

HATFIELD GARDEN COMMUNITY Vision Prospectus



March 2021

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Purpose of document

Hatfield Garden Community presents an opportunity to deliver a sustainable new settlement at scale with comprehensive mix of employment, community, leisure and green infrastructure to support a self contained new place. This document sets the background information that supports this view and sets a prospectus for an emerging and exciting vision for the site.

The promoters and land owners wish to develop this vision in collaboration with key stakeholders in an inclusive manner that enables this opportunity to be delivered adopting a highly innovative approach to sustainability, technology and mixed use living.

This document is intended to provide an overview of the emerging vision principles, the site and its characteristics and then establishes a series of emerging design concepts themes and ideas. It is a prospectus that will lead to an integrated vision for the site, whilst demonstrating the suitability of the site and the scale of what could be delivered in a highly sustainable manner.

It demonstrates that the site is :

- ***Suitable** - in a strategic and sustainable location*
- ***Deliverable** - constraint free, enclosed and with only two land owners*
- ***Achievable** - self contained and no reliance on other land holdings*
- ***Ambitious** - the scale and vision to delivery an exemplar low carbon tech enabled new community*





Vision Prospectus

Hatfield Garden Community will be an exemplar new settlement building on the tradition of successful new settlements in Essex. The site is in a strategically sustainable location, controlled by two landowners which underpins the deliverability of this new settlement opportunity. This document is the first step into establishing a robust, innovative and shared vision . We anticipate the vision will focus on four key strands.



CONNECTIVITY AND ACCESSIBILITY

The new community is to be structured around the principle of the 15 minute neighbourhood. Key to this aspiration is the scale of the site and its ability to deliver a wide and varied range of facilities and local working opportunities. Pedestrian and cycle networks will be prioritised with streets places for people, and tech enabled public transportation at the forefront of the proposals. Car-free zones will be designated with adaptable routes to reflect the changing movement needs over the next 30 years. Connections to the rail stations at Swabridgeworth and Bishop's Stortford will be made through interventions to allow active travel and sustainable public transport options.



ENVIRONMENT AND BIODIVERSITY

The opportunity to connect with nature and the natural environment has been proven to be good for us. All new residents, and those of surrounding villages, will have access to new habitat rich parkland that is around 50% of the total site area. A balanced hierarchy of open spaces will ensure that landscape permeates the built form with residents having both psychical and visual connects to the natural environment at every turn. The development will deliver a biodiversity net gain above Government targets recognising the importance of the natural world.



WELL BEING AND HEALTHY LIFESTYLES

The place and community we live in can make us healthier. This key principle will be embedded within the Hatfield Garden Community through the design and management of the site. Facilitating community through early provision of infrastructure, community champions, and long-term community stewardship will all play a role in bringing people together. Prioritising sport provision, active green movement corridors, cycle and walking alongside local food production are all key components, but just as important is the incidental opportunities for healthy activities that can be garnered through imaginative design beyond the formal designated spaces, such as playful streets.



QUALITY AND CHARACTER - BEAUTIFUL PLACES

A strong distinctive character can foster pride and a sense of ownership in the place people reside, work and play. This in turn can further enhance community connections. Quality and beauty is a prerequisite of the Hatfield Garden Community vision. Taking design cues from the local surroundings but interpreting these to deliver a distinctive place that is 'of Essex' is the vision for Hatfield Garden Community. This is so much more than the quality of the buildings (although these will be high quality and low carbon) but the spaces in between them. The places people interact, and gather socially will be designed and delivered to encourage people to linger with a desire to use them again and again. This is where community and place is made and these fundamentals are at the heart of the Hatfield Garden Community.

CONNECTIVITY & ACCESSIBILITY

Active travel corridors linking the new and existing villages to key facilities and mobility hubs that offer innovative and sustainable connections to the railway stations at Sawbridgeworth and Bishop' s Stortford. Cycling and pedestrians will be prioritised within car-free 15 minute neighbourhoods.

ENVIRONMENT AND BIODIVERSITY

New accessible green infrastructure will maximise biodiversity and habitat creation that permeates through the built form ensuring residents benefit from visual and physical connections to the enhanced natural environment.

Hatfield Garden Community will be...

INNOVATIVE, SUSTAINABLE & A LOW CARBON NEW COMMUNITY

WELL BEING & HEALTHY LIFESTYLES

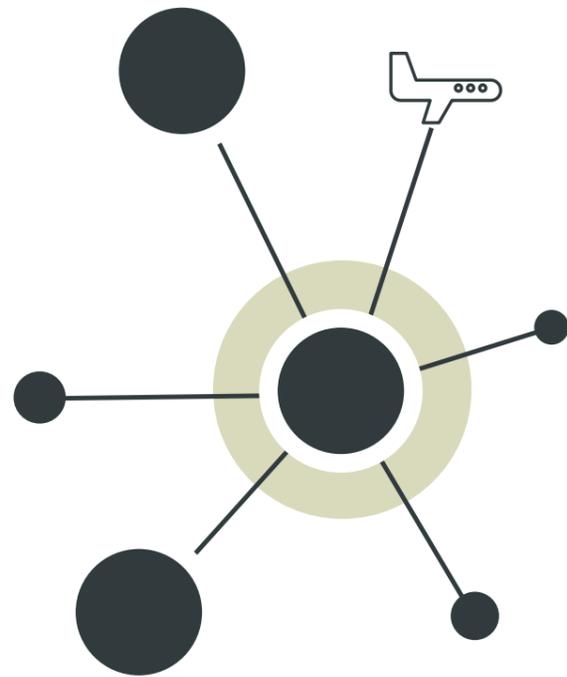
Door step green space, active travel corridors, recreational facilities, productive landscapes and house design supporting active travel will encourage and facilitate residents well being and healthy lifestyles.

QUALITY AND CHARACTER

Responsive and innovative design respecting the character of the site and surroundings that includes a range of housing and typologies designed and built to the highest quality and to the highest environmental standards.

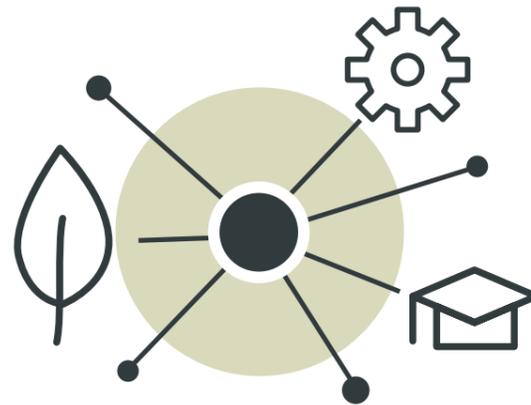
Why land at Hatfield Garden Community

Strategic location



Superb strategic position in a dynamic location close to key growth areas including London, Cambridge and Stansted airport

Scale



Strategic scale that can deliver comprehensive infrastructure and place making and only two land owners

Sustainable mix



Will deliver a truly mixed community providing employment alongside much needed homes in an area experiencing significant employment and population growth

Responsive design



A careful, considered and responsive approach to design which enhances local assets whilst integrating the Hatfield Garden Community into the locality

Delivering housing choice



A wide range of high quality, spacious and affordable homes to meet a wide range and diversity of need

Comprehensive green infrastructure



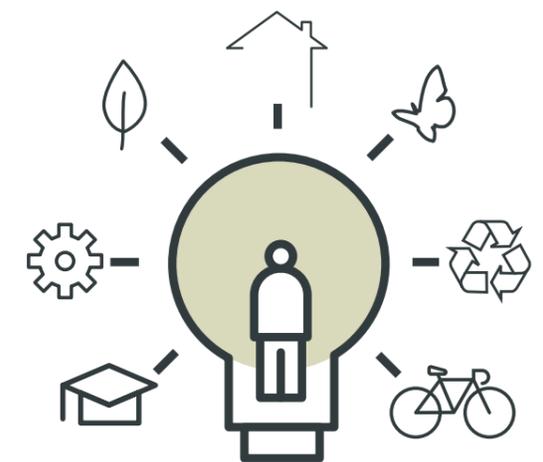
Delivering a connected, functional and attractive green infrastructure that creates new habitats and increases biodiversity will be at the heart of the design process

Healthy lifestyles



Attractive and functional spaces alongside a comprehensive infrastructure framework will encourage healthy and active lifestyles

Low carbon future



A green place using the latest technologies creating a place of high environmental quality that contributes positively to a low carbon future

Integrated sustainable transport solutions - the right location

The 15 minute neighbourhood and active travel corridors

The scale of the land at Hatfield Garden Community provides an opportunity to create a contained community following the principles of the 15 minute neighbourhood and walkable neighbourhoods. This principle seeks to ensure that all residents are within 15 minutes walking or cycling distance of amenities, facilities and services that they require to meet their day to day needs.

This local living will be facilitated by the inclusion of dedicated safe walking and cycling routes, that could also be used by newer technologies such as e-bikes and e-scooters. Active travel corridors will provide safe, attractive and direct links from the residential neighbourhoods to all the key facilities within the site and beyond. The routes will be more direct and generally easier to use than the road network encouraging residents to make sustainable and healthy active travel choices.

Mobility hubs

The district and neighbourhood centres will be recognisable places offering a whole range of community facilities and services. A key component of this will be mobility hubs. These hubs will facilitate access to and between different transport modes, from walking to car clubs. Integral to the centres these spaces will offer a host of elements including:

- public transport, with covered waiting areas and real time information
- hire facilities including e-scooters, bikes, e-bikes private vehicles and car clubs, EV charging points
- EV charging points
- bike repair stations and parking
- parcel delivery/storage
- simple signage with distance and times by different modes

Local employment and home working

As well as the significant employment provision proposed, the majority of new homes will include the option to accommodate home working space. This will complement the co-work facilities, located within the neighbourhood and district centres and a key element of the mobility centres. These facilities will offer office, meeting and potentially lab space that can be hired on long or short term basis depending on the residents needs.



Illustration of active travel corridor

Active travel corridors

Traffic modelling for the emerging M11 junction 7a has shown that traffic will reduce on a number of the key local roads, as outlined in Essex County Council Access to Harlow: Stage 1 Option Assessment Report, May 2016 as highlighted by the extracts from the document below. This release of capacity creates an opportunity to better utilise Sawbridgeworth Road and the A1060 as active travel corridors connecting to the proposals at the land at Hatfield Broad Oak. Rapid public transport and cycle corridors that offer convenient and regular services would connect the site, and the surrounding settlements, to the stations at Sawbridgeworth and Bishop's Stortford as part of a comprehensive sustainable transport network. The plan opposite illustrates how a wider sustainable transport framework could work.

