



Approved Redevelopment and Change of Use  
from Retail to Education  
Stevenage Indoor Market, 114-115 Market  
Square, Stevenage, SG1 1EP

**Travel Plan**

for

North Hertfordshire College

## Document Control Sheet

Approved Redevelopment and Change of Use from Retail to Education  
Stevenage Indoor Market, 114-115 Market Square, Stevenage, SG1 1EP  
North Hertfordshire College

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
04/02/2026	1 <sup>st</sup> Draft	AM	AW
02/04/2026	Final	AM	AW



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## 1.0 Introduction

### Overview

1.1 This Travel Plan has been prepared on behalf of MAC Construction Consultants Ltd for discharge of planning condition 4 applied as part of the planning approval (25/00194/FP) for redevelopment of Stevenage Indoor Market at 114-115 Market Square, Stevenage, SG1 1EP (herein referred to as 'the site'), to provide an educational facility forming part of North Hertfordshire College's facilities (herein referred to as "the site").

1.2 The planning condition wording is reproduced below:

*"At least 3 months prior to the first occupation of the approved development, a detailed Travel Plan for the site shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Highways Authority. The approved Travel Plan shall be implemented in accordance with the timetable and target contained therein and shall continue to be implemented as long as any part of the development is occupied subject to approved modifications agreed by the Local Planning Authority in consultation with the Highway Authority as part of the annual review.*

*REASON:- To ensure that sustainable travel options associated with the development are promoted and maximised to be in accordance with Policies 3, 5, 7, 8, 9 and 10 of Hertfordshire's Local Transport Plan (adopted 2018)."*

1.3 The site is in Stevenage town centre, located within the administrative boundaries of Stevenage Borough Council (SBC) and Hertfordshire County Council (HCC).

1.4 The site is immediately west of St. George's Way multi-storey car park and bound by the road named 'Market Square' on the southern, western, and northern boundaries. The nearest bus stop is on Cuttys Lane, a 350-metre walk east of the site, whilst to the west of the site Stevenage bus station is just a 550-metre walk away, and Stevenage railway station a 600-metre walk.

1.5 This approved development will be the 'Town Centre Campus' and will house the relocation of operations from five of the six units forming the existing 'Engineering and Construction Campus' on Fulton Close on the western side of Stevenage, leaving one unit on Fulton Close operational. The existing 'Stevenage Campus', on Monkswood Way in the southern part of Stevenage, will continue operating as it does presently, as will the 'Hitchin Campus', which operates as a stand-alone campus.

1.6 It is pertinent that the North Hertfordshire College (NHC) campuses in Stevenage are within walking and cycling distances of the site, and that this new college building has no car parking provision associated with it.

1.7 The site location is shown on the plan at **Appendix A**, and the approved site layout is at **Appendix B**.

1.8 Planning condition 6 requires the submission of secure cycle parking details, which are detailed on the plan at **Appendix C**.

### Scope

1.9 A Travel Plan is a strategy containing a package of measures tailored to the needs of an individual site and is aimed at promoting sustainable travel to reduce reliance on use of private motor vehicles.

1.10 The overall objective of a Travel Plan is to encourage uptake of active and/or sustainable travel modes for trips to and from the site, through the provision of travel information and promotion of the health and environmental benefits of active and/or sustainable travel.

- 1.11 This Travel Plan was prepared with reference to the HCC Travel Plan Guidance document dated March 2020, particularly the requirement reproduced below that relates to educational establishments:

*"... Following first occupation it will be mandatory for the plan to be updated and transferred to the Modeshift STARS – National Accreditation Scheme online system or another accreditation scheme recognised by the county council." (par. 2.9)*

- 1.12 A Draft Travel Plan (dated May 2025) was submitted with the planning application, so this report (April 2026) constitutes the detailed Travel Plan required by the planning condition. Following first occupation, relevant content from this Travel Plan will be transferred to the ModeShift STARS online system, or other accreditation scheme recognised by the County Council.

- 1.13 The senior management team at North Hertfordshire College (NHC) supports the aims and objectives of this Travel Plan, is committed to the success of this Travel Plan, and will use its best endeavours to achieve the Plan targets. Travel Plan delivery for the new campus building will be funded by NHC.

### **Report Structure**

- 1.14 The remainder of this Travel Plan comprises:
- ▶ Section 2 - accessibility of the site by all applicable travel modes;
  - ▶ Section 3 - the aims, objectives, and benefits of the Travel Plan;
  - ▶ Section 4 –applicable 'Aim' and 'Action' Travel Plan targets;
  - ▶ Section 5 –the Travel Plan management and marketing strategy;
  - ▶ Section 6 –the implementation measures; and,
  - ▶ Section 7 - the summary Travel Plan Action Plan.

