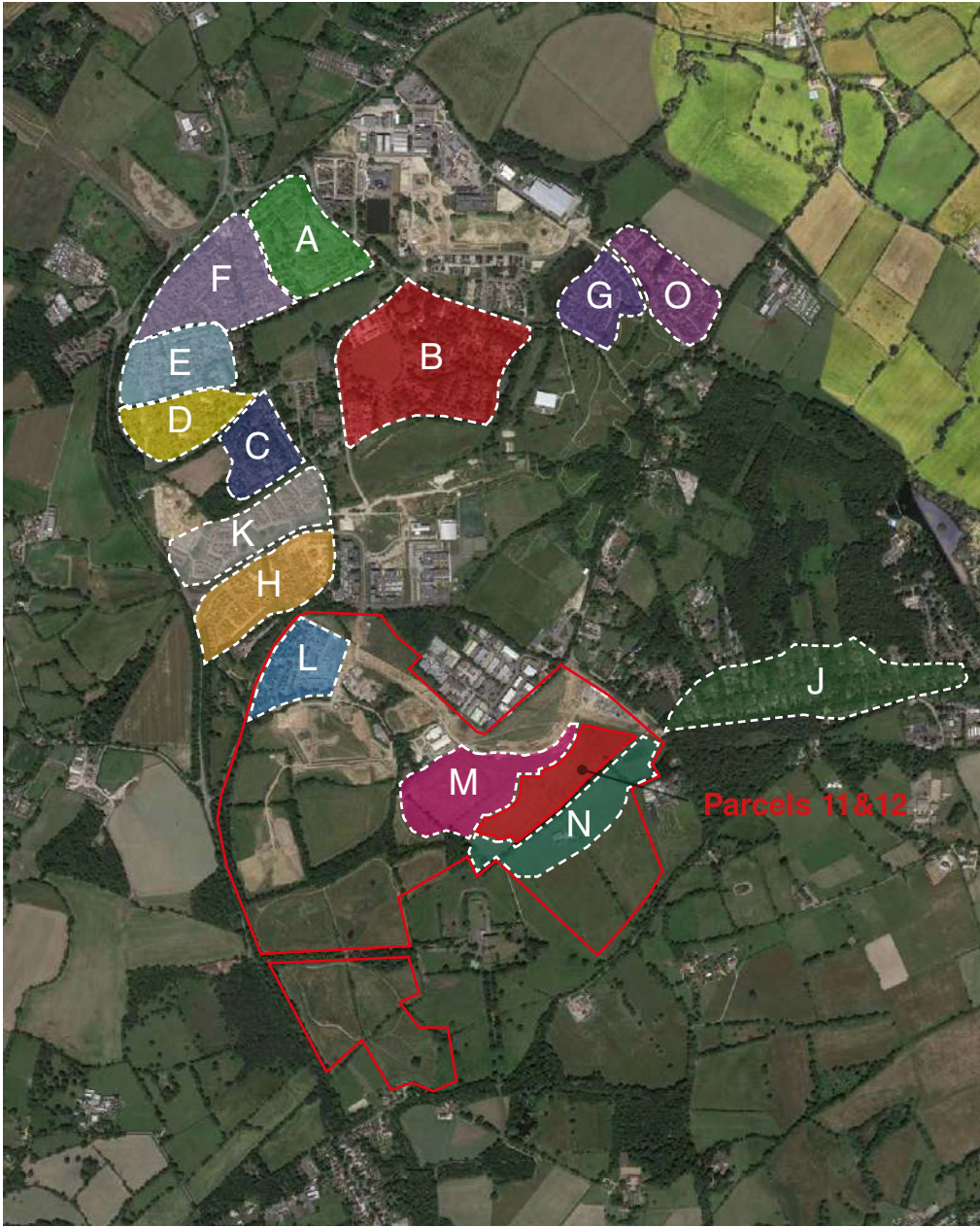
- A mix of grassed front lawns, planting, walls and fencing are evident

Landscape and Open Space

- Substantial vegetation and green space, the landscape setting is one of the defining features of the site

Tones and Colours

- A mix of muted and 'earthy' tones reflecting the rural tones within the area



Map with Existing Character Areas from Masterplan Framework Document highlighted, including additional recently built areas for consideration

AREA A

Building general comprise of red brick with occasional rendered extensions. The architectural design is simple, with repetition of features.



AREA B

Standard housing forms are apparent with variation in materials and/or feature materials. Gables are notable features.