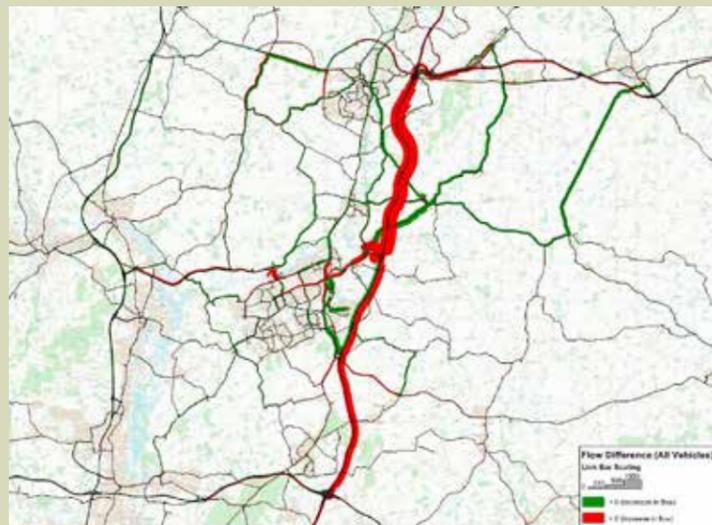


Figure 7.1 2036 Option 1 - With J7a Flow Differences: AM

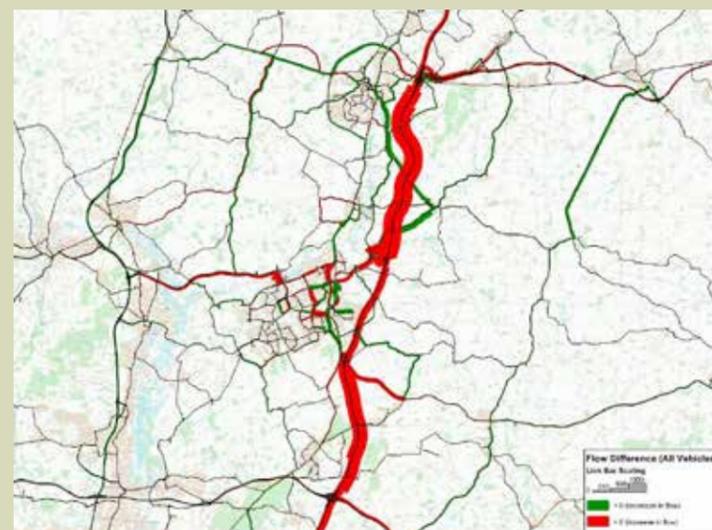
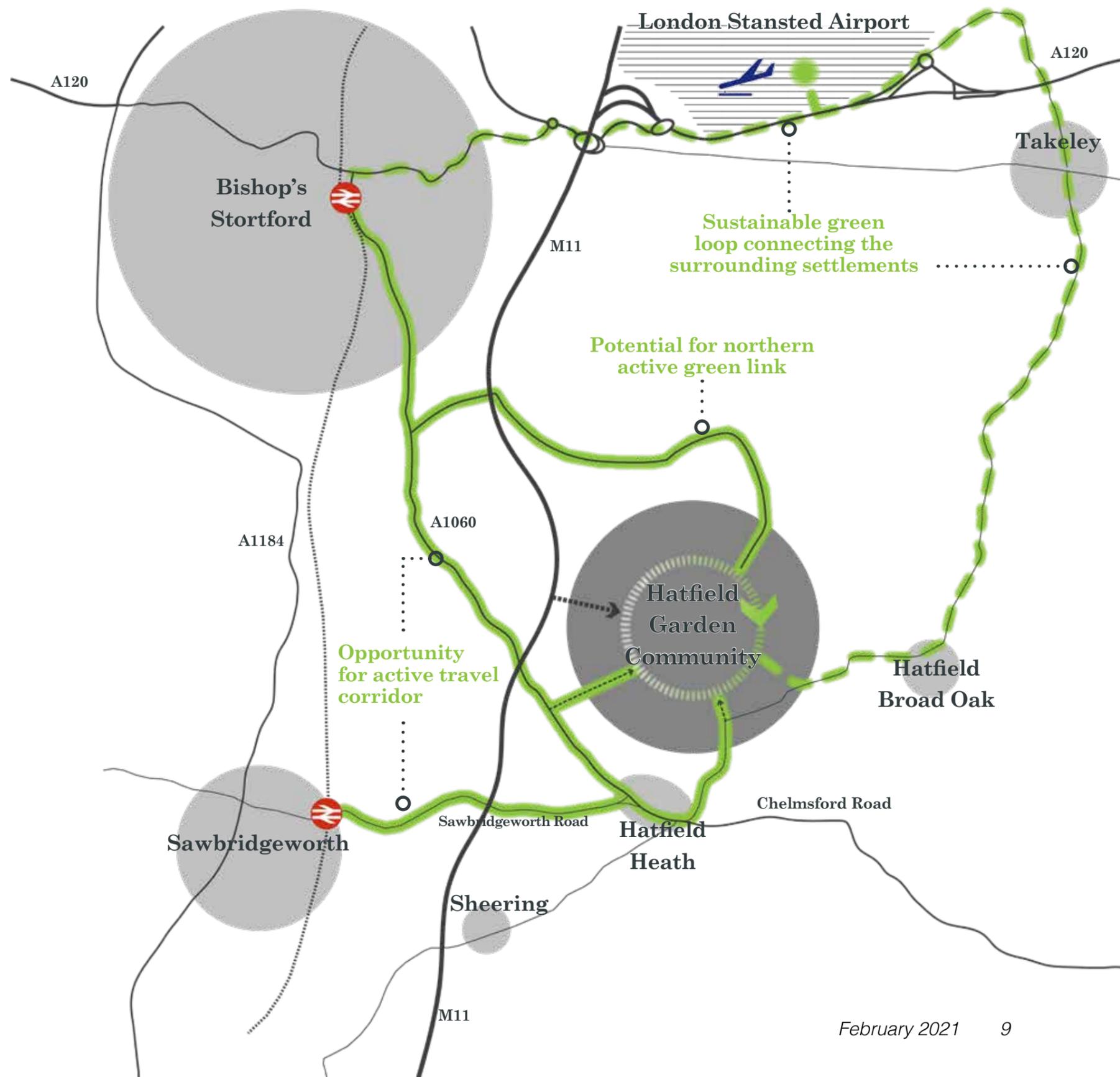


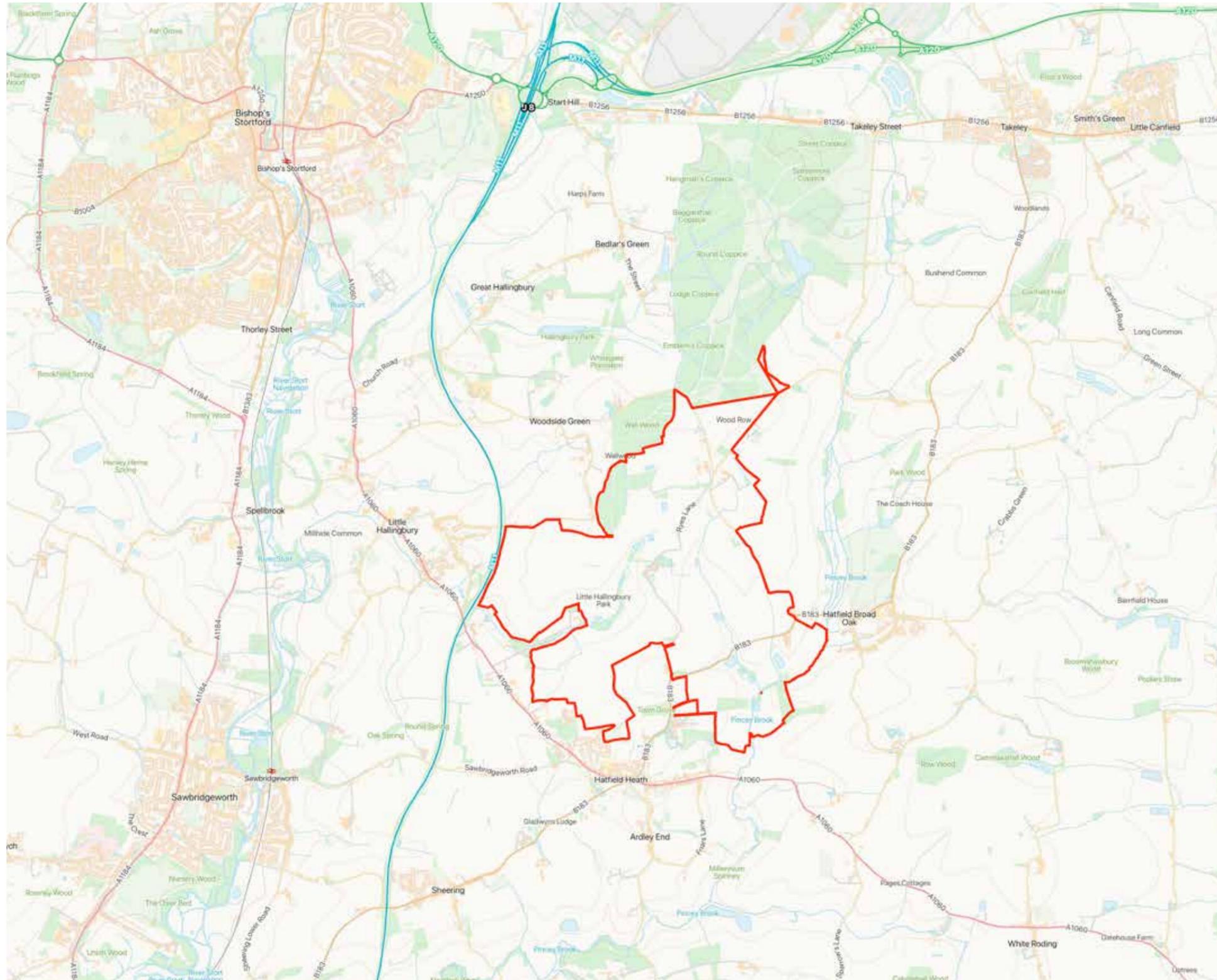
Figure 7.2 2036 Option 1 - With J7a Flow Differences: PM

Extract from Essex County Council, Access to Harlow: Stage 1 Option Assessment Report, May 2016



The site

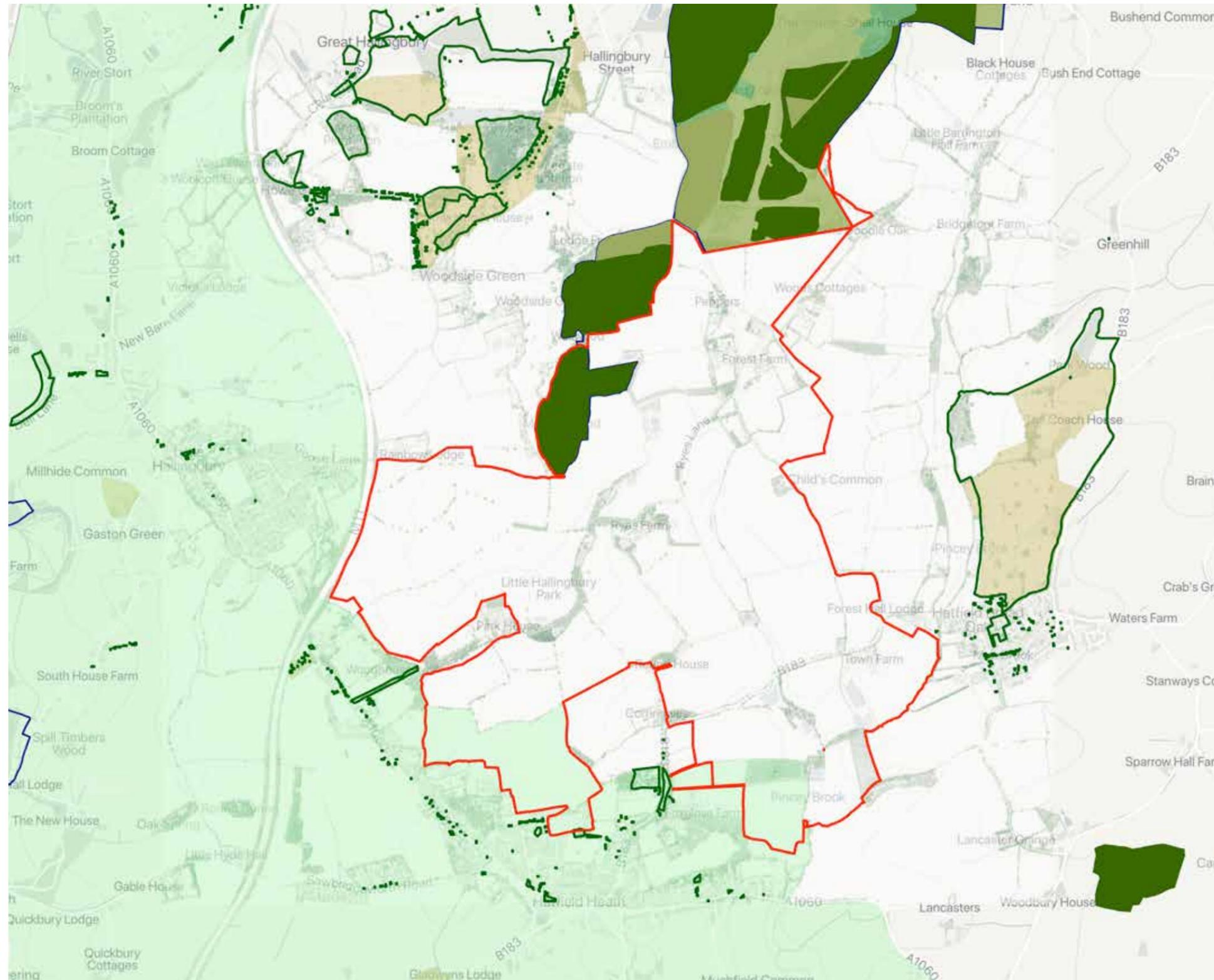
Location



Two landowners control the site that is located immediately to the east of the M11, to the north of Hatfield Heath and approximately 5km to the south east of Bishop's Stortford. Stansted airport is located around 5km to the north of the site. The landowners are family friends and have already completed a development collaboration agreement based on the principles outlined in this document.

Designations

Given the scale of the site there are very few landscape designations across the site as shown below. There are some noticeable designations adjacent to the site, including ancient woodland, and national nature reserves. Importantly, the vast majority does not fall within the green belt.



