Camps Field Barton Road Southleigh

DESIGN & ACCESS STATEMENT | APRIL 2021

REDROW

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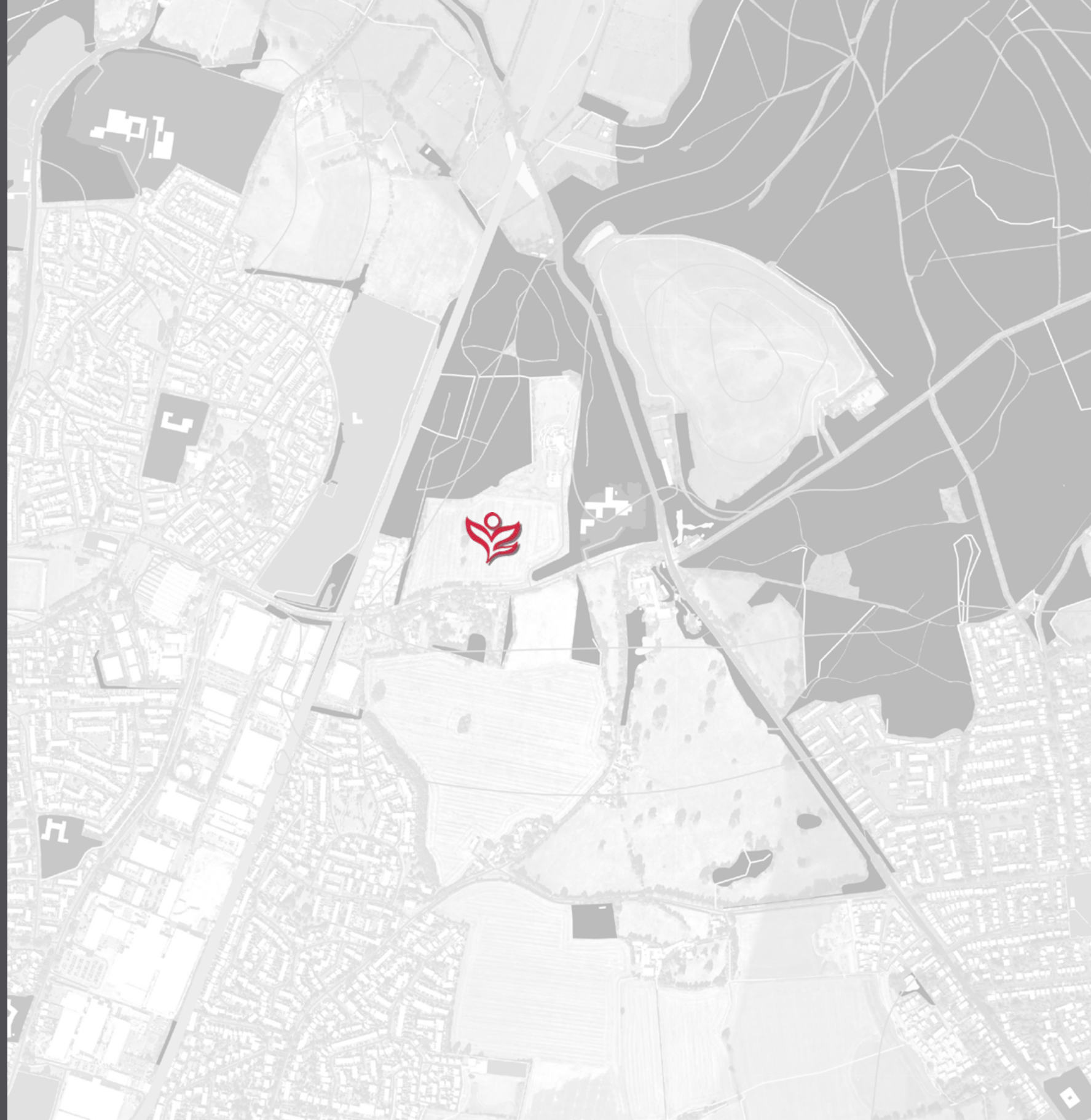


Introduction

ABOUT THIS DOCUMENT

This Design & Access Statement has been prepared on behalf of Redrow Homes in support of a Reserved Matters planning application for 70 dwellings of which 21 (30%) are suggested for affordable units.

This proposal seeks the approval of Reserved Matters for appearance, landscaping, layout & scale following approval of Outline application.

This document has been prepared to provide additional detail relating to proposals and to ensure that the scheme is in accordance with established best practices relating to urban design and follows the guidance as laid out within Havant Borough Council's SPD.

Proposals seek to create an efficient and considered layout that is attractive, well landscaped and that the buildings have a design that is appropriate to the local area. Proposed areas of open space will be accessible to both new residents and those within the surrounding area and provide an aesthetically pleasing setting for the new homes.