2.0 SITE CONTEXT

AREA C

The development comprises a diverse range of houses, with a consistent theme of render as a focal element and two tones of brick.



AREA D

The area comprises of a-symmetrical roof typologies providing distinctive roof type in comparison to elsewhere in the location.



AREA E

Projecting chamfered hanging bay and ornate lead roofing have been used, provide additional depth to the overall appearance of the buildings.



AREA F

House have a mix of feature with red brick prevalent and contrasting brick features. Reconstituted stone has also been used in small areas.



AREA G

The gable roof features are common architectural trait, as to is the use of natural wood panelling.



2.0 SITE CONTEXT

AREA H

Contemporary tones to traditional housing forms have been used with window surrounds and brick banding detail.



AREA J

This area is located to the east of the site and comprises a sequence of adhoc development which is highly eclectic and lacks cohesion.



AREA K

Building general comprise of red brick with render to focal buildings. Gables are notable features.



AREA L

Traditional brick detail features have been used throughout. Weatherboarding and tile hanging are prominent, especially on gables.



AREA M

Approved parcel 10. The scheme uses both a traditional and contemporary approach. A mix of brick, boarding and tile has been used.



2.0 SITE CONTEXT

AREA N

Approved parcel 14 and 15. Tile hanging and boarding are used frequently on gables.



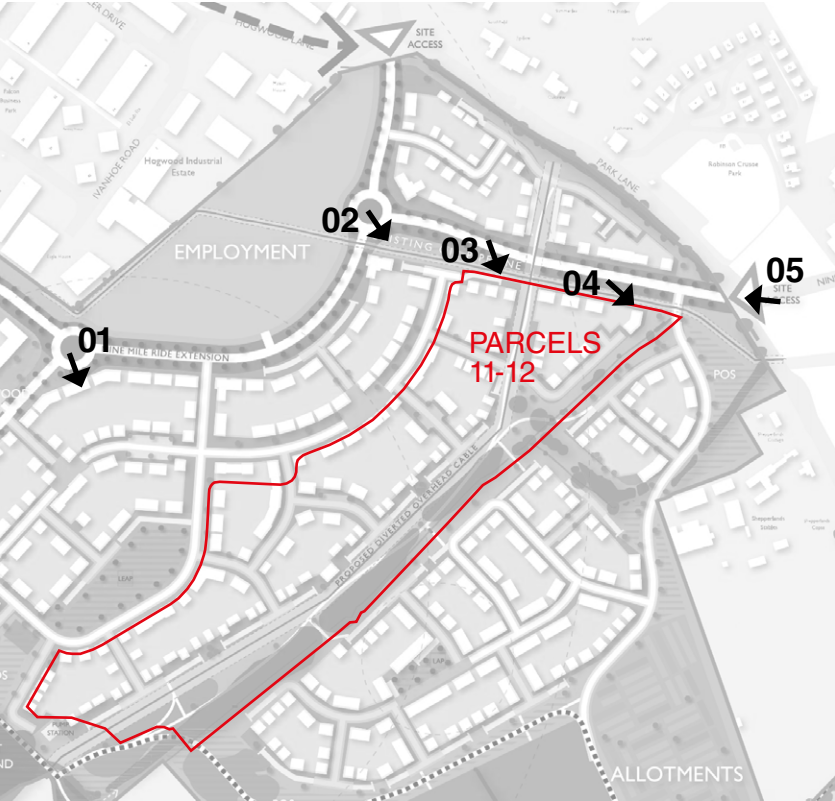
AREA O

Building general comprise of red brick with gable features boarded or rendered.



2.0 SITE CONTEXT

2.05 SITE PHOTOGRAPHS



Location Key



01 View from Nine Mile Ride Extension roundabout looking south-east at Parcel 11-12, with the existing tree line along the eastern boundary and ancient woodland visible behind



02 View from Nine Mile Ride Extension roundabout looking south-east at Parcel 10 with Parcels 11-12 behind



03 View from Nine Mile Ride Extension looking south-east at Parcel 11-12, with the existing tree line along the eastern boundary visible behind



04 View from Nine Mile Ride Extension looking south at the northern edge of Parcel 12, with built housing of Parcel 14-15 visible behind



05 View from Nine Mile Ride Extension looking west showing the approach to the sites with Parcel 13 on the right and Parcel 12 on the left

2.0 SITE CONTEXT

2.06 OPPORTUNITIES AND CONSTRAINTS

Parcels 11 & 12 are subject to a number of constraints from utilities including an underground oil pipeline, sewers and most notably a buried electrical cable which runs from the north of proposed Parcel 13 to the southern end of Parcel 11. The associated easements restrict construction and limit what is achievable in terms of landscaping within this corridor. There is also a sealing end compound where the electrical cable transitions through a tower to become overhead, which must be screened from view where possible.