Key

- Sites of Special Interest (SSSI)

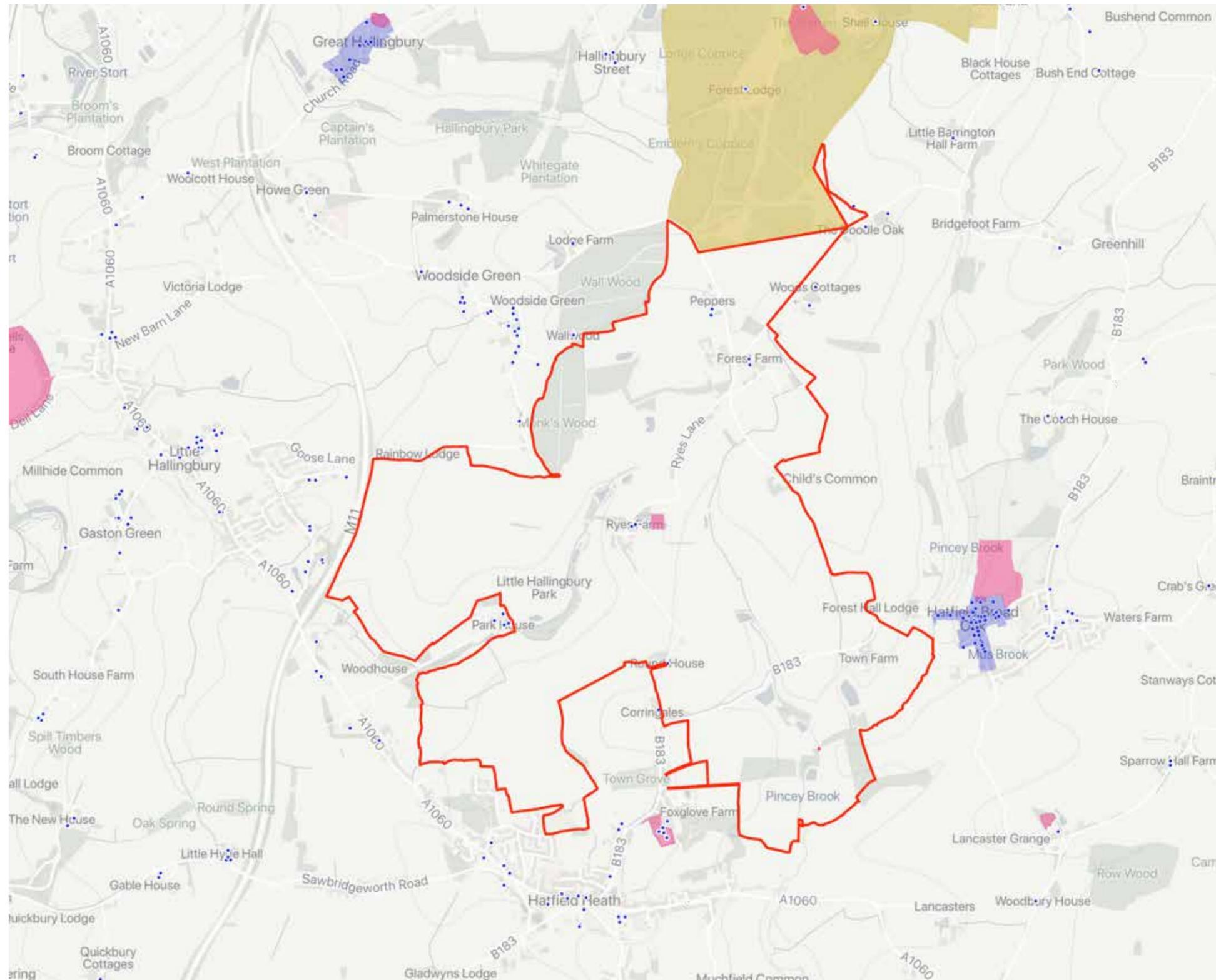
Listed under the Wildlife and Countryside Act (1981). Sites notified under the 1946 Act are not included in this list. SSSIs are the best sites for wildlife and natural features in England, supporting many characteristic, rare and endangered species, habitats and natural features. The data do not include 'unproven' sites. Boundaries are generally mapped against Ordnance Survey MasterMap. © Nature England copyright. Contains Ordnance Survey data © Crown copyright and database right 2019.
- Green belt

Each local authority have defined their sites in different ways and to different levels of accuracy. OGLs have merged these separate datasets together. Published by Ministry of Housing, Communities and Local Government. Contains OGL data © Crown copyright and database right 2019.
- National Nature Reserves

A National Nature Reserve (NNR) is the land declared under the National Parks and Access to the Countryside Act 1949 in 1986 and Countryside Act 1981. © Nature England copyright. Contains Ordnance Survey data © Crown copyright and database right. Published by Nature England. Source: Crown Government Licence.
- BAP Priority Habitat
- Tree Preservation Orders

Heritage

A small number of listed buildings are located close to, or within the site boundary. These are all Grade II. A scheduled Monument is located in the centre of the site. An introductory heritage report is appended to this document that provides further details.



Key

- Listed Buildings
- Country Parks
- Conservation Areas
- Scheduled Ancient Monuments

Listed Buildings
Buildings and structures in England of special architectural or historic interest. When a building is recognised as being of special architectural or historic interest, it is added to the statutory list. This is compiled by the Department for Digital, Culture, Media and Sport (DCMS) on advice from Historic England. Buildings on the list are given one of three grades, which denote their level of importance. Grade I being the highest and Grade II the lowest.
Grade II (most of medieval interest)
Grade II* (two star particularly important)
Grade II (rest of special interest)
Structures that might not be classified as 'buildings' such as villages, gate posts, wells, war memorials, graveyards, post boxes and telephone kiosks can all be Listed Buildings.
Published by: Environment Agency and Historic England

Country Parks
Public green spaces offer all the edge of urban areas which provide places to enjoy the outdoors and experience nature in an informal park-like setting. There is not necessarily public access of access, although most are publicly accessible.
© Historic England. Contents Ordnance Survey data © Crown copyright and database right 2018

Conservation Areas
Conservation Areas in England are designated by Local Planning Authorities and compiled by Historic England, with the limit of each CA recorded as a polygon. This layer only contains data supplied by LPAs to Historic England under the INSPIRE LQAD Memorandum of Agreement.

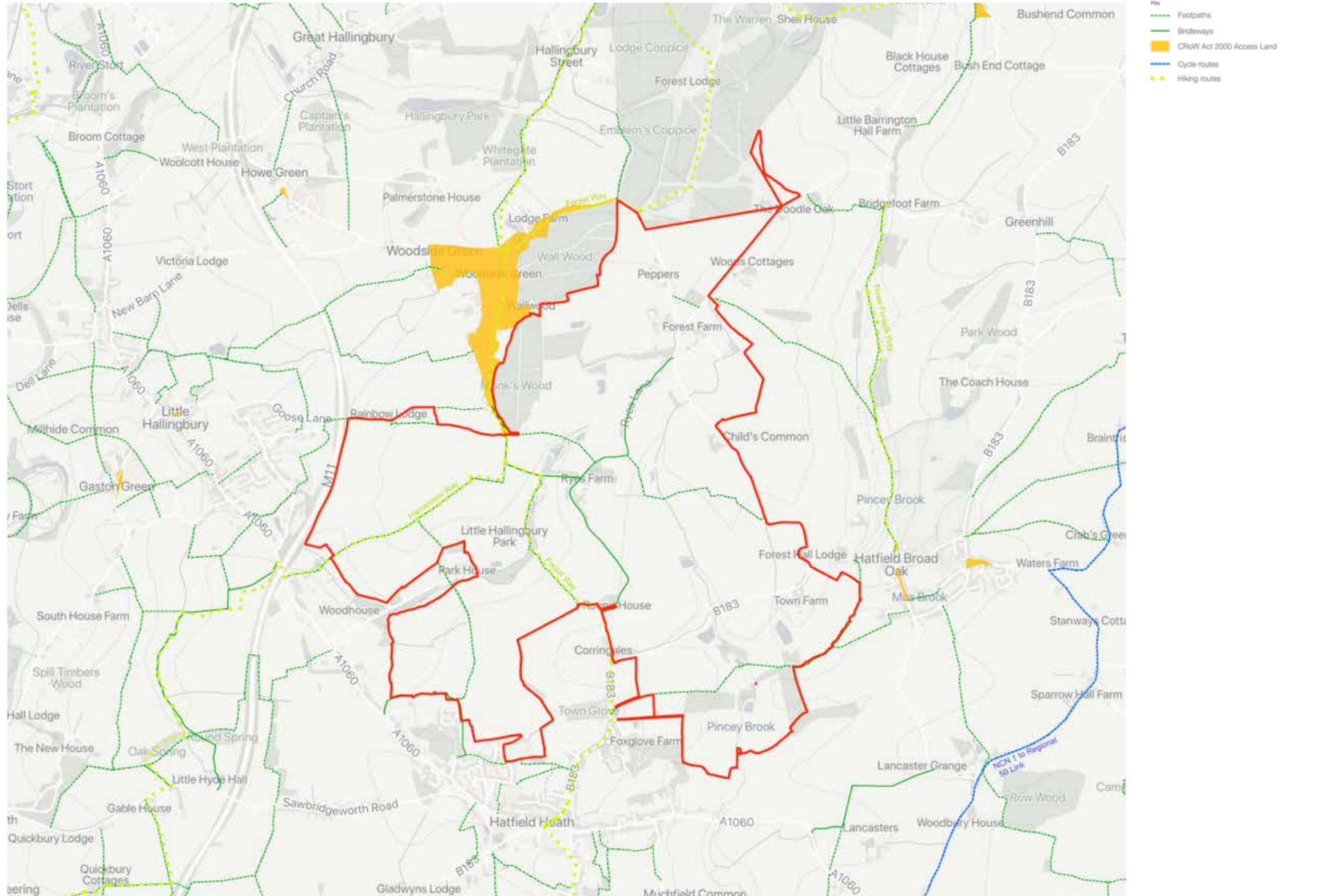
Scheduled Ancient Monuments
Archaeological sites in England considered to be of national importance.
Published by: Environment Agency and Historic England

Registered Parks and Gardens
Parks and Gardens are included on the Register of Historic Parks and Gardens. The spatial depiction is purely an indication of spatial extent and should always be used in conjunction with the textual description. For high perspective please consult original paper maps.
Published by: Environment Agency and Historic England

World Heritage Sites
A World Heritage Site is a site on a list of properties maintained by the World Heritage Committee of UNESCO and called the World Heritage List forming part of the cultural heritage and natural heritage, which it considers as having outstanding universal value in terms of such criteria as it shall have established.
Published by: Environment Agency and Historic England

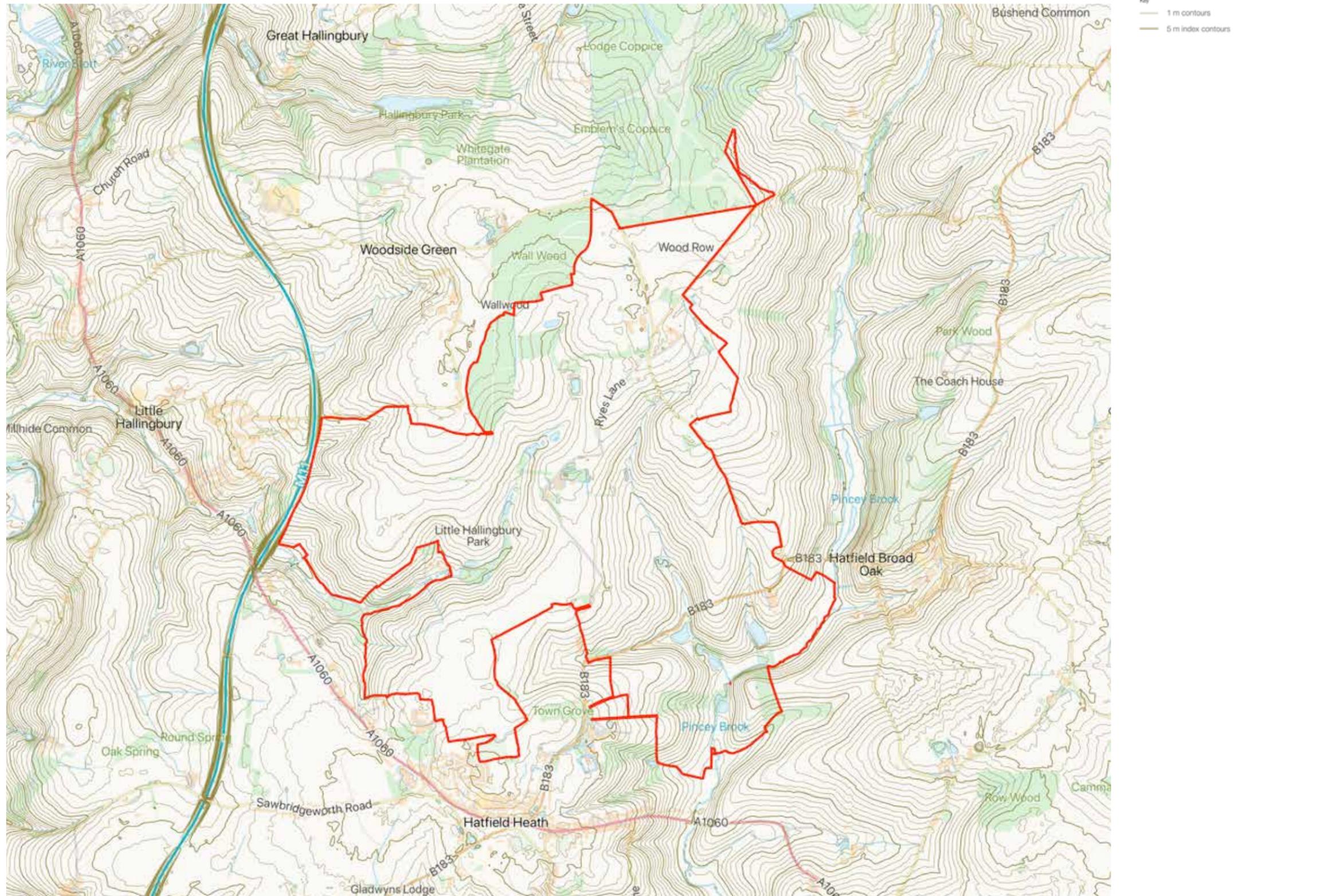
Public rights of way, cycle routes and public access

A number of public rights of way and bridleways cross the site. These, or their desire lines, are to be retained and enhanced through the design proposals.