SUMMARY

- 70 units total
- 21 (30%) affordable
- 15 (71%) affordable rented
- 6 (29%) shared ownership
- Access from Bartons Road
- Parking provision in accordance with Havant Borough Council standards.
- Landscaped areas of POS located throughout the scheme with a larger central green corridor arranged around existing and retained mature trees.
- Total POS on site: 7476.2 sqm /1.847 acres
- Retention of existing and hedgerows along the site boundaries.
- Additional buffer planting proposed along the eastern boundary overlooking the Crematorium access road
- Existing vegetation to be supplemented and enhanced with proposed native species.

PLANNING CONTEXT

Havant Borough Council Adopted Core Strategy (2011)

- CS9 (Housing)
- CS16 (High Quality Design)
- DM13 (Car and Cycle Parking on Residential Development)

Pre-submission Draft Havant Borough Local Plan 2036

- E1 High Quality Design
- H1 High quality new homes
- H2 Affordable Housing
- H3 Housing Density
- H4 Housing Mix
- H18 Camp Field, Bartons Road

NPPF

Paragraph 110 states that development should create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards

Paragraph 122 states that planning decisions should support development that makes efficient use of land, taking into account… the importance of securing well-designed, attractive and healthy places.

"The creation of high quality 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." Paragraph 124

Paragraph 127 – aims to ensure that developments respond to local character and should be visually attractive as a result of good architecture and appropriate landscaping.

Borough Design Guide

The Supplementary Planning Document (SPD) aims to provide detailed information to supplement Policy CS16 of the Core Strategy, to raise the standard of design across the Borough, and set out what the Council expects developers to deliver in terms of the design of new developments and how the distinctive character and qualities of the Borough should be respectfully improved and enhanced through development.

Parking SPD

This SPD sets out the Council's off-street parking standards relating to new development in the Borough. Proposals should not have an adverse impact on the built environment, street congestion, road safety issues or create tensions within a community. The SPD includes design advice which demonstrates how car parking should be integrated into a high-quality external space that is accessible to all.

THE SITE

The Site

The site is an arable field, located to the north of Bartons Road, to the north east of Havant. The site boundary extends 2.61ha and is bordered by Bartons Road with existing mature vegetation to the south, the recently completed residential development of Bartons Rise to the west, Ancient Woodland and arable fields to the north, and the access road to The Oaks Crematorium to the east. The crematorium itself is located around 320m to the north of the site.

The site is generally level, with a gentle fall in levels from c.39m AOD in the east to c.31m AOD in the west.

A number of existing mature trees and established vegetation are located within and surrounding the site. These will be retained, incorporated into proposals and enhanced with considered additional planting where possible.

A number of residential developments have either been recently completed or are under construction in the local area. Bartons Rise adjoins the site to the west and is a development of c.80 dwellings by Linden Homes.

Directly southwest of the site can be found the Ibex Homes development of Broad Leaf which comprises 10 dwellings within a gated complex.

To the south of existing dwellings opposite the site can be found the Bellway scheme of Brookvale, a larger residential development of c.175 homes.

Site Photos

1. South West view of Site from Bartons Road

2. South West view of Site from Bartons Road

3. South East view of Site from Bartons Road

4. East view of Bartons Road, Site to left.

5. West view of Bartons Road

6. South view of Site from Bartons Road

7. East Entrance of Site from access to crematorium

8. View of access road towards Crematorium

9. View of Crematorium located North West of Site

WIDFORD FOOTBALL CLUB
ANCIENT WOODLAND
TRAIN LINE
HOSPITAL
ACCESS ROAD TO CREMORTORIUM
9
8
7
BARTONS ROAD
BARTONS ROAD
3
6
HARRISON WAY
1
2
4
BARTONS ROAD
5
HOSPITAL
GARDEN CENTRE
NORTH

THE SITE

Local Context

The site is located to the north east of Havant, approximately 1600m from the town centre. It is around 2km (25 min) walk to Havant railway station which connects to Portsmouth, Brighton, and London Waterloo. The A27 is close to the site and links the area to Brighton and Southampton, with the nearby A3 running north to London.

The closest playing fields are at Bartons Field, 650m to the west. The Downley Road industrial estate is approx. 400m west of the site along Bartons Road. The nearest supermarket located c.1.4km to the west of the site within Havant, where other services and amenities can be found. Several schools are also located within the local area.

Architectural Context

The local architectural vernacular consists of late 20th century development, characterised by detached dwellings directly opposite the site, located within large plots and set back from Bartons Road.

Travelling west along Bartons Road towards Havant, new dwellings within the adjacent Bartons Rise scheme utilise red multi brick, with flint detailing and red brick quoins. Roofs are finished in either grey slate or red plain tile and extend to 2.5 storeys along the Bartons Rise frontage.