A green edge along the boundary between Parcel 11 & 12 and 14 & 15 provides the opportunity for views out and frontages addressing this space. The main site access Nine Mile Ride Extension runs to the north of parcels 11 & 12 and continuous frontages should address this route. Access routes into Parcel 11 and 12 are linked to the approved road layout of Parcel 10, whilst an additional vehicle access route and several pedestrian/ cycle routes will be provided to Parcels 14 and 15.

Key

Bridleway

Underground oil pipeline (and easement)

Underground Electrical Cable (and easement)

Sealing End Compound

Sewer Easement

Site Access (Vehicle)

Site Access (Pedestrian/cycle)

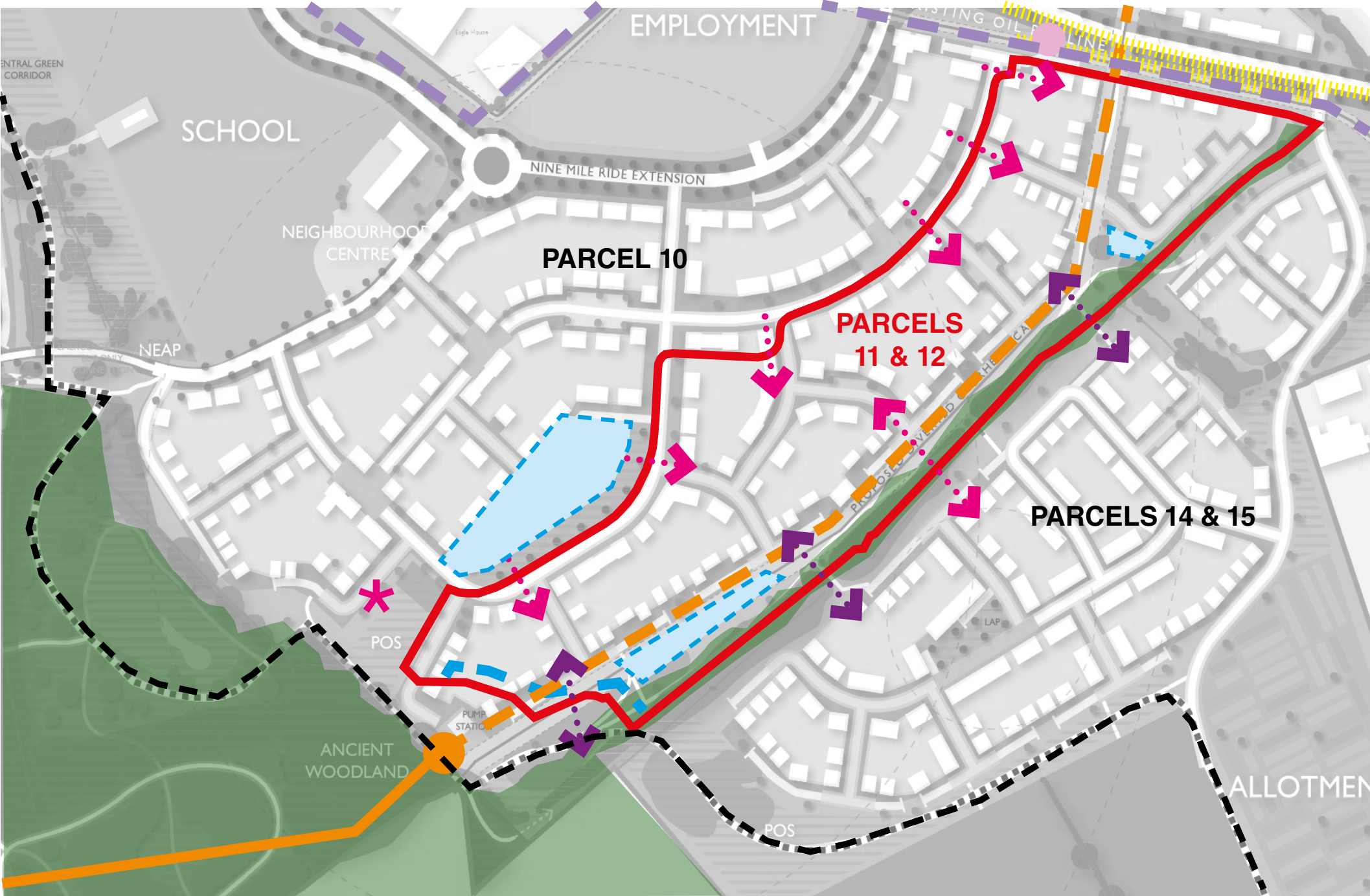
Bus Stop

LEAP

Drainage feature

Nine Mile Ride Extension Frontage

Existing Trees and Hedgerows



Opportunities and Constraints Diagram ①

2.0 SITE CONTEXT

2.07 DESIGN CONCEPT

A series of development considerations have been acknowledged for Parcel 11 and 12 and these are illustrated on the Concept Plan. These include:

- Comprehensively redevelop the site and deliver new homes in a landscape-led design approach;
- Residential parcels of differing densities and scales appropriate to their location on the site with outward facing perimeter blocks;
- Retain and enhance existing trees and hedgerows to the southern boundary to create green edges to screen the development whilst offering additional privacy;
- Soften the threshold between streets and buildings with both hard and soft landscaping whilst offering high quality private amenity for all residents;
- Pedestrian links will be established through adjacent parcels to ensure a seamless and considerate flow within the Hogwood Farm masterplan;
- The scheme will provide green shared amenity space located throughout the site.

Key

Site Boundary

Existing Trees

Primary Road

Secondary Road

Pedestrian Link

Development Zone

Indicative Built Form

Attenuation Pond

A detailed site plan map for Parcel 11 and 12. The map shows a site boundary in red, with an orange primary road and a purple dashed secondary road. Pedestrian links are shown as green dotted lines. The site is divided into yellow development zones. Existing trees are represented by green circles, and an attenuation pond is shown as a blue shape. The map also shows surrounding streets like 'NINE MILE RIDE EXTENSION' and 'LEAP', and a 'PUMP STATION'.