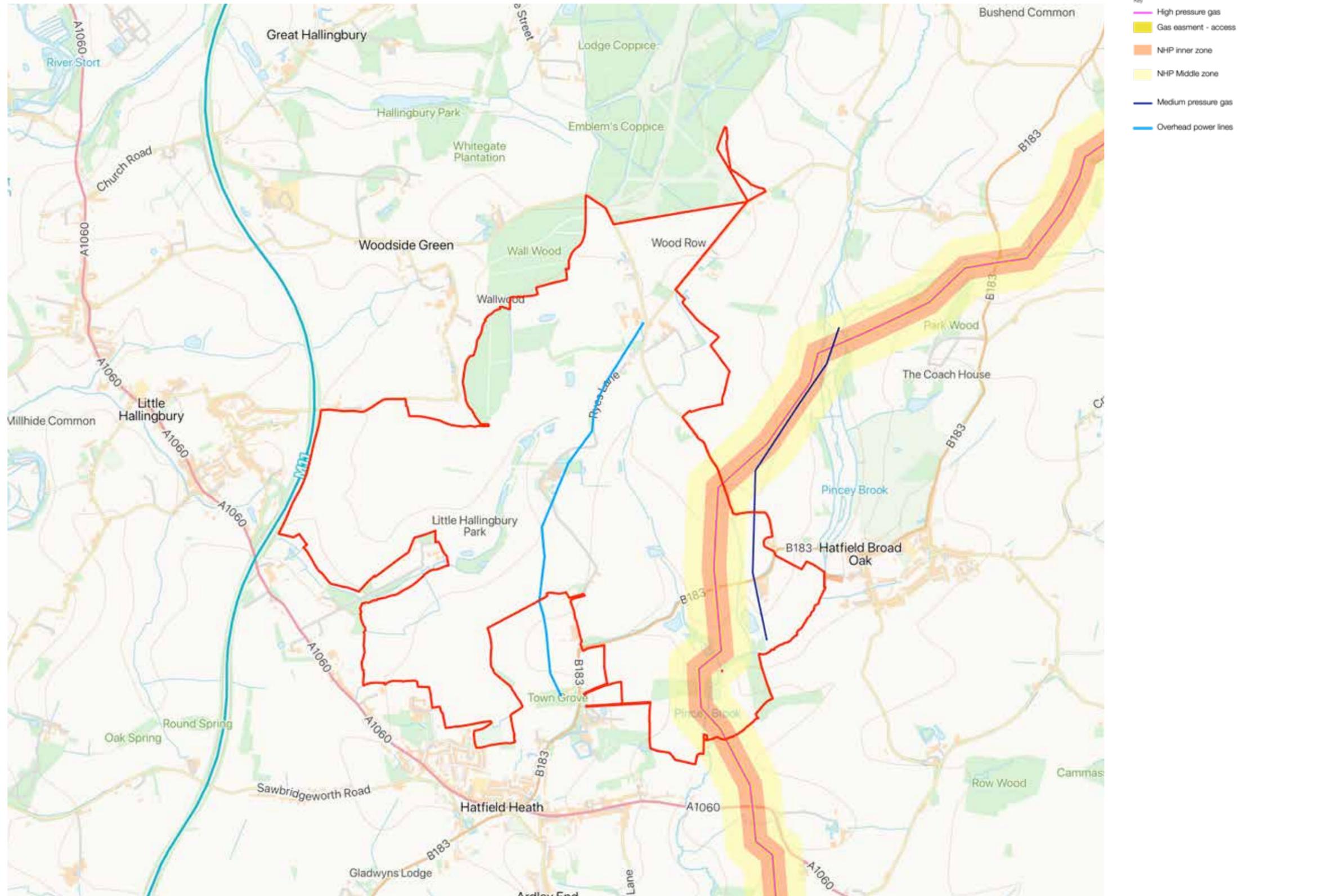
Topography

The topography of the site gently undulates with two noticeable valleys extending in the site. Both of these have small water courses running within them.

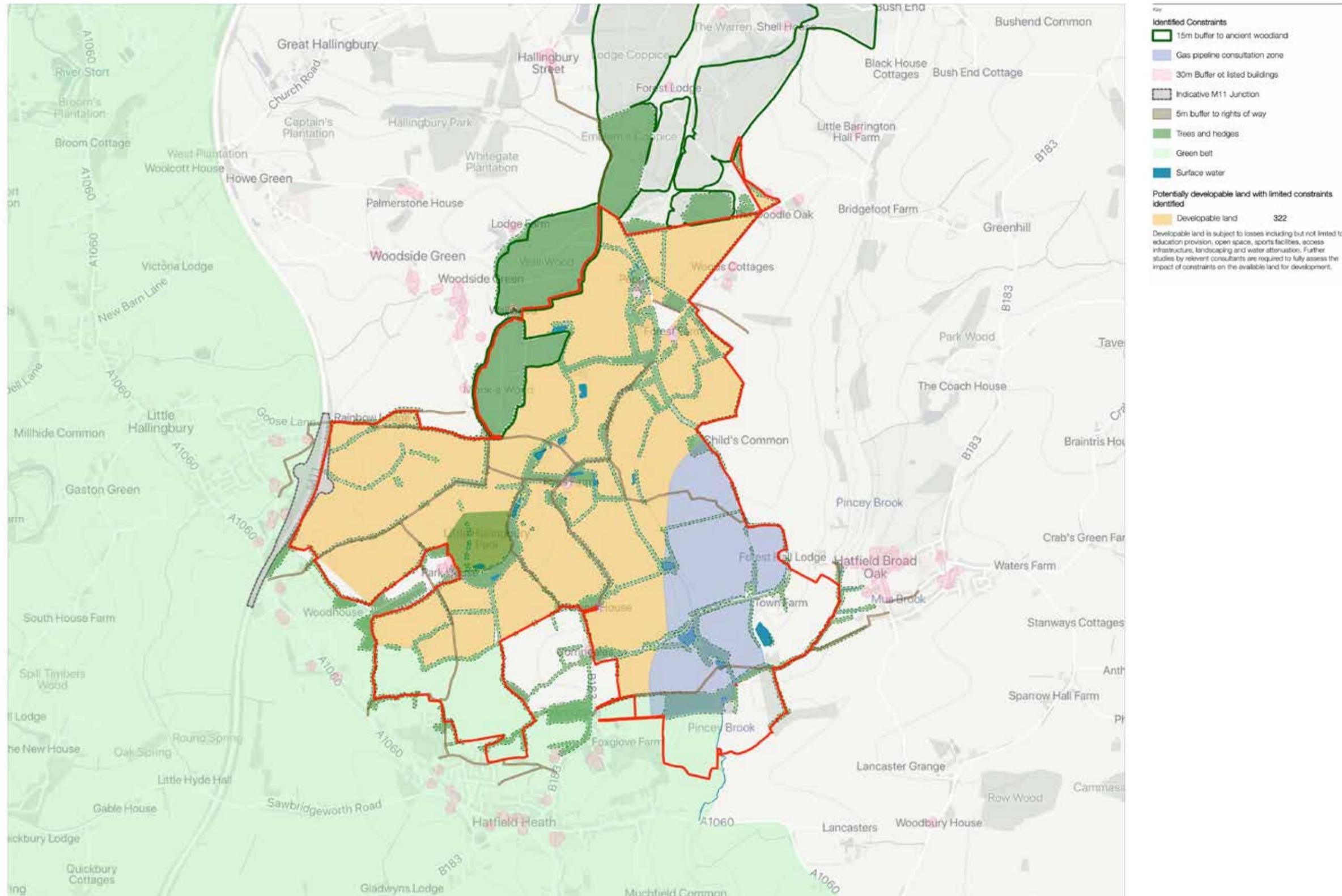


Utilities

A high pressure gas main crosses the south eastern corner of the site, as shown below. With the exception of this no utilities that would prohibit development have been identified. A full utility survey by an appropriate consultant will be required in due course.



Deliverable site with excellent enclosure



Potential development area

This area represents the land that remains suitable for development, by virtue of being unconstrained. It does not represent the total area available for housing/employment as it will also need to accommodate a significant proportion of open space, social and community infrastructure, attenuation and primary infrastructure.

The following assumptions have been used in defining the area. These will be reviewed as further survey and technical work is undertaken.

- Ancient woodland includes a 15m buffer
- Existing hedgerows and trees include a 5m buffer on either side
- Public rights of way include a 5m buffer on either side
- Green belt has been removed from the development area
- Listed buildings are retained with a 30m buffer
- An indicative M11 junction has been included to understand potential land takes - this is based in the J7a proposals
- The high pressure gas main consultation zones have all been excluded from potential development area - although some development is likely to be permitted within these.

Other significant land takes

The following sets out some assumptions for the broad land takes of the other significant land uses that will be required as part of a comprehensive mixed use proposal.

Employment - c. 45ha

- Area is to allow sufficient scale to deliver meaningful area of employment. The area should be revised alongside residential land as the design proposal progresses.

Education: secondary school - c.12ha

- The final size will be dependant on the form entry, quality of the site and requirements of Essex County Council. Area assumption is based on maximum size as prescribed by Design Bulletin 103, June 2014.

Education: 3 primary schools - c. 9ha

- Assumed provision for three 3 form entry primary schools. Area assumption is based on maximum size as prescribed by Design Bulletin 103, June 2014.

Attenuation drainage - c. 15ha

- The above is based on similar scale sites and likely housing numbers.

Community / leisure uses - c. 5ha

- Community spaces, co-work hubs, sports hall etc uses have been allowed within this assumption. Likely to be an over provision, but provides flexibility at this stage.

Primary infrastructure - c. 20ha

- Primary streets, secondary roads, utility infrastructure etc. Assumption based on previous schemes of similar scale.

Open space

The following is based on Uttlesford District Council (UDC) Open Space Study Standards Paper Feb 2019. Sport pitch provision based on Fields in Trust standard. The quantum is based on the provision of 6000 homes.

Parks and Gardens - c. 1.5ha

Natural and semi-natural green space - c. 84ha

Amenity green space - c. 23ha

Provision for children and young people - c. 1.5ha

Allotment / food growing areas - c. 3.0ha

Formal sports provision - c. 23ha

Total open space requirement - c. 136ha

The vast majority of this provision can be met within the retained green space. Therefore, the calculation below uses 50% of this figure to arrive at the resultant residential development area.

Potential Housing delivery

Potential development area: 325ha

Less employment land: 45ha

Less other significant land uses: 61ha

Open space requirement: 68ha

Resultant residential development area: 151ha

151ha @ 35 dph - 45 dph: 5,300 - 6,795 units

Initial design approach

Our approach

The design approach to the master plan has been underpinned by two guiding principles:

- 1. a landscape – led approach; and*
- 2. an aspiration to create a sustainable new settlement, based on the 15minute neighbourhood model.*

The rationale for this approach is discussed in more detail below.

Landscape – led approach

The site represents a significant area of land that could, if developed at a blended density (say 35dph), accommodate many thousands of much needed new homes.

There are some interesting and attractive features within the site and in the surrounding landscape, recognised through a number of designations and features outlined in the previous section.

The approach taken is pragmatic and has focused on retaining the landscape character of the site and limiting the potential visual impact of development, whilst creating a sustainable new community with walkable neighbourhoods, which sits well within its surrounding landscape, is not intrusive, and does not detract from the existing qualities of the local countryside.

The approach allows for the landscape to guide the development area and equally important the movement framework. This provides the opportunity to create a unique framework with key links for pedestrian and cyclists being located away from vehicles and connected to the natural environment.

New settlement approach

The settlement pattern to the north of Hatfield Heath is dispersed and characterised by villages and small towns. The extent of the area available at land at Hatfield Garden Community is significant, and not all of the land can or should be utilised for development, certainly in terms of landscape and utility constraints. The approach to create a standalone settlement, set within its own countryside curtilage, maintains the integrity of existing settlements.

Land at Hatfield Garden Community represents an opportunity to create a new model settlement. The development concept creates new distinctive neighbourhoods that are consistent with the latest sustainability best practice.

Essex has a proud heritage of creating such settlements, from South Woodham Ferrers to Great Notley. There is no reason why a 21st century settlement should not be appropriate in this location.



New settlements in Essex

During the 20th century Essex was at the forefront of providing for the housing needs of a rapidly growing South East region. In the 1920s Francis Henry Crittall established a workers' village at Silver End near Witham. Crittall, who made the famous metal windows, employed art deco architects to lay out workers' housing on a grid system. Managers' housing was accommodated along the edges of the new village, and parks and civic uses were interspersed with the housing.

In the 1930s the Czech company Bata Shoes moved to East Tilbury in Essex. In a similar fashion to Silver End, the Bata company developed a small town built in the Modernist style for its workers.

At Frinton on Sea in the 1930s the Frinton Park Estate also laid out modernist buildings which took advantage of the high value seaside location.