Closer to Havant town centre, the dwellings are characterised by late 20th century development with wall materials in buff multi or red brick with concrete roof tiles. Flat blocks extend to 3 storey with the majority of houses grouped into semi-detached or terraces and extending to 2 storeys.

1. View South of site - Existing houses

2. View South of Site - Existing houses

3. View of new development from Bartons Road

4. Harrison Way - Adjacent Site

5. Harrison Way - Adjacent Site

6. Harrison Way - Adjacent Site

Key

- The site
- Schools
- Large green spaces
- Play area
- Church
- Playing fields
- Hospital

1000 Metres from Site
750 Metres from Site
500 Metres from Site
250 Metres from Site
1
2
3
4
5
6
NORTH

THE SITE

Constraints & Opportunities

- Vehicular access from Bartons Road site
- The Oaks Crematorium access road
- Access to existing farmland
- Sporadic established hedgerow along the north side of Bartons Road provides filtered views through to the site
- Mature Oak TPO
- Bartons Copse Ancient Woodland
- Existing drainage ditch
- Relationship to adjacent dwellings onto the site boundary
- Potential adverse noise effects from Bartons Road
- Canopy and root protection area of tree highlighted in the arboriculture report
- Gradient of slope
- Area of high ecological potential
- Havant and EHDC borough boundary
- Long view to Solent and Isle of Wight
- Existing utilities associated with crematorium
- Poorly drained area
- Retention of the central Oaks and opportunity to create areas of open space around them
- Retention and enhancement of the southern and western boundary hedges
- Creation of a buffer zone to Bartons Copse Ancient Woodland
- A comprehensive surface water drainage strategy incorporating attractive landscape features
- A new separate and clearly identifiable entrance for the crematorium
- Landscaped eastern boundary

Outline Development Plan and Masterplan

The approved Outline planning application set out a Development Plan and a Masterplan through an iterative design process informed by environmental and technical work, an understanding of the developments relationship with Bartons Road and the surrounding context, and an assessment of planning and design policy. This plan supported the Outline application and was for illustrative purposes. This plan creates a vision for placemaking, and the reserved matters proposal takes this into account for the design principles of the site. The Vision is listed below:

Urban Design Principles

- Provide up to 70 dwellings, offering a range of dwelling types and tenures
- The site has been divided into a number of suburban blocks by a network of streets and public open spaces responding to the topographical and landscape features identified in the site analysis
- The frontages of the suburban blocks have been given a hierarchy depending on the importance of the street, the public space, or the building itself
- Focal points, key vistas and prominent corners around the site have been identified
- The central mature TPO Oaks are set in generous open space with dwellings fronting onto them
- The Masterplan for the Havant portion of development marries the potential Masterplan for the EHDC land
- The SuDS will enhance landscape features. Open spaces are linked together from the Ancient Woodland to Bartons Road and related to significant landscape features
- The access provides a separate entrance for the crematorium and a landscaped corridor along the drive to the crematorium.

Suburban Blocks

'Perimeter' or 'suburban' blocks have proven to be a robust form of development over time. They can:

- Accommodate most forms of development
- Help reduce the risk of crime by providing a clear distinction between public spaces and private gardens
- Reduce the need for exposed walls and fences
- Provide natural surveillance of public areas from well used spaces within the home
- Provide a more sustainable layout by promoting walking and cycling in a safer environment
- By creating individual character to streets and spaces creates a strong 'sense of place' which helps orientation around the site.

Key Frontages

- Primary frontage: public open spaces and along the access roads. Rich in architectural detail and wider pallet of materials. Generally, the larger houses.
- Secondary frontage: all other street frontages. Less rich in architectural detail and a narrower pallet of materials. All the other smaller houses.
- Tertiary frontage: The centre of the suburban blocks and private spaces. Minimal architectural detail and limited pallet of materials

Development Plan

Initial Masterplan

DESIGN PROPOSAL

Initial Design Concept

The proposed design principles follow all of the Development Plan and Masterplan principles. The principles established by the approved Outline Planning application have been adopted within this application, such that the constraints, landscape, open space and play space. The plan opposite shows the initial principles plan setting out the above features.

Some divergence to the Development Plan have been shown such as making a key presence at the arrival space with properties facing Bartons Road and not turn its back to the arrival area. This forms a more meaningful arrival point within the site.

Key

- Site boundary
- Site access
- Emergency access
- Parcels
- Potential SuDS
- Potential Open Green Space
- Existing trees
- Potential trees
- EDHC Borough boundary
- Foul easement
- Main route
- Secondary route

Design Evolution: Initial Sketch Layout

A first sketch layout was produced which followed the Initial Design concept plan. Key principles are noted below:

- Create a sense of arrival with units either facing Bartons Road or the access road
- Perimeter development blocks providing natural surveillance onto the main streets
- Key and continuous frontages along the street hierarchy
- Provide open space areas at the centre (with mature TPO Oak tree) and west boundary of the site with active frontages
- SuDs to enhance the landscape features
- Landscaped corridor to the crematorium
- Minimal parking courts. Housing mostly with on plot parking
- End of street vista buildings and corner buildings with dual aspect
- Possible access points to potential development to the north
- Development set away from the existing foul easement
- Built environment kept within the Havant boundary.