## 2.0 Site Accessibility

### Overview

- 2.1 This section describes the transport options available for staff and students at the site to use for trips to and from the 'Town Centre Campus', particularly in the context of the ease of using active and/or sustainable modes for trips between this new building and the existing nearby North Hertfordshire College (NHC) Campuses, and the 'car-free' nature of the approved development.

### Site Location

- 2.2 The site is within Stevenage town centre, immediately to the west of St. George's Way multi-storey car park, and within walking and cycling distances of two existing North Hertfordshire College campuses: the 'Stevenage Campus' (Monkswood Way, SG1 1LA) and the 'Engineering and Construction Campus' (Fulton Close, SG1 2AF).
- 2.3 The site in relation to these existing campuses and the public transport interchanges nearest the site is shown at Figure 2.1.

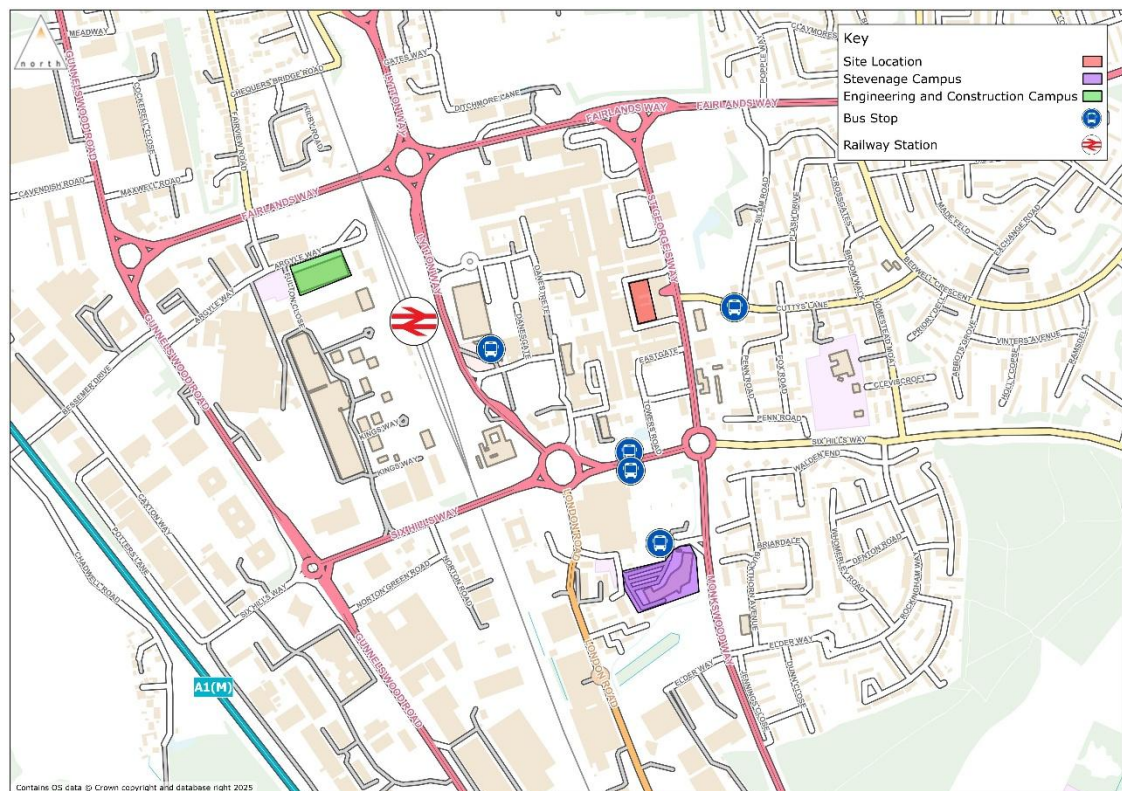


Figure 2.1: Site Location

### Local Highway Network

- 2.4 Market Square is a one-way road subject to a 30 miles per hour (mph) speed limit, and bounds the site on its southern, western, and northern sides. Drivers enter Market Square at its southern end from St. George's Way and exit the northern end of Market Square back on to St. George's Way.
- 2.5 St. George's Way is a two-way, dual carriageway road subject to a 30mph speed limit. To the south, St. George's Way forms the northern arm of a roundabout, the eastern and western arms of which are Six Hills Way, and the southern arm is Monkswood Way, from which there is vehicular access to the 'Stevenage Campus'.