In the post war era, the need to accommodate London overspill housing created by the bombing during the Blitz, led to the creation of Harlow and Basildon new towns. The master plan for Harlow was prepared by Frederick Gibberd who was a famous architect and landscape designer. Although both towns are much criticised for their poor quality of environment, there are many aspects of the original plan for Harlow which are widely regarded as being excellent examples of urban design.



Silver End, near Braintree

The Essex Design Guide

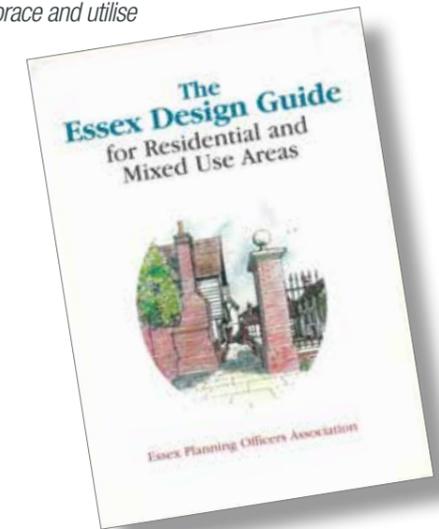
In the latter half of the 20th century settlements such as South Woodham Ferrers were planned by Essex County Council as new developments designed to respond much more sympathetically to traditional Essex settlements.

The work undertaken by Essex County Council at South Woodham Ferrers led to the development of the first Essex Design Guide. This seminal piece of planning and design guidance influenced the form and style of much of the housing developments that took place in Essex during the 1970s and 1980s. It inspired many other local authorities to prepare guides, the purpose of which was to raise the overall standard of new housing areas by establishing a practical methodology for creating more varied and imaginative layouts that responded to the local context.

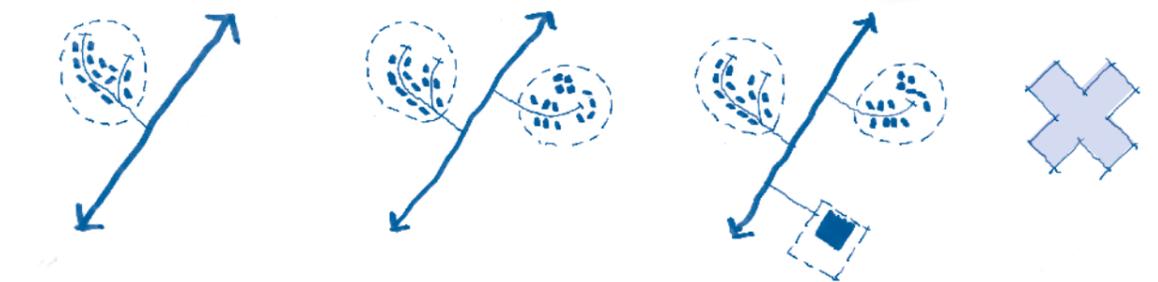
During the 1990s and 2000s one of the key principles of the original Essex Design Guide was rejected, the principle of laying out development as cul-de-sacs connected to freeflowing distributor roads. It was widely believed that such urban form led to isolated communities with poor connectivity to surrounding neighbourhoods. This approach to urban design led to inward looking neighbourhood units which presented back gardens onto the adjacent open countryside. It was seen as a car dominated layout where walking cycling and public transport were poorly supported.

The most recent version of the Essex Design Guide embraces the principles of walkable neighbourhoods that define much of the philosophy of New Urbanism. New Urbanism is an urban design movement which promotes walkable neighbourhoods and places housing employment, retail and community services all within close proximity of each other. It is essentially a return to traditional principles of civic design but seeks to accommodate private vehicles in a sympathetic manner whilst structuring the layout to promote walking, cycling and public transport.

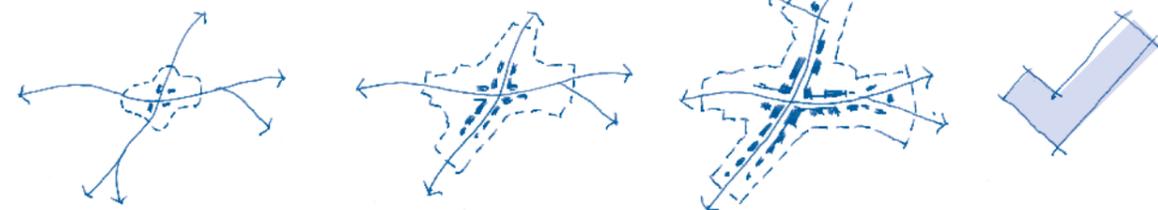
This is a structure that is proposed at Hatfield Garden Community should embrace and utilise



ISOLATED PODS OF SINGLE USE



TRADITIONAL ORGANIC GROWTH



Culs de sac vs more organic growth

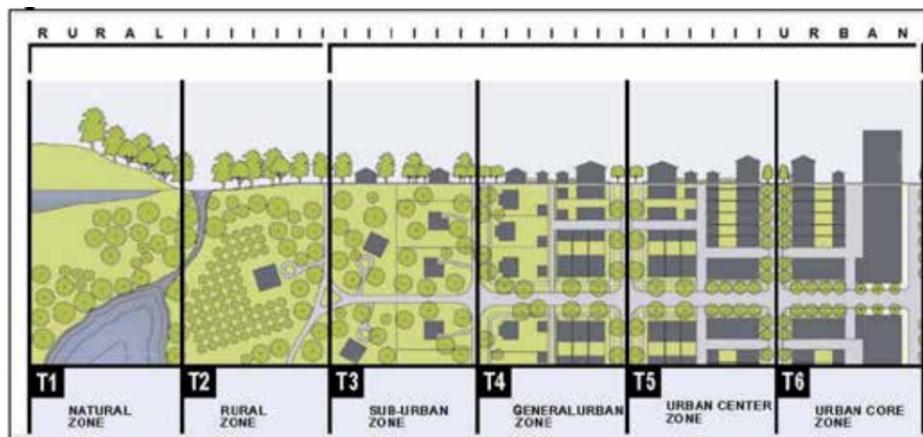
Concept plan

Design response to site character

The site can be divided into three distinct areas. In the west, immediately adjacent to the M11, the land is characterised by the urbanising impact and noise of the M11. With a new junction proposed at this location, this part of the site lends itself to employment uses.

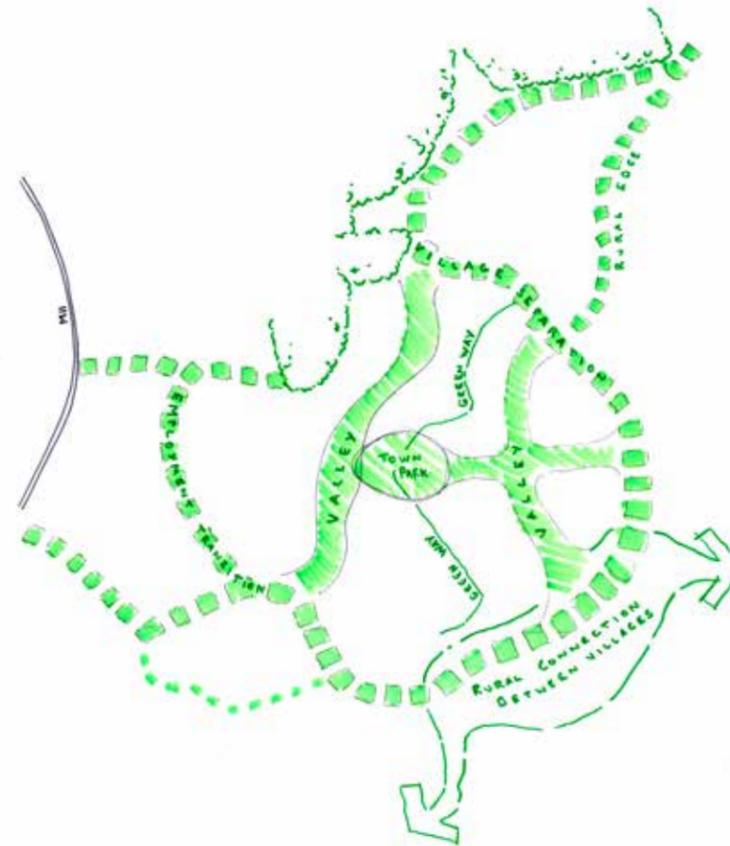
The central section of the site, broadly positioned with the core round the existing farm house, is defined by the valley running north/south and could form part of a vehicle free movement corridor and connected green infrastructure framework. Generally, densities should fall towards the edge of this core to respond to the surrounding context. This could be delivered through a transect model, as highlighted in the image below.

The north eastern edge of the land has a more rural feeling and as such the proposals should respond accordingly. This area could form a 'satellite village' to the main settlement and reflect the character of the surrounding villages.



Credit: Duany Plater-Zyber & Co.

Landscape structure



There is an opportunity to create a connected and functional green network. Fundamental to this would be the retention of the two existing valleys. Their watercourses and existing reservoirs can be utilised to create a mosaic of habitats, movement networks and a verdant setting to the new homes.

A central park would provide a green focal point and protect the setting of the listed building and schedule monument. A strong green corridor along the southern edge of the site, adjacent to Old Street Hill, would retain the rural character along the historic route between Hatfield Heath and Hatfield Broad Oak.

Ryes Lane could be utilised as a green way as part of an off-road cycle network connecting to the local and village cores.

Settlement structure



The settlement structure adopts a strategy to deliver a series of walkable neighbourhoods with a neighbourhood centre at the core. This central core would provide all the day-to-day services and facilities required to support the new community and be the vibrant heart of the settlement. This would be complemented by a series of secondary centres. These may include smaller 'local' spaces and anchored by a primary school or community facility and a village green or square acting as a focal point for the neighbourhood.

The walkable neighbourhood approach aims to ensure that all residents are within comfortable walking distance of shops and services encouraging healthy lifestyle choices and discouraging the use of private vehicles.

Area 1

This area sits at the heart of the community and could provide the opportunity for the settlement centre to overlook the valley corridor and beyond to the east. Situated at the confluence of the primary street and green network all routes within the settlement would lead to here ensuring all residents are within easy walking distance.

Area 2

The town park would be a focus of healthy and active lifestyles. A destination in its own right it would be of a scale to provide pitches and courts and preserve the setting of the listed buildings and scheduled monument. Ryes Lane would cross the park as part of a wider cycle network.

Area 3

The northern 'village' would have its own identity and be deliberately distinctive from the main settlement. Its location, form, character would directly respond to the local villages and respond to the rural setting it is located within.

Area 4

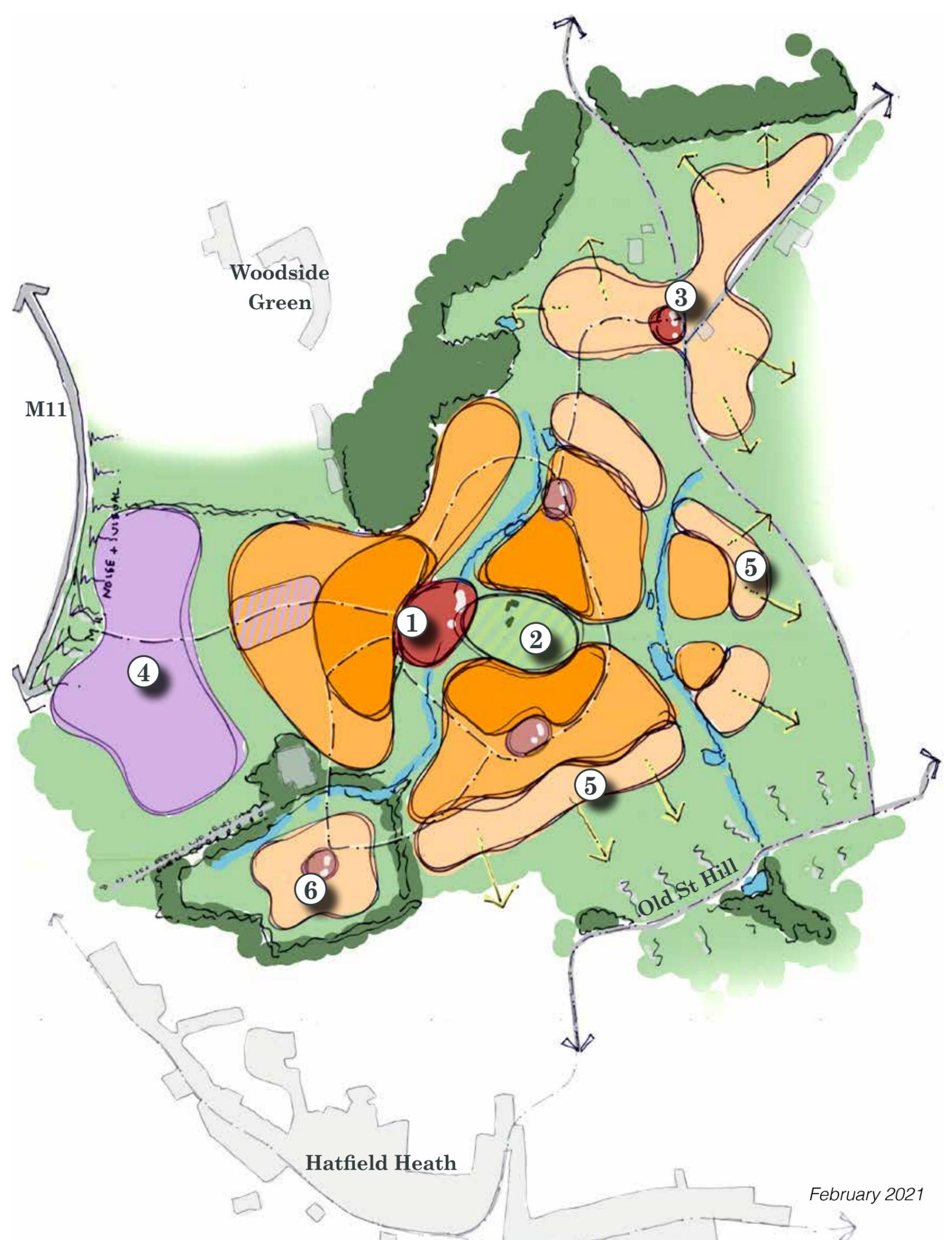
This part of the site is exposed to noise constraints of the M11. It broadly extends to the broken tree belt that crosses the site north / south. This would be strengthened and would form a natural transition from the employment zone to the residential area.