DESIGN PROPOSAL

Final Layout

A detailed layout has been produced and designed following the principles set out in the site Design concept plan and sketch layout. All the key points have been used and identified in the list below and on the opposite plan.

1. The development is set within an attractively landscaped framework, structured to create a considered transition between Bartons Road and the countryside beyond.
2. Development blocks respond to the site's boundaries and open spaces, providing active frontages to aid surveillance and activity.
3. New access from Bartons Road.
4. Entrance arrival with units facing Bartons Road and the access road.
5. Prominent cohesive and continuous building frontages along the main spine road.
6. Tree lined main street with buildings setback.
7. Central arrival space combining existing mature tree, within the development providing legibility.
8. Western open space/SuDs area providing end vista and legibility.
9. Street hierarchy and varied typologies to enhance sense of place.
10. Emergency access to Bartons Road.
11. End of street vista buildings and corner buildings with dual aspect.
12. Minimal parking courts. Housing mostly with on plot parking
13. Possible access points to potential development to the north.

NORTH
HARRISON WAY

DESIGN PROPOSAL

Landscape

Overview and Objectives

The landscape strategy seeks to compliment the new residential development, by integrating it within its surrounding landscape context whilst retaining and enhancing the existing landscape features on the site for the benefit of residents.

Proposed landscape character and development integration

In response to the landscape character and visual setting of the site a cohesive landscape strategy for the new development has been formed. The landscape strategy seeks to;

- Maintain and reinforce a hedged and treed character to the site's boundaries in order to provide a sense of containment to the development and minimise potential visual intrusion on adjoining properties to the west and south;
- Protect the setting and character of the woodland to the north of the site through the introduction of a 15m wide landscape buffer which comprises SUDs
- Have due regard to the relationship between the development and the cemetery to the north east and enhance the entrance driveway to this facility;
- Protect and reinforce landscape connections through the scheme to the wider setting to integrate the proposals with the surrounding landscape fabric – for instance by retaining the mature trees that bisect the site north to south in a generous public open setting;
- Provide a quality public realm scheme made up of street scenes and green open space within the development for the enjoyment of users for informal leisure and recreation and compliment the setting of the built form;

A series of landscape character areas are proposed as part of the new development; these would provide a unique sense of place to each area and would allow residents and visitors alike to navigate around the area by using distinctive features or views as waymarkers.

The character areas would include:-

- Primary route- A quality residential frontage to the central green open space, with domestic scale frontages,.parking set back from the building line, informal street tree planting to compliment the country park style of the open space.
- Secondary (residential) streets- A series of smaller residential lanes, squares and courtyards with a change in road surface to promote more pedestrian friendly environs.
- Woodland edge- An open grassed area to provide a buffer between the built form the adjoining woodland, new native thicket planting adjacent to the development to deter human interference with the sensitive boundary;
- Central green- An informal green 'heart' to the development with existing retained landscape features including mature trees, cycle way and greater landscape diversity through different planting types and maintenance regimes.

Landscape Masterplan

The landscape masterplan responds to the site's semi-rural setting with a sinuous spine route to reduce vehicle speeds. Properties are concentrated to overlook the street and open space beyond, providing natural surveillance. Clusters of properties are serviced by small scale residential streets off the main route which have a softer appearance in part from the main circulatory roads to provide an enhanced public realm.

The proposals retain and protect those landscape features deemed to be of significant value, that contribute to the character and setting of the site, these include mature trees and the existing hedgerow along Bartons Road. These features provide a mature landscape setting to the new development whilst providing visual containment to the proposals and safe guard and promote green infrastructure to provide a fully integrated site.

Soft landscape palette

The proposals seek to build on the existing landscape fabric through the introduction of enhanced native boundary tree and hedgerow planting, specimen parkland trees within the open spaces, formal street tree planting, marginal and wetland planting, short and long grassland and ornamental shrub planting. The species selection are appropriate to the local growing conditions, intended purpose and level of maintenance using a range of species to provide long, medium and pioneer species. Species selection will favour native species and cultivars wherever practical and be chosen and managed such that they promote local wildlife and biodiversity, in particular habitats for birds, invertebrates, bats, reptiles and amphibians.

A palette of tree, shrub and grassland species would be used to provide a rich and varied planting scheme. Defining species would be used to provide interesting points of focus. Repeat tree species in different parts of the development will help to give different identities, increase diversity and five legibility to the development.