Concept Plan 1

VISTRY GROUP | FINCHWOOD PARK P11 &12 DAS | ECE ARCHITECTURE | APR 25 19

3.0 PLANNING CONTEXT & CONSULTATION

3.01 PLANNING BACKGROUND

3.02 DESIGN POLICY & GUIDANCE

3.03 PARAMETER PLANS

3.04 ADJACENT PARCEL 10

3.05 CONSULTATION PROCESS

3.06 CONSULTATION FEEDBACK

3.0 PLANNING CONTEXT & CONSULTATION

3.01 PLANNING BACKGROUND

The site is located within the administrative boundary of Wokingham Borough Council. Wokingham Borough Council identified four major locations for growth (Strategic Development Locations (SDL's)) in their adopted Core Strategy (2010); one of these is Arborfield Garrison.

This location was identified for the phased development of approximately 3,500 new homes, local amenities and supporting infrastructure. Hogwood Farm forms the southern portion of this SDL.

In 2017 planning permission (reference: O/2014/2179) was granted for up to 1,500 new homes, new industrial floorspace, a neighbourhood centre, a primary school, new sports pitches, highways improvements and public open space including SANG to be delivered at Hogwood Farm. In 2018 a subsequent Section 73 Application (181194) varied the Outline Masterplan, amending the parameter plans set out in Condition 1 of the 2017 planning permission.

3.02 DESIGN POLICY & GUIDANCE

The relevant local and national design policies have been considered by the project team. These documents have acted as essential tools to the design process providing a framework for the development proposal. The documentation referenced is as follows:

- National Design Guide
- Wokingham Borough Development Plan
- Hogwood Farm Masterplan Framework Document

In addition, the Hybrid Application was supported by technical reports, including a Design and Access Statement, along with a set of parameter plans, and a Design Code to guide the detailed design of new development at the Site.



Illustrative Masterplan

National Design Guide

Planning practice guidance for beautiful, enduring and successful places



Ministry of Housing,
Communities &
Local Government

Wokingham Borough Development Plan

Adopted Managing Development Delivery
Local Plan

Enhancing the Borough's environment and
character through exceptional development