Area 5

The development edge would be set back from Old St Hill retaining the rural character along the lane connecting Hatfield Heath and Hatfield Broad Oak. A low density edge with new planting would blur the distinction between the landscape and urban form further defining this low key settlement edge.

Area 6

This small low density enclave would have a unique character responding to its location close to the northern edge of Hatfield Heath and the cluster of farm buildings immediately to the north.



Illustrative master plan

Illustrative sketch plan

The sketch master plan highlights the concept of walkable neighbourhoods and the transect model of tapering densities.

The settlement structure directly responds to the existing landscape framework and seeks to utilise this as part of the movement framework. In addition to providing sustainable movement choices, the eastern and western green corridors follow the valley corridors and will offer recreational opportunities and biodiversity enhancements to the area.

The development form is structured in a way which ensures all new housing will be within easy walking distance of the settlement, or a village, centre. The settlement centre will form the focal point and heart of the community with a range of uses located in a verdant setting adjacent to extensive central park.

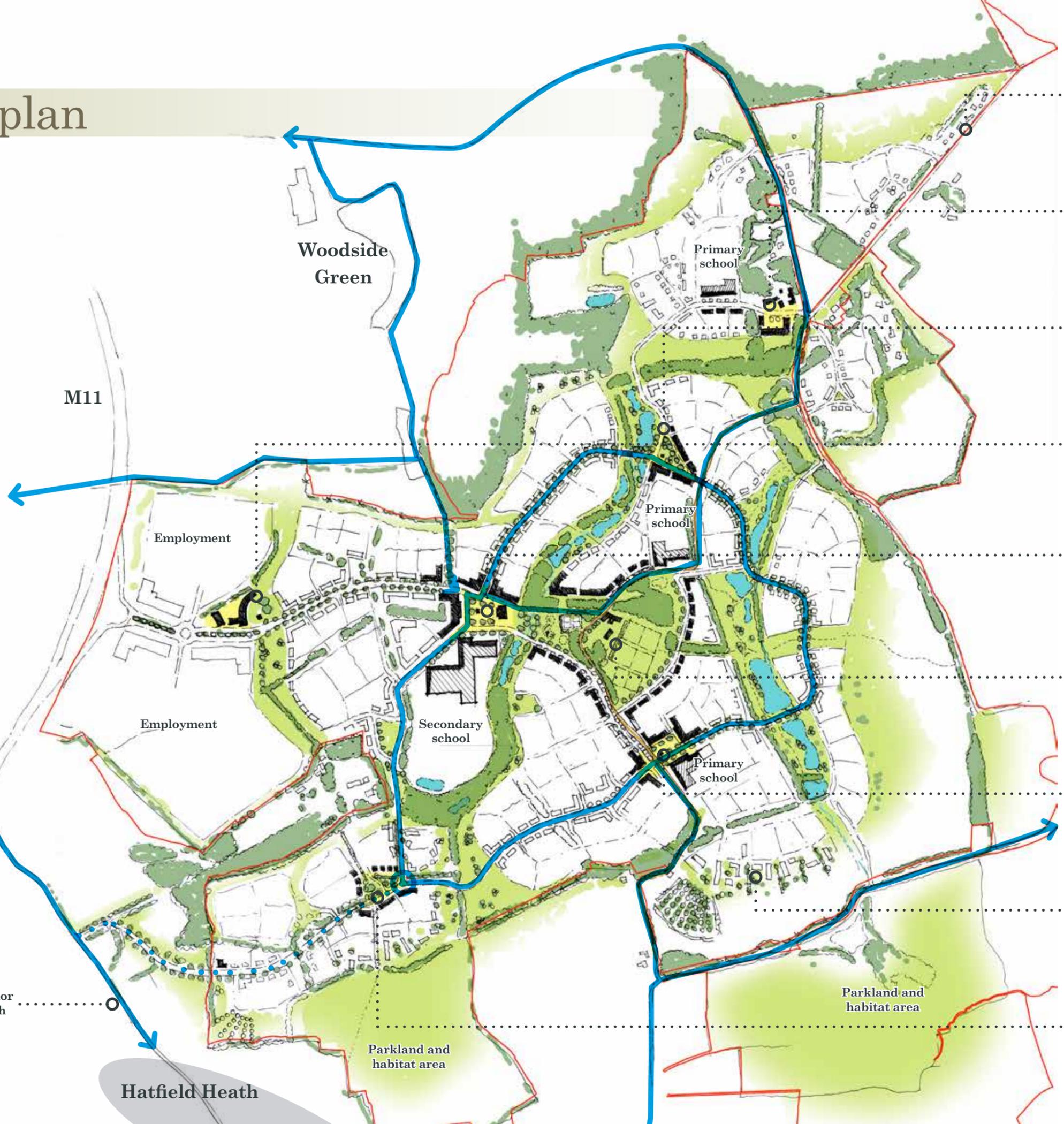
The movement framework is deliberately focussed towards providing routes within the green corridors or utilising Ryes Lane Green Way to access facilities and services. This aims to encourage sustainable movement and lifestyle choices.

The primary street, which will accommodate all vehicles (and cycle lanes) will support a permeable and clearly defined routes for public transport. This framework will ensure that all new homes are within five minutes walk of a bus stop. A permeable network of lower order streets, designed for low speed, and pedestrian routes will ensure that walking is seen as the easiest way to navigate through the development and streets are viewed as usable public spaces.

 Sustainable movement loop and active travel corridor connections to Bishop's Stortford and Sawbridgeworth rail stations

Active travel corridor to Sawbridgeworth station

Active travel corridor to Bishop's Stortford



Rural edge

Low density linear development extending along the lane would transition from the rural surroundings. This would have a distinctive character reflecting the architectural style and forms of the surroundings, A strong landscape buffer, supplemented with new planting would create a suitable and defensible edge to the Country Park. This area would form the eastern edge of the northern village.

Northern Village

The northern village centre could sit adjacent to the existing lane and incorporate the attractive existing farm buildings aiding maturity and a distinctive character to the local hub. The northern village primary school would be located close by encouraging combined journeys and sustainable movement choices.

Northern local centre

Straddling the western green corridor and Ryes Lane Green Way, the northern local centre is located in a highly sustainable position encouraging walking and cycling. The character would be more informal than the southern local centre and town centre responding to its position in the site and the transition towards the northern village. A primary school located to the south is adjacent to Ryes Lane Green Way and close to the eastern green corridor providing safe, traffic free, routes to school.

Employment hub

The employment hub will provide a central focal point that could accommodate supporting facilities such as gyms, meeting space, food outlets and retail. This would act as a transition point, along with and landscape corridor, between the employment uses and residential. The primary street corridor could be flanked by flexible building types allowing for live-work, or similar, between this hub and the settlement centre.

Settlement centre

The core of the new community, the centre will be a vibrant heart supporting numerous uses that could include, community hall, co-working spaces, car-clubs, transport hub, cafés and restaurants, offices, event space amongst many other potential uses. Anchored by the centrally located and accessible secondary school the centre would sit adjacent to the large central park combining to a significant piece of townscape.

Central park

Incorporating the existing farm house and barns the central park would provide numerous formal and informal leisure activities and closely linked to the centre. Ryes Lane Green Way would run through it providing car free direct connections to the northern and southern local centres.

Southern local centre

Once again this centre sits adjacent to Ryes Lane Green Way allowing for vehicle free access. This centre will be anchored by the southern primary school and would support local neighbourhood needs. A more formal square arrangement would differentiate the centre from the northern centre and help to define the character of the wider southern neighbourhood.

Fragmented southern edge

The southern development edge adopts a rural character along Old St Hill. A heavily landscaped led design with the potential for barn typologies and the incorporation of green walls/roofs could help deliver a unique and distinctive southern edge.

Southern village

An informal 'village green' would sit at the heart of this small community in the south west of the site. Separated from the main settlement by landscape corridors and tree belts, the village forms an entity in its own right and creates a soft transition to Hatfield Heath located to its south.

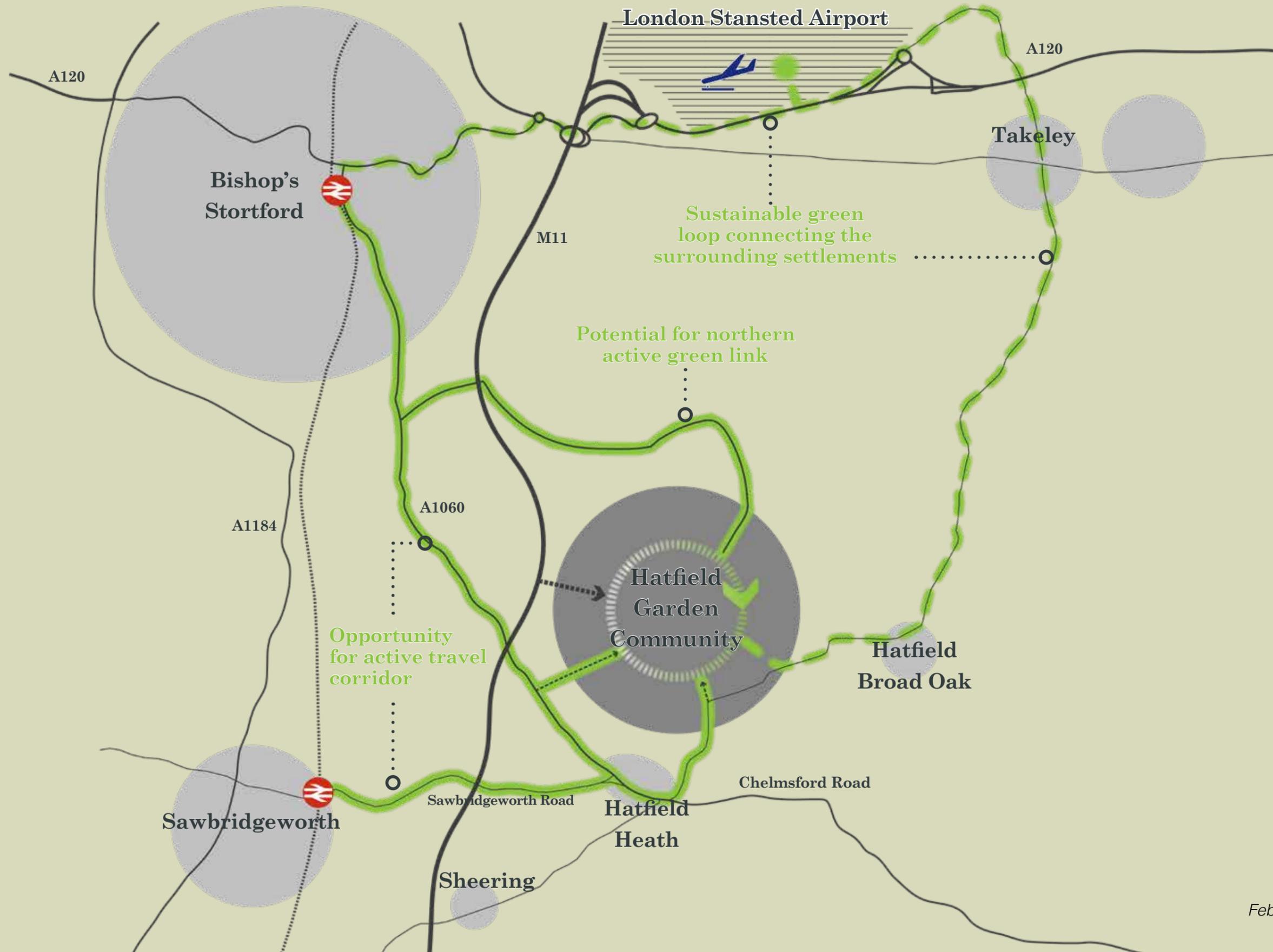


Opportunity and Key Benefits

- STRATEGIC LOCATION
- SCALE AND LAND CONTROL
- SUITABLE AND CONSTRAINT FREE SITE
- WELL CONNECTED
- INNOVATIVE TRAVEL SOLUTIONS
- EMPLOYMENT PROVISION
- 15 MINUTE MIXED USE NEIGHBOURHOODS
- ENCLOSED SELF CONTAINED SITE
- BIODIVERSITY GAIN
- COMMITMENT TO LOW CARBON
- PROMOTE ACTIVE LIFESTYLES
- HIGH QUALITY DESIGN AND PLACE MAKING
- ACCESSIBLE MULTIFUNCTIONAL GREEN SPACE
- COMMUNITY AT THE CORE OF PLACE MAKING



Strategic location with the opportunity to create excellent local travel connections



Appendix 1 - Baseline study

Baseline study

Introduction

This study provides a high level overview of the site and its sustainability against a baseline review of existing social infrastructure.