Evergreen shrub planting would provide softening to vertical structures such as walls and fences, with self-clinging climbing shrubs also used to reduce the visual effects of these hard enclosures. Clipped evergreen laurel hedgerows would provide an informal boundary treatment to frontages. Cottage and garden type planting would provide seasonal interest through its colour, texture and scent, whilst also contributing to the rural domestic character of the residential frontages.

Hard landscape palette

A simple palette of hard landscape materials and street furniture are used to compliment the specific purpose and location within the development, using materials that are durable and compliment the local palette of materials and the proposed townscape character.

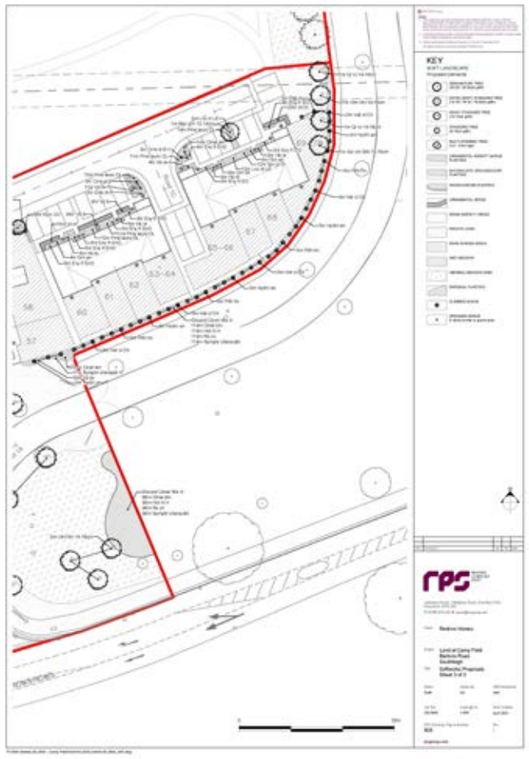
Concrete paviors will provide an informal 'street' character within selected residential areas and prominent road junctions that slow traffic and create a more friendly pedestrian environment. Other traffic calming such as raised road surfaces and rumble strips will also serve to make the residential streets safer with an emphasis on slowing traffic speeds.

Boundary treatments & enclosures

A range of robust boundary treatments would be used to provide secure means of enclosure where necessary, principally to rear gardens using a mixture of close board timber fencing, close board fencing with trellis tops and masonry walls where they affront the public realm. Front gardens will be enclosed by less formal treatment of clipped low hedgerows to provide a softer edge and allow natural surveillance onto the street.

Soft Landscape

Landscape Masterplan



Soft Landscape

Soft Landscape

Hard Landscape Masterplan

DESIGN PROPOSAL

Mix

Use and Amount

The Application covers a total area of 2.61 hectares.

The development accommodates a residential development area measuring 2.1 hectares, providing up to 70 dwellings. The average net density for the residential area is 26 dwellings per hectare (dph). This density makes efficient use of the land whilst respecting the surrounding landscape and townscape character.

Mix

The development will provide 70 homes which will comprise a mixture of 1-bedroom maisonettes and 2 bedroom flats and 2, 3, and 4 bedroom houses to provide a wide choice of well-designed buildings.

The table below shows the quantum for the number of private market, affordable rent and shared ownership dwellings.

	PRI	AFF	SO	TOTAL
1B		6		6
2B	10	8	1	19
3B	16		5	21
4B	23	1		24
TOTAL	49	15	6	70

Affordable housing is distributed across the development in three clusters and will be tenure blind.

The quantum of development proposed is a response to the site analysis and its capacity to deliver a new development in keeping with the character of the local area. This illustrates a development of this type can comfortably be delivered on the site itself, making best use of the site for future generations.

The number and types of houses provided within the scheme are considered to appropriately align with the suggested mix identified by Havant Borough Council, to meet the Housing Market Assessment level needs, and respond to the character of the existing housing stock.

Key

Private
- 2 bedroom
- 3 bedroom
- 4 bedroom

Affordable Rented
- 1 bedroom
- 2 bedroom
- 3 bedroom
- 4 bedroom

Shared Ownership
- 2 bedroom
- 3 bedroom

Landscape & Open Space

The open space = 0.21ha

As shown on the adjacent plan which follows the approved Outline principles.

Public Open Space: The retention and enhancement of the existing landscape framework and the provision of public open space in the peripheral parts of the site will integrate the proposal into the fabric of the village and into the wider landscape.

Amenity Areas: Part of a network of public open spaces designed to create a sense of place. These areas will have a more 'cared-for' appearance.

Sustainable Drainage Feature (SuDS)

Key

Formal public open spaces

DESIGN PROPOSAL

Access & Movement

Access is provided from Bartons Road. Similar to the approved Outline application, the proposed development seeks to ensure that cars do not dominate the street scene. From the main street shared surface streets, private drives and courtyard access the remainder of the site.