February 2014

www.wokingham.gov.uk



HOGWOOD FARM
FINCHAMPSTEAD
MASTERPLAN FRAMEWORK
DOCUMENT

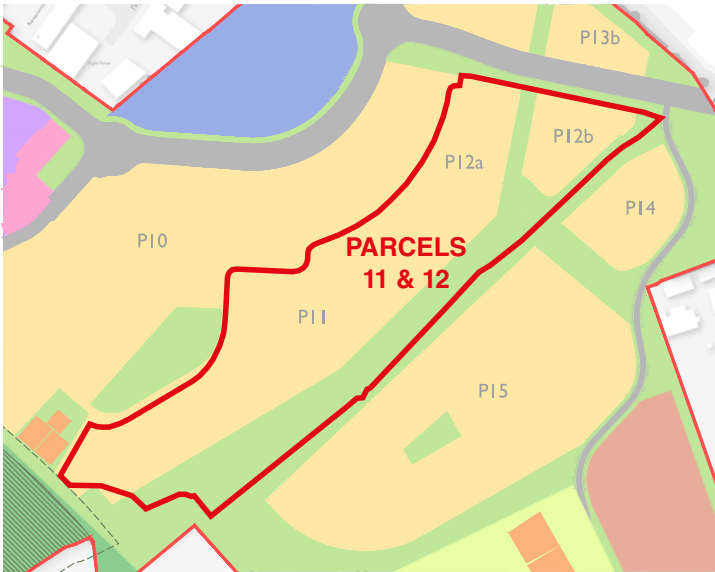
3.0 PLANNING CONTEXT & CONSULTATION

3.03 PARAMETER PLANS

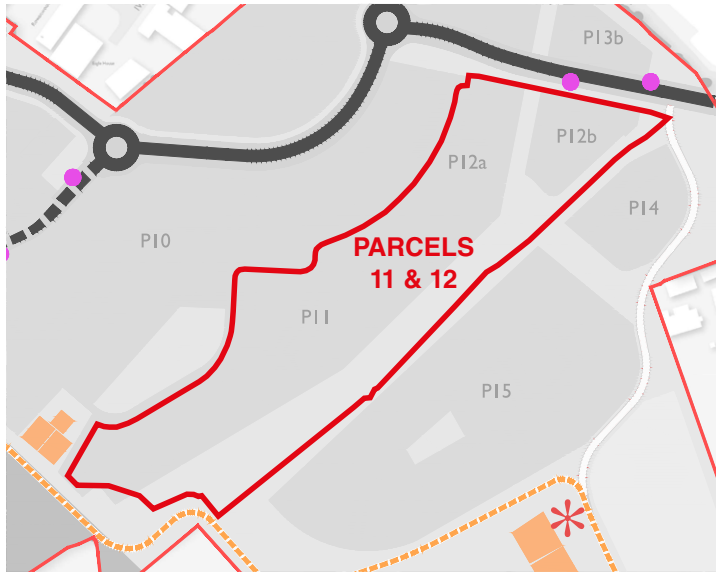
6no. Parameter Plans are contained within the approved Hybrid Planning Application for the Hogwood Farm Masterplan, setting out parameters for design issues such as land use, scale and movement. Relevant extracts of these plans are summarised for Parcels 11 & 12 on this page. The Parameter Plans have been varied through a Non Material Amendment application (230923) in order to reflect the Phasing Strategy and updated Parcel boundaries. The updated set of Parameter Plans are as follows:

- CB_12_103_Parameter Plan_001 Land Use - Rev K
- CB_12_103_Parameter Plan_002 Access And Movement - Rev L
- CB_12_103_Parameter Plan_003 Building Heights - Rev I
- CB_12_103_Parameter Plan_004 Landscape And Open Space - Rev M
- CB_12_103_Parameter Plan_005 Density - Rev I
- CB_12_103_Parameter Plan_006 Development Parcel Naming - Rev J

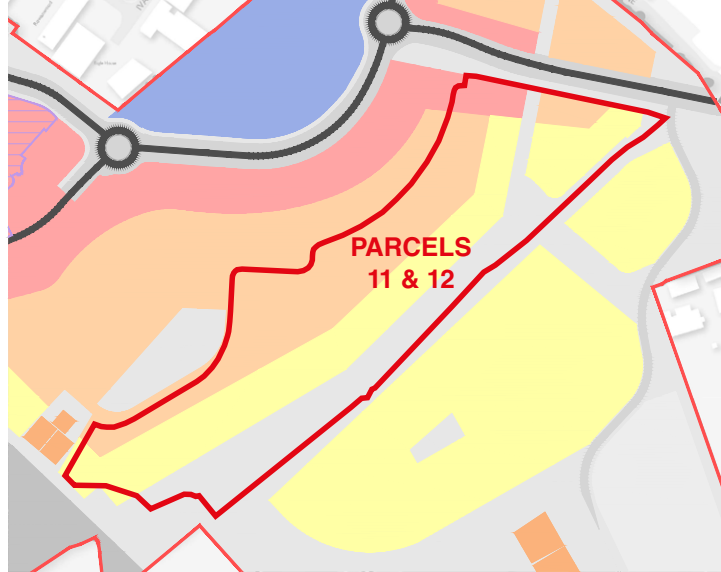
As well as establishing the development boundaries of the parcels, of key interest are the principle masterplan access road of the Nine Mile Ride Extension (which bisects Parcels 11 & 12 from surrounding parcels) and the proposed building heights and densities which responds to this movement corridor with increased scale. Key green corridors and open space are also established.