Sustainability and Accessibility

This section of the study considers the sustainability of the Site in the context of its proximity to necessary social infrastructure, services and facilities, together with its accessibility and connectivity.

Social Infrastructure, Services and Facilities

Primary Schools

Table 1 identifies the primary schools within a 5km radius of the centre of the Site.

Name of School	Address	Distance from Site (km)	No. Pupils on Roll	Capacity	Date of Record	Residual Capacity
Little Hallingbury	Wrights Green Lane, Bishop's Stortford, CM22 7RE	2.6	140	140	Aug-20	0
Sheering C of E Primary School	The Street, Bishop's Stortford, CM22 7LU	3.8	105	105	Aug-20	0
Hatfield Heath Primary School	Hatfield Heath, Bishop's Stortford, CM22 7EA	2.2	213	210	Aug-20	-3
St Mary's C of E Primary School	Hatfield Broad Oak, Bishop's Stortford, CM22 7HH	2.1	77	112	Aug-20	35
Howe Green House School	Howe Green, Bishop's Stortford, CM22 7UF	2.3	182	189	Sep-20	7
Roseacres Primary School	Roseacres, Bishop's Stortford, CM22 6QY	5	190	210	Aug-20	20
Takeley Primary School	Bennet Canfield, Dunmow, CM6 1YE	5	370	420	Aug-20	50
Spellbrook C of E Primary School	London Road, Bishop's Stortford, CM23 4BA	4	100	120	Aug-20	20
Thorn Grove Primary School	Thorn Grove, Bishop's Stortford, CM23 5LD	4.7	213	240	Aug-20	27
Thorely Hill Primary School	Park Lane, Bishop's Stortford, CM23 3NH	4.7	232	240	Aug-20	8
Richard Whittington Primary School	Thornbera Gardens, Bishop's Stortford, CM23 3NP	5	305	360	Aug-20	55
Fawbert and Barnard Infants School	Knight Street, Sawbridgeworth, CM21 9AT	4.8	180	220	Aug-20	40
Mandeville Primary School	West Road, Sawbridgeworth, CM21 0BL	5	210	250	Aug-20	40
Reedings Junior School	Bullfields, Sawbridgeworth, CM21 9DD	4.6	244	246	Aug-20	2
Total Surplus Capacity						301

Table 1 - Primary Schools within 5km of the Site (Source: <https://get-information-schools.service.gov.uk/?SelectedTab=Establishments>)

There 15 primary schools within a 5km radius of the centre of the Site. These 15 primary schools have a total surplus capacity of 301 places. There are four primary schools within a 3km radius of the centre of the Site. These are Little Hallingbury Primary School, Hatfield Heath Primary School, St Mary's C of E Primary School, and Howe Green House School. These four primary schools have a surplus capacity of 39 places. St Mary's C of E Primary School has the greatest surplus capacity of the schools within 3km of the Site. It has a surplus of 35 primary school places.

Secondary Schools

Table 2 identifies the secondary schools which are within a 5km radius of the centre of the Site.

Four secondary schools are within 5km radius of the centre of the Site. All of these schools are identified as having a surplus capacity. There are 514 surplus secondary school places within 5km of the centre of the Site.

Doctors Surgeries

Table 3 identifies the doctor's surgeries which are in a 10km radius from the centre of the Site.

There are 10 doctor's surgeries (excluding health centres) within 10km of the centre of the Site. Furthermore, there are two hospitals located within 10km of the Site; the Rivers Hospital, Sawbridgeworth is located 6km from the Site, and the Herts and Essex Community Hospital, Bishop Stortford is located within 4.8km of the Site.

Name of School	Address	Distance from Site (km)	No. Pupils on Roll	Capacity	Date of Record	Residual Capacity
Leventhorpe	Cambridge Road, Sawbridgeworth, Hertfordshire, CM21 9BY	4.7	1323	1580	Aug-20	257
Bishop Stortford High School	London Road, Bishop's Stortford, Hertfordshire, CM23 3LU	4.5	1193	1211	Aug-20	18
Birchwood High School	Parsonage Lane, Bishop's Stortford, Hertfordshire, CM23 5BD	5	1354	1500	Aug-20	146
The Hertfordshire and Essex High School	Warwick Road, Bishop's Stortford, Hertfordshire, CM23 5NJ	4.9	1267	1360	Aug-20	93
Total Surplus Capacity						514

Table 2 - Secondary Schools within 5km of the Site (Source: <https://get-information-schools.service.gov.uk/?SelectedTab=Establishments>)

Name of Practice	Address	Distance from Site (km)	No. of Doctors
Eden Surgery	Broomfields, Hatfield Heath, Bishop Stortford, CM22 7EH	1.9	5
Eden Surgery	Cannons Ln, Hatfield Broad Oak, Bishop's Stortford CM22 7HX	2.1	5
Central Surgery	Bell St, Sawbridgeworth CM21 9AQ	5	8
Parsonage Surgery	Herts and Essex Hospital, Cavell Dr, Bishop's Stortford CM23 5JH	4.3	2
Church Street Surgery	30a Church Street, Bishop's Stortford, Hertfordshire , CM23 2LY	5.9	9
South Street Surgery	83 South Street, Bishop's Stortford, Bishops Stortford, Hertfordshire, CM23 3AP	5.4	10
The Stanstead Surgery	Castle Maltings, First Floor, 2 Lower Street, Stansted Mountfitchet, Essex, CM24 8XG	8	6

Table 3 - Doctor's Surgeries within 10km of the Site (Source: <https://www.nhs.uk/service-search/find-a-gp/results/Hatfield%20Broad%20Oak?latitude=51.82603283319396&longitude=0.24139818043217956>)

Dentist Practices

Table 4 identifies the dentist practices which are within a 10km radius of the centre of the Site.

There are 11 dental practices within a 10km radius of the centre of the Site. A couple of the closest of practices (Sawbridgeworth Dental Surgery and Riverside Dental Practice) have indicated that they are accepting new patients.

Other Local Services and Facilities

Hatfield Broad Oak, Hatfield Heath, and Wrights Green are the closest settlements to the Site and provide access to a limited range of local services and facilities. Hatfield Broad Oak and Wrights Green are the smaller of the three villages and provide access to:

- Church of St Mary the Virgin;
- The Cock Inn Public House;
- The Duke Hear Public House;
- Hatfield Broad Oak Village Hall
- St Mary's C of E Primary School (identified above);
- Hatfield Broad Oak Pre School;
- St Mary's the Virgin Little Hallingbury;
- Little Hallingbury School (identified above);
- Little Hallingbury Village Hall; and,
- Little Hallingbury Cricket Club.

Name of Practice	Address	Distance from Site (km)	No. of Dentists	Accepting new Patients
The Priors Green Dental Hive	Unit 2 Priors Green, Local Centre Bennet Canfield, Little Canfield, Essex, M6 1HE	6.2	3	Unknown
Sawbridgeworth Dental Surgery	Townsend House, 99 London Road, Sawbridgeworth, Hertfordshire, CM21 9JJ	4.9	7	Accepting children under the age of 18
Hockerill Dental Practice	25 Hockerill Court, London Road, Bishop's Stortford, Hertfordshire, CM23 5SB	4.9	Unknown	Unknown
Riverside Dental Practice	Ground Floor, 22 The Causeway, Bishop's Stortford, Hertfordshire, CM23 2EJ	5.1	Unknown	Yes
Bupa Dental Care Bishop Stortford	1 Barrett Lane, Bishop's Stortford, Hertfordshire, Hertfordshire, CM23 2JT	5.9	13	Unknown
Much Hadham Dental Surgery	The Old Surgery, High Street, Much Hadham, Hertfordshire, SG10 6DA	10	4	Unknown
Castle Dental	Unit 2 Castle Maltings, Lower Street, Stansted, Essex, CM24 8XG	7.8	Unknown	Unknown
Old Harlow Dental Practice	41 High Street, Harlow, Essex, CM17 0DN	7.7	Unknown	Referral Only
Nuffield Dental	Nuffield House, The Stow, Harlow, Essex, CM20 3AX	9.4	4	Unknown
Howard Marshall Dentistry	Florence Nightingale Health Centre, Church Langley, Harlow, Essex, CM17 9TE	9.2	Unknown	Unknown

Table 4 - Dentist Practices within 10km of the Site (Source: <https://www.nhs.uk/service-search/find-a-dentist/results/Hatfield%20Broad%20Oak?latitude=51.82603283319396&longitude=0.24139818043217956>)

Hatfield Heath is the largest of the three settlements and provides access to:

- Hatfield Haven Assisted Living;
- The Thatchers Public House;
- Hatfield Heath Primary School (identified above);
- Hatfield Heath Surgery (identified above);
- Hatfield Heath Parish Church;
- The Little Seafood Bar;
- Hatfield Heath Cricket Club;
- The Co-operative; and,
- Nursery on the Heath.

The facilities provided in these three settlements are commensurate to their scale, and serve to meet local need. Bishop Stortford and Harlow are higher order settlements and provide access to a wider range of services facilities, including employment opportunities.

Accessibility and Connectivity

Strategic Road Network

The Site is well connected to the surrounding area by virtue of its proximity to Junction 8 of the M11 motorway. Going south the M11 provides access into London and, going north it provides access to Cambridge. The A120 runs to the north of the Site and provides access to Colchester and the east coast.

Bus Service

Two bus services are in operation along the A1060 which runs to the south / south west of the Site. The services run through the three aforementioned villages. The timetables¹ below relate to the number 5 bus service which is operated by Stephenson of Essex.

¹Source: <http://stephensonsofessex.com/wp-content/uploads/bsk-pdf-manager/2020/08/5.6-Saffron-Walden.pdf>

Bus continues as Service 5 from Stansted Airport to Bishop's Stortford. Passengers are not required to change bus. Through fares available.

<i>service</i>	5						
Stansted Airport, Coach Station DEP	0713	0813	0923	1023	1123	1223	1323
Takeley, Four Ashes	0719	0819	0929	1029	1129	1229	1329
Takeley, Mobile Home Park	0721	0821	0931	1031	1131	1231	1331
Hatfield Broad Oak, Dukes Head	0728	0828	0938	1038	1138	1238	1338
Hatfield Broad Oak, Barnfields	0730	0830	0940	1040	1140	1240	1340
Hatfield Heath, White Horse	0736	0836	0946	1046	1146	1246	1346
Little Hallingbury, School	0741	0841	0951	1051	1151	1251	1351
Beldhams Lane, Dimsdale Crescent	-	-	0956	1056	1156	1256	1356
Bishops Stortford, Herts & Essex Hospital	-	-	0958	1058	1158	1258	1358
Bishops Stortford, Interchange	0751	0851	1005	1105	1205	1305	1405

Figure 1 - Bus Timetable: Saffron Walden - Stansted Airport - Hatfield Broad Oak - Bishops' Stortford (Monday-Saturday Mornings)

<i>service code</i>	5 Sch	5 NSch	5	5	5	5	5
Bishops Stortford, Interchange	0656	0656	0756	0910	1010	1110	1210
Bishops Stortford, Herts & Essex Hospital	-	-	-	0916	1016	1116	1216
Beldhams Lane, Dimsdale Crescent	-	-	-	0918	1018	1118	1218
Little Hallingbury, School	0705	0705	0805	0923	1023	1123	1223
Hatfield Heath, White Horse	0710	0710	0810	0928	1028	1128	1228
Hatfield Broad Oak, Barnfields	0716	0716	0816	0934	1034	1134	1234
Hatfield Broad Oak, Dukes Head	0718	0718	0818	0936	1036	1136	1236
Takeley, Mobile Home Park	0725	0725	0825	0943	1043	1143	1243
Takeley, Four Ashes	0727	0727	0827	0947	1047	1147	1247
Stansted Airport, Coach Station ARR	0733	0733	0833	0953	1053	1153	1253

Figure 2 - Bus Timetable: Bishops Stortford - Hatfield Broad Oak - Stansted Airport - Saffron Walden (Monday-Saturday Mornings)

**Bus continues as Service 5 from Stansted Airport to Bishop's Stortford.
Passengers are not required to change bus. Through fares available.**