Key

- Main route
- Secondary route
- Private road

Parking

Generally the parking is provided on site adjacent to the dwelling. All parking court are provided away from the main street.

Adequate car parking will be provided with reference to Havant Borough Council standards. Parking solutions will include a mix of on-plot parking, garages and on-street parking:

- Courtyard parking for flat blocks
- Individual homes with private driveways and garages
- A number of visitor spaces both on street and within the flat courtyard parking area

Cycle storage is within a garage or rear garden shed.

Key

- Allocated on plot
- Garages
- Allocated off plot
- Unallocated
- Visitor

DESIGN PROPOSAL

Refuse Strategy

The refuse strategy accords with HCC guidance on bin collection. Each house has a bin storage area, either within garages, or sheds provided in rear gardens. The flat block incorporates a designated communal bin storage area. Refuse route and bin collection points are shown on the adjacent plan. Bin collection point is no more than 20m from the refuse vehicle access points/ turning heads.

Key

- Main route
- Turning head
- Refuse collection area
- Refuse storage area

Scale

Similar to the approved Outline application, the proposed development responds to the local context. Storey heights will be 2 storeys across the site with 1 storey garages.

Key

1 Storey

2 Storey

DESIGN PROPOSAL

Safety & Security

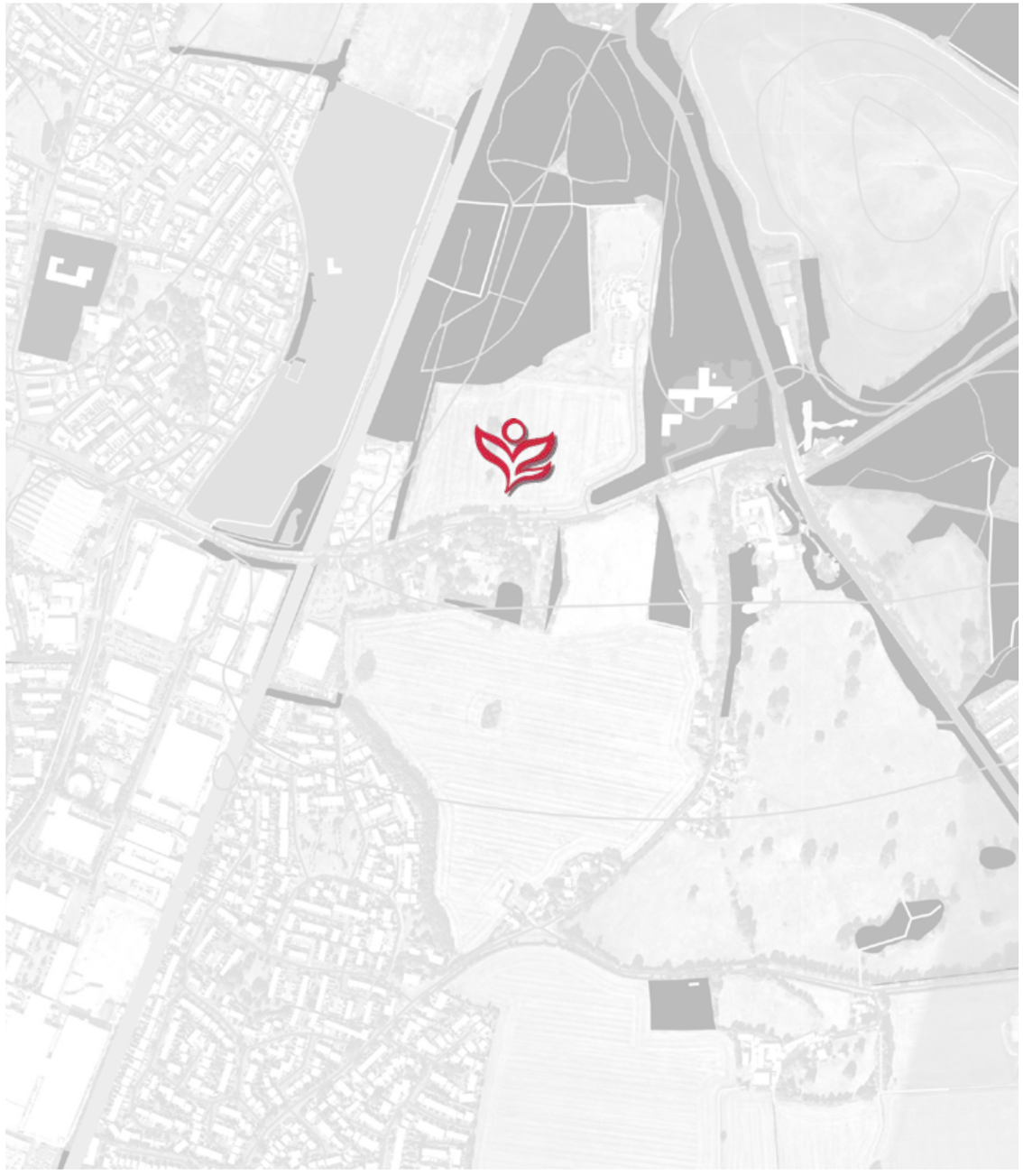
The proposals for the site have been prepared to design out opportunities for crime by:

1. Access and movement: places with well defined routes, spaces and entrances that provide for convenient movement without compromising security.
2. Structure: places that are structured so that different uses do not cause conflict.
3. Surveillance: places where all publically and semi-publically accessible spaces are overlooked. Buildings orientated to largely front onto and overlook streets.
4. Ownership: places that promote a sense of ownership, respect, territorial responsibility and community.
5. Physical protection: places that include necessary, well-designed security features.
6. Activity: places where the level of human activity is appropriate to the location and creates a reduced risk of crime and a sense of safety at all times.
7. Management and maintenance: places that are designed with management and maintenance in mind, to discourage crime in the present and the future.

Sustainability

The development will promote energy efficient construction and use of resources. Such features include:

- Water conservation with features such as low flush WCs and flow restricted taps and showers to meet the building regulations
- Energy efficient construction to meet Building Regulations Part L
- Responsible sustainable materials - locally sourced where feasible
- Site waste management to minimise construction waste
- Provision of recycling facilities for domestic and commercial users
- Energy efficient white goods
- Energy efficient lighting
- Orientation and sizing of window/door openings to optimise daylighting and solar gain
- CEMP



DESIGN PROPOSAL

Appearance

The Development Plan and the Illustrative Masterplan have been designed to show how a clear hierarchy of streets and spaces should be created so that it will be clear for residents and visitors alike to know where the principal route is and how to navigate their way around the development.

The design of the layout revolves around how key spaces are linked by the main primary street running east to south. Although these spaces are different in its uses the scheme as a whole is cohesive due to it being a small scale development. The following pages describe how the architecture/urban design of these spaces are formed along the main street.

BARTONS ROAD ENTRANCE & THE MAIN STREET

The Barton Road frontage is one of the key parts within the proposed development. The buildings are oriented to present a positive presence at the entrance to the site. Key characteristics are as follows:

1. Development edge along Bartons Road is set back with retained hedgerow and trees. The development at the entrance of the site is set back and the existing landscape at this point opens out with the site visible so the buildings are orientated to present a frontage onto Bartons Road providing an sense of arrival to the site.
2. The site is mainly brick faced however units within the entrance area is rendered to create a group of houses highlighting the entrance space.
3. Dwellings along the Bartons Road frontage have a simple cottage style not dissimilar to the local vernacular found along Bartons road.
4. The properties along this frontage are traditional in form and detail and will look cohesive with a continual form of, semi-detached or detached units.

Bartons Road frontage lead into the site along the Main tree lined street. The properties along the main street follow the massing and form of the properties at the entrance of the site providing a natural visual route into the site. Key characteristics of the main street are as follows:

5. Dwellings with a large set back to allow for a tree lined route and a sense of openness.
6. Units back onto Bartons road up to the entrance. Existing hedge and trees provide a buffer from Bartons Road and these rear gardens.
7. Strong and consistent building frontages should front the street to mark its importance as the principal street serving the development and aid legibility.
8. Allows views towards the arrival space and the open space to the west.
9. Mainly brick with some rendered units providing a visual link to the Bartons road arrival dwellings. Some rendered units at each end of the street as key bookends.
10. Detached units with minimal separation to give a strong frontage to this street.

Bartons Road Entrance

The Main Street

Appearance continued

GREY / PLAIN TILE

BRICKWORK 1

BRICKWORK 2

RENDER

House Type - Oxford

House Type - Stratford

House Type - Windsor

DESIGN PROPOSAL

Appearance continued

SPACES ALONG THE MAIN STREET

1. The main street acts as a route through the site and along this street different spaces/ areas provide legibility and sense of place. The key characteristics of these spaces are as follows:
2. To the east end of the main street a small shared surface mews forms an end space to the site. Units back onto the crematorium access, respecting this private route. These units are 2 storeys and are terraced providing a slightly higher density. They front north with frontage parking. These units are bookended with brick gabled units with render units between.
3. Along the main street towards the centre of the site the street opens out onto a formal central open space with an existing mature oak denoting the centre of the site. Predominantly detached dwellings to creating a lower density with units set back from private drives. This set back is similar to that proposed on the main street so that all the units facing towards this open space provide a cohesive look over the space. Good sized front gardens assist in creating softer building lines that appropriately mark the transition between the built environment and the development's open spaces.
4. Towards the west end of the main street, the street opens out onto an attractive sustainable drainage basin amenity space. The units on this space are terraced, semi detached and detached that front and side onto the open space to give an informal look to this space. Predominantly rendered units with some brick faced elevations as a continuation of the units along the main street.