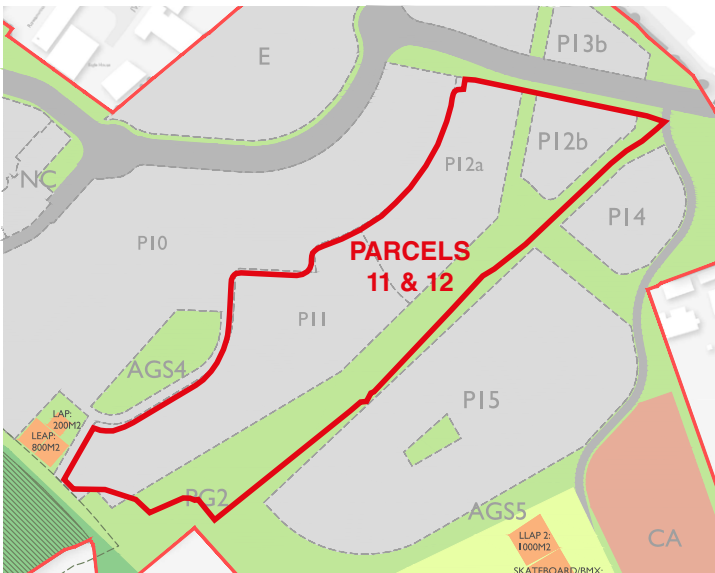
Parameter Plan 001 - Land Use



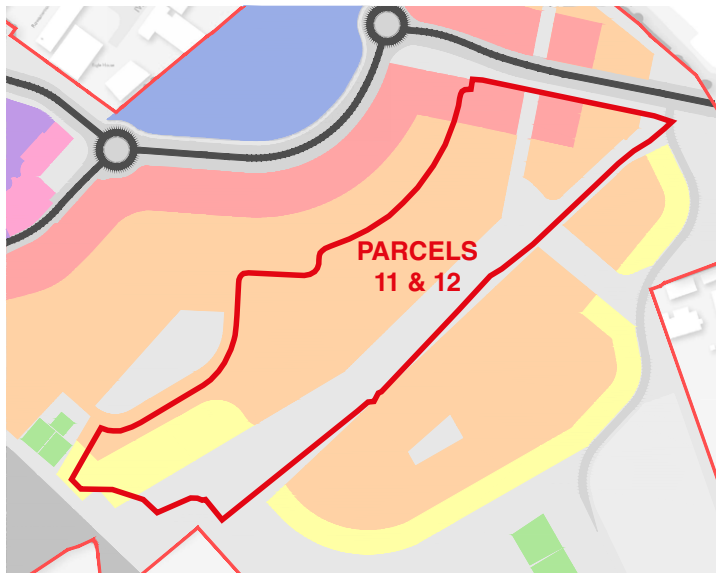
Parameter Plan 002 - Access & Movement



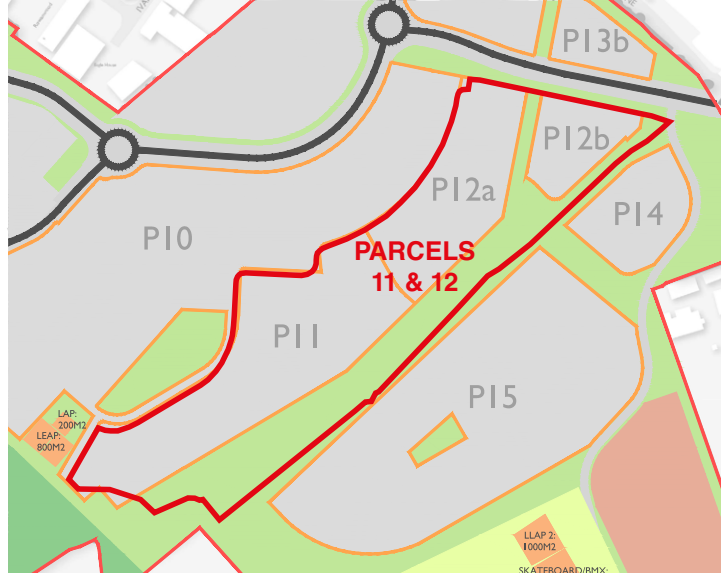
Parameter Plan 003 - Building Heights



Parameter Plan 004 - Landscape and Open Space



Parameter Plan 005 - Density



Parameter Plan 006 - Development Parcel Naming

3.0 PLANNING CONTEXT & CONSULTATION

3.04 ADJACENT PARCEL 10

Parcel 10 sits immediately adjacent to Parcel 11 & 12, a Reserved Matters Application for this Parcel has been approved and as such it sets out numerous design cues in terms of layout and appearance that will influence the design of Parcels 11 & 12.

Vehicle access to Parcels 11 & 12 is provided from a route from the Nine Mile Ride Extension that passes through Parcel 10. From the road that bisects Parcel 10 and Parcels 11 & 12, a number of spurs are provided to connect seamlessly with the Parcel 11 & 12 layout. Furthermore, an additional secondary road access passes through Parcels 11 & 12 to connect to Parcels 14 & 15 in the south-east. The road layout and highways design of Parcels 11 & 12 has therefore been informed by Parcel 10 to ensure a fully coordinated scheme.

Parcel 10 also establishes materials, roof forms and architectural detailing that should inform the approach for both Parcels 11 & 12 to ensure a cohesive feel to this part of the masterplan and the Nine Mile Ride Extension Character Area that covers the majority of this area. It is important that the design of these parcels is cohesive and well considered.



Approved Parcel 10 Site Layout



Approved Parcel 10 Apartment building and terraced housing. Featuring a use of gable roof forms, red brick and continuous frontages along Nine Mile Ride Extension.