<i>service</i>	5							
Stansted Airport, Coach Station DEP	1423	1523	1629	1629	1723	1823	1923	2023
Takeley, Four Ashes	1429	1529	1635	1635	1729	1829	1929	2029
Takeley, Mobile Home Park	1431	1531	1637	1637	1731	1831	1931	2031
Hatfield Broad Oak, Dukes Head	1438	1538	1644	1644	1738	1838	1938	2038
Hatfield Broad Oak, Barnfields	1440	1540	1646	1646	1740	1840	1940	2040
Hatfield Heath, White Horse	1446	1546	1652	1652	1746	1846	1946	2046
Little Hallingbury, School	1451	1551	1657	1657	1751	1851	1951	2051
Beldhams Lane, Dimsdale Crescent	1456	1556	-	-	1756	1856	1956	2056
Bishops Stortford, Herts & Essex Hospital	1458	1558	-	-	1758	1858	1958	2058
Bishops Stortford, Interchange	1505	1605	1707	1707	1805	1905	2005	2105

Figure 3 - Bus Timetable: Saffron Walden - Stansted Airport - Hatfield Broad Oak - Bishops' Stortford (Monday-Saturday Afternoon)

<i>service</i>	5							
Bishops Stortford, Interchange	1310	1410	1510	1610	1725	1815	1915	2015
Bishops Stortford, Herts & Essex Hospital	1316	1416	1516	1616	1731	1821	1921	2021
Beldhams Lane, Dimsdale Crescent	1318	1418	1518	1618	1733	1823	1923	2023
Little Hallingbury, School	1323	1423	1523	1623	1738	1828	1928	2028
Hatfield Heath, White Horse	1328	1428	1528	1628	1743	1833	1933	2033
Hatfield Broad Oak, Barnfields	1334	1434	1534	1634	1749	1839	1939	2039
Hatfield Broad Oak, Dukes Head	1336	1436	1536	1636	1751	1841	1941	2041
Takeley, Mobile Home Park	1343	1443	1543	1643	1758	1848	1948	2048
Takeley, Four Ashes	1347	1447	1547	1647	1802	1852	1952	2052
Stansted Airport, Coach Station ARR	1353	1453	1553	1653	1808	1858	1958	2058

Figure 4 - Bus Timetable: Bishops Stortford - Hatfield Broad Oak – Stansted Airport - Saffron Walden (Monday-Saturday Afternoons)

The second bus service is the number 59 which is operated by Arriva. It provides an hourly service from Chelmsford Anglia Ruskin University to Harlow Town Centre from Monday to Saturday. It stops twice in Hatfield Heath at the White Horse and Friars Lane. It provides four services a day to Chelmsford Anglia Ruskin, two in the morning and three in the afternoon, from Monday to Saturday. A service is also provided on Sunday to Chelmsford Train Station which runs six times a day, and to Harlow Town Centre which also runs six times a day.

Train Service

The nearest train station is Sawbridgeworth which provides access to the Stanstead Express and the Greater Anglia services. These services provide frequent access to Bishop Stortford, London Liverpool Street, Stratford, Stanstead and Cambridge North. The train station is approximately 4.1km to the south west of the Site's centre.

Bishop Stortford train station is located 5.17km to the north west of the Site's centre. It also provides access to the Stanstead Express and the Greater Anglia services. The service to London Liverpool Street takes approximately 40 minutes. The service to Stanstead Airport takes approximately 10 minutes. Figure 5 details the location of the station in the context of the Site.

Airport Service

Stanstead Airport is located to the north of the Site, approximately 5km from the Site's central point. The Airport provides access to domestic and international flights. Stanstead fly to over 140 destinations covering 34 countries. It has one runway. Figure 6 details the location of the airport in the context of the Site.



Figure 5 - Image detailing the location of the nearest two train stations in the context of the Site

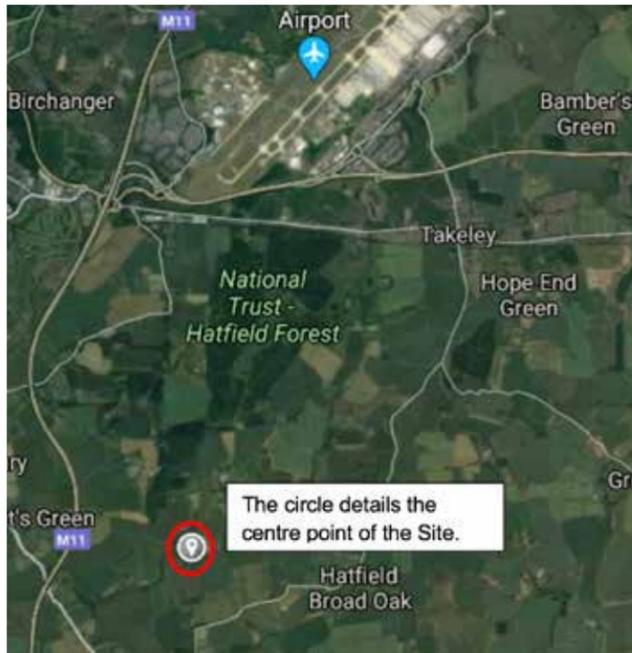


Figure 6 – Image detailing the location of Stanstead Airport in the context of the Site

Summary

The Site benefits from being within proximity to a range of local services and facilities, including primary and secondary schools. The review demonstrates that there is a current surplus capacity within the four primary schools (Little Hallingbury Primary School, Hatfield Heath Primary School, St Mary's C of E Primary School, and Howe Green House School) located within 3km of the Site. However it is unlikely that these schools alone could meet the potential need arising from the Site. There is significant surplus capacity within the secondary schools located within 5km of the Site. It is unclear whether this capacity could absorb all of the potential need arising from the Site.

There are a number of doctor's surgeries located within a 10km radius of the Site. It is unclear as to whether these surgeries are at capacity. Depending on the potential resident population arising from the Site it may be necessary to provide an additional surgery as part of the proposals. Likewise for dentists, whilst some practices indicate that they are accepting new patients it is unclear whether these are at capacity.

The closest settlements to the Site are Hatfield Heath, Hatfield Broad Oak and Wrights Green. These settlements are low order and provide access to a limited range of local services and facilities, which serve to meet local need. These services alone are not sufficient to support the need arising from the Site. It is very likely that the Site will need to provide its own retail centre in order to support the potential need arising from the proposed development. Bishop Stortford and Harlow provide access to a wider range of services and facilities, together with employment opportunities.

The Site is accessible by modes of sustainable transport. A frequent bus service runs to the south of the Site and provides access to the Airport, Saffron Walden, Bishop Stortford, Chelmsford and Harlow. The two nearby train stations (Bishop Stortford and Sawbridgeworth) provide frequent access to London, Cambridge and Stanstead. Stanstead Airport is located to the north of the Site and provides access to domestic and international flights. It is likely that upgrades would need to be made to the existing bus services to ensure connectivity to the Site and the surrounding area.

Appendix 2: initial heritage appraisal

1. Geology

The proposed site area comprises a vast expanse of land north of Hatfield Heath, mainly used at present as arable and pasture land. The topography is characterised by a gentle north to south slope with many small streams feeding into the larger Pincey Brook at the eastern boundary of the site, flowing south and south-west towards the River Stort.

The BGS map indicates that the underlying solid geology is of the London Clay Formation overlain by Lowestoft Formation, a sediment 'resulting from dry-land erosion' characterised by a mix of clay boulders and mud. Along the Pincey Brook the superficial geology changes to Alluvium deposits while around the settlements (Hatfield Heath, Hatfield Broad Oak) is made of the higher (and drier) Head deposits of gravel, sand, silt and clay. It can be expected that these higher gravel terraces were attractive to early settlers in the area and in later times (post-medieval) were extensively utilised for the extraction of sand and gravel.

2. Non-designated heritage assets

The Heritage Gateway online database provides some substantial evidence for many noteworthy non-designated heritage assets across the PDA. The shaded area (in orange) indicates cropmarks of possible enclosures while the circles are possible single features identified through aerial photographs. An archaeological evaluation north of Hatfield Heath in the recent past however revealed no archaeological material that could be associated with any of the cropmarks mentioned.



Fig 1. Map of non-designated heritage (Heritage Gateway)

3. Listed buildings

There are several listed buildings (all grade II) within the PDA and numerous designated heritage assets outside of the proposed red line site boundaries. These listed buildings are mainly farmhouses with associated buildings (cottages, barns, lodges etc) which are situated at and around the extensive network of country roads that traverse the proposed development area.

A map of the listed buildings (green dots) and other designated heritage assets (scheduled monuments and conservation areas) is presented as figure 2 below.

4. Scheduled Monuments

A monument known as The Ryes lies approximately in the centre of the proposed developments. It is a well preserved moated site measuring 80m north-south by a maximum of 72m east-west. The eastern moat arm is waterfilled and measures 8m in width. The southern and western arms are visible as slight depressions measuring between 4m and 8m in width and between 0.4m and 1m in depth. The northern arm is no longer visible at ground level but is preserved as a buried feature. An internal bank, 1m wide and approximately 0.6m high, runs along the inside of the western arm, whilst a brick wall, considered to be 16th century in date, runs parallel with the southern arm. The large irregular-shaped pond situated to the north-west of the moat is not considered to have been part of the moated site. A pond which was once situated to the south-west of the moat has been infilled and is no longer visible at ground level. Neither of these ponds are included in the scheduling. The Ryes was the site of the manor house of the Chamberlaynes and the house was demolished in c.1864 (Historic England).

In addition there are two other scheduled monuments outside of the PDA (which would eventually form the study area however): to the east at Hatfield Broad Oak (Hatfield Broad Oak Priory) and at Foxglove Farm to the south (Lea Hall moated site).

5. Historic development

Hatfield Broad Oak - Bronze Age occupation have been found in the parish, including the Portingbury Hills mound in Hatfield Forest to the north of the PDA. Market town since 13th century with a large Priory, the remains of which are a scheduled monument.

Hatfield Heath - medieval village next to the Green which gave its name to the place (Heath). Numerous farms scattered across the Green to the north of the village (some of which are listed buildings).



Fig 2: Listed buildings and scheduled monuments (pink) within site boundaries (centre) and in vicinity. Conservation area in red.

6. Conclusions

This rapid heritage appraisal suggests extensive land use within the proposed development area from at least Bronze Age times. The higher gravel terraces of the local geology would have attracted early human activity seeking dry ground for the establishment of settlements and/or seasonal camps. The larger settlements in the wider landscape (Hatfield Heath and Hatfield Broad Oak) are both situated on such gravel 'islands' within the otherwise predominantly flat (and much wetter) London Clay deposits.

The presence of the medieval scheduled monuments indicates that the area was heavily exploited in the medieval and later times. The current land use (mainly agricultural pasture fields and paddocks) would suggest a farming/agricultural environment throughout much of this period so archaeological features are likely to have survived and should be identifiable either through aerial photography analysis or geophysical survey.

Sand and gravel quarry pits might also be expected as the area was known for rich deposits of these resources. Whether or not future extraction is proposed should be confirmed by assessment of the minerals allocation within the local and county council development plan.

The type of the listed buildings also reflect the mainly rural/agricultural character of the wider landscape of the PDA, which at present form their setting.

This rapid appraisal has merely identified heritage potential and should only be used as an indicator to inform early discussions about design considerations. Further works on heritage assessment at this site may include:

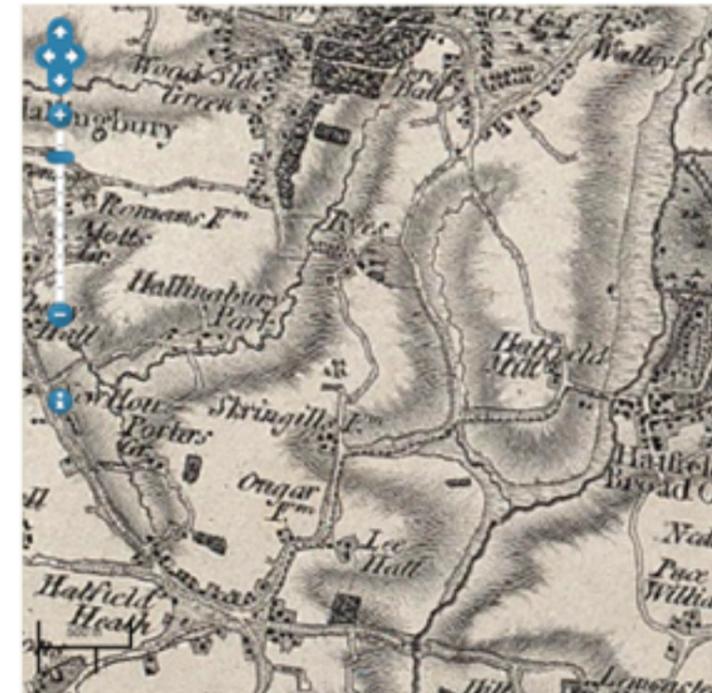
- Extensive site walkover survey and visits to all listed buildings and scheduled monuments on and in the vicinity of the PDA to determine design buffers and visual extent of their setting,
- Aerial photography analysis of all 20th century historic aerial photographs to determine presence/absence of cropmark features indicating former archaeological sites, long lost to the plough
- Geophysical survey across the entire PDA to determine presence/absence of archaeological anomalies
- A desk based heritage assessment and extensive consultation with the local planning authority archaeology and conservation officers to determine study area and assessments to inform a robust masterplan.

Historic maps



Early 20th Century map of the area (PDA in approximately centre of map).

Note the Ryes Farmhouse and moated site



Pre 1830s OS county series map of the area of the PDA (Ryes place-name in centre of map).



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