Appearance continued

GREY / PLAIN TILE

BRICKWORK 1

BRICKWORK 2

RENDER

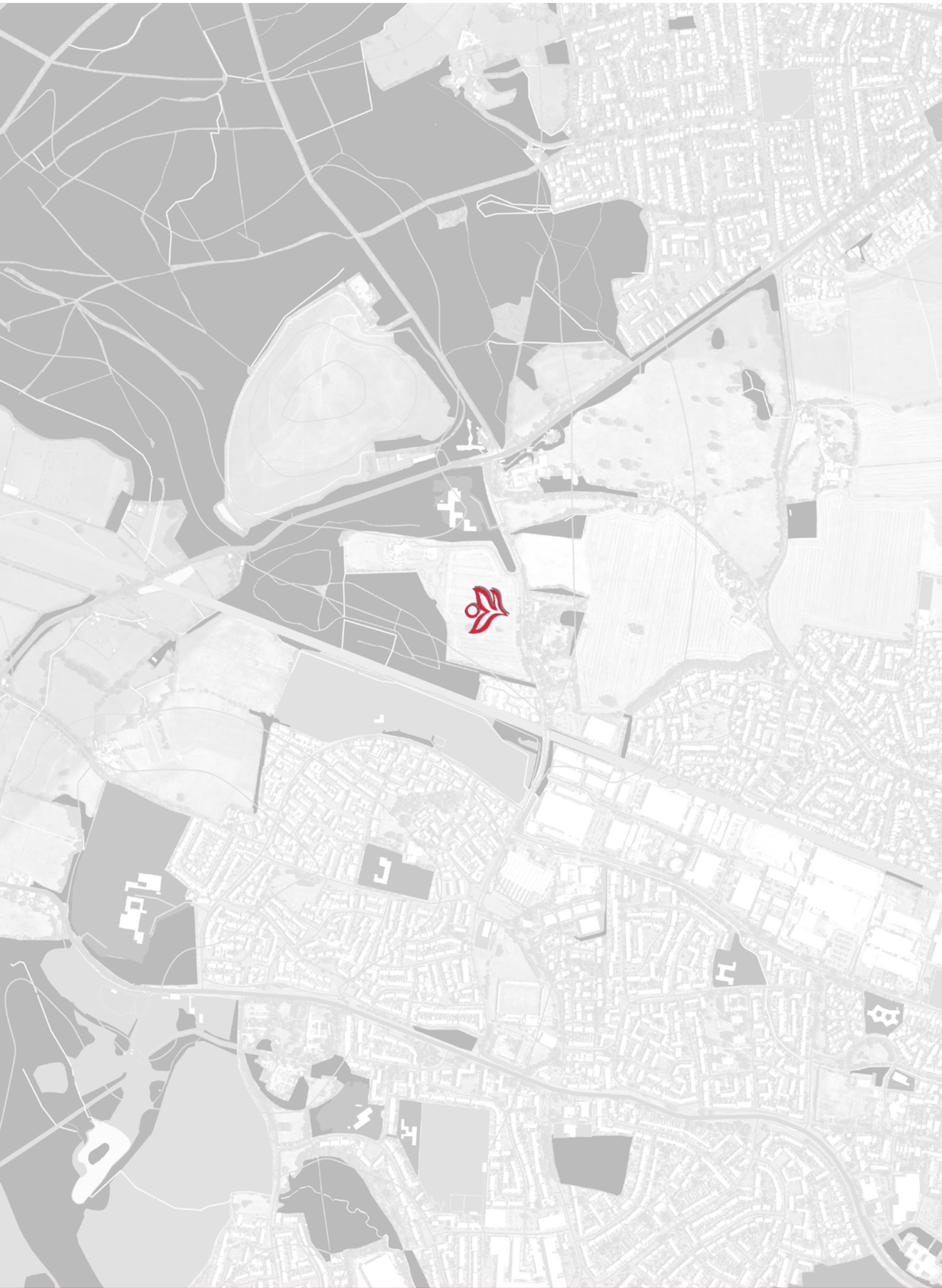
House Type - Letchworth

House Type - Henley

CONCLUSION

The design and access statement for this application demonstrates how the proposal refers to and takes in account of the guidance set out in the approved Outline application and also the design & vision of the approved Outline application.

By following the guidance of the approved Outline application and showing the understanding of the local area this document shows that the proposal will provide the same well planned, high quality development with a distinctive character and sense of place set out within the approved Outline application.



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