3.0 PLANNING CONTEXT & CONSULTATION

3.05 CONSULTATION PROCESS

This section of the Design and Access Statement outlines the scheme’s evolution since the initial Pre-application meeting held in October 2024.

The Applicant has engaged in pre-application discussions with WBC as local planning authority. These discussions have informed key parameters for the development including the site layout, dwelling mix, parking standards for the new housing, and the proposed role and function of the green spaces within the site, highways, and drainage.

The stages in the scheme evolution were as follows:

- Pre-application Meeting 1** - Emerging design proposals were discussed and key design points were established with a focus on the character of open space, treatment of the various easement zones within the Parcel and access, parking strategy and road layout. In addition the relationships between materials, character and building heights as discussed.
- Pre-application Meeting 2** - Focused on the development from pre-app 1 on the site layout establishing agreed layout design principles to progress toward an application. This meeting included full consultee feedback on the proposals.
- Pre-application Meeting 3** - This discussion included a review of detailed designs which have incorporate officer feedback received to date. Finer landscape, drainage and highways details were reviewed, ahead of the Reserved Matters submission.
- Pre-application Meeting 4** - This discussion focussed on drainage strategy and landscape highlighting key aims such as creating a 'joined up' sustainable drainage strategy that used a variety of features and also with discussions around the landscape character of the central public green space.

Hybrid Planning
Application

Approved
2017



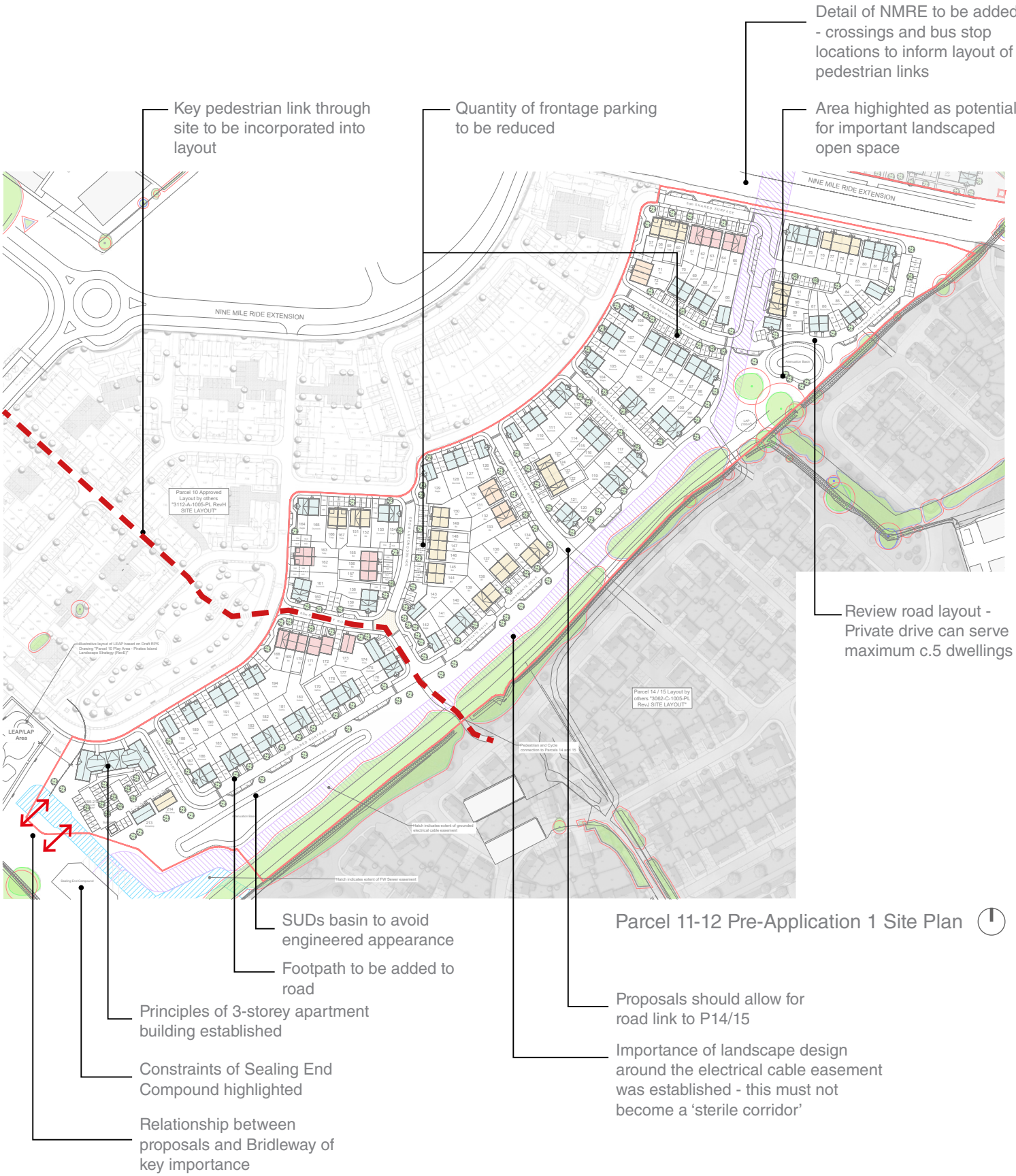
3.0 PLANNING CONTEXT & CONSULTATION

3.06 CONSULTATION FEEDBACK

The first pre-application meeting was held in October 2024 where the emerging design proposals were discussed. Officers subsequently issued written feedback on the proposals, the key points of which are summarised below:

1. Although no detail on landscape design was submitted as part of this initial Pre-Application review, the importance of landscaping in and around the large service easement corridors on the site was highlighted. Planting constraints within the corridors and implications to landscape design should be reviewed. Areas immediately adjacent to the easements should be provided to enable unconstrained planting of trees and larger shrubs to be provided. This is of particular concern at the north of Parcel 12 where currently built form is positioned tight up to the easement edge.
2. The amount of frontage parking in long, unbroken groups was challenged and should be reduced to reduce the visual impact of parked cars on the streetscene.
3. Driveways should be optimised to provide capacity for the intended number of cars, to avoid the risk of partial spaces being provided leading to inconsiderate parking and overhangs.
4. The Bridleway which passes next to the south-west corner of Parcel 11 is an important design feature of the masterplan. The landscape design in this area and relationship between built form and the key pedestrian/cycle route should be developed.
5. The pedestrian link passing through Parcel 10 to Parcels 14-15 connecting to the Primary School and Neighbourhood Centre should be incorporated into the design.

6. The design of the SUDs basin needs to be carefully considered and should avoid having an overly engineered appearance with steep slopes. The design of landscape treatment around it also needs to be fully considered.
7. A secondary vehicle access must be provided between Parcels 11/12 and Parcels 14/15 in the location indicated.
8. An updated tree survey is to be incorporated into the drawings once available
9. A 2m service margin is required on both sides of roads



3.0 PLANNING CONTEXT & CONSULTATION

10. Sample street-scenes where provided for discussion at the Pre-App meetings. The brick colour was challenged and it was suggested a finish with more red would be an appropriate match to the emerging context.



Parcel 11-12 Pre-Application 1 - Sample Streetscenes