- 2.6 At that roundabout, the A602 comprises Monkswood Way, and the western section of Six Hills Way, both of which are two-way, dual carriageway roads subject to a 40mph speed limit. The A602 leads north through Stevenage and connects with the A1(M) at junction 8. Proceeding southwards from that roundabout, the A602 connects with junction 7 of the A1(M) to the west, and to the east leads towards Ware.
- 2.7 Towards the southern end of Stevenage, the A602 becomes the B197, a two-way single carriageway road subject to a 40mph speed limit, which proceeds southwards to connect with Knebworth.

#### **Accessibility by Bus**

- 2.8 The closest bus stop to the site is located approximately 350 metres east of the site, on Cuttys Lane – a 5-minute walk from the site, and there are also bus stops on Six Hills Way (the A602) south of the site, accessible in 6 minutes on foot (450 metres from the site).
- 2.9 The 'Stevenage Interchange' bus station is just a 7-minute walk west of the site, 500 metres from the site, at which both local and longer distance bus services are available.
- 2.10 The services operated from these stops and the bus station serve both local and regional destinations.

#### **Accessibility by Rail**

- 2.11 The closest railway station to the site is Stevenage railway station located approximately 650 metres west of the site, equivalent to a 9-minute walk or 5-minute cycle ride. Stevenage railway station is served by the Great Northern, Hull Trains, LNER (London North Eastern Railway), Thameslink, and Lumo rail networks. Facilities at the station comprise:
- ▶ step-free access to all platforms;
  - ▶ a ticket office and ticket machines;
  - ▶ Passenger Assistance meeting points;
  - ▶ ramps for train access;
  - ▶ induction loops;
  - ▶ seating and a waiting area;
  - ▶ refreshment retail outlets;
  - ▶ car parking - including bays for those with additional mobility needs;
  - ▶ cycle parking spaces; and,
  - ▶ a drop-off/pick-up point.
- 2.12 These rail operators offer a wide range of rail services that serve a selection of locations including London, Brighton, Newcastle, Hull, and York, amongst others. This means that a wide area is accessible from Stevenage railway station providing the option for students and staff to access the wider travel area, as well as the option for onward travel, via a more sustainable transport mode.

#### **Accessibility on Foot and by Cycle**

- 2.13 The existing main entrance to Stevenage Indoor Market will be retained as the main entrance to the 'Town Centre Campus' building.
- 2.14 Heading east from that entrance there is a footway along the northern side of Market Square, leading to footways on the western side of St. George's Way, and to the subway under St. George's Way leading eastwards to Town Centre Gardens and the residential areas beyond.

- 2.15 To the north and south of the site the pedestrian network through retail areas adjacent to the site has been upgraded with the laying of new paving, providing attractive and accessible routes for pedestrians and wheelchair users.
- 2.16 The local footway provision is lit and supplemented with dropped kerbs and tactile paving.
- 2.17 Upon reaching Six Hills Way (the A602) south of the site, a shared lit foot-cycleway is provided underneath the A602 leading to a dedicated pedestrian route through the supermarket car park, on the southern side of which is the NHC 'Stevenage Campus'.
- 2.18 There is a network of segregated (off-carriageway), dedicated routes free of vehicular traffic for use by cyclists and pedestrians that avoid the need to navigate the roundabout at the southern end of St. George's Way through which all vehicular traffic is routed. This provision continues to the east and west of that roundabout, is repeated at other roundabouts, and alongside the major A-road network in Stevenage. These routes then connect with an extensive network of routes suitable for cyclists and pedestrians throughout the town centre, providing a good level of permeability for both cyclists and pedestrians through the town centre, making it easier, and safer, for people to use these active modes.
- 2.19 National Cycle Network (NCN) Route 12 passes through the centre of Stevenage – along Monkswood Way just to the east of the 'Stevenage Campus', along Six Hills Way between that campus and the site, a short stretch parallel to the railway line passing by Stevenage railway station, then north along Lytton Way. NCN 12 provides a route to the residential areas north and south of the site within Stevenage, that section forming part of the long-distance route between North London and Spalding. The route of NCN 12 through Stevenage is shown in relation to the site at Figure 2.2.
- 2.20 The Beryl public cycle hire scheme is available in Stevenage, thereby providing another option for NHC staff and students to get around by cycle. There is a Beryl docking site at the 'Stevenage Campus', and another will be installed at the 'Town Centre Campus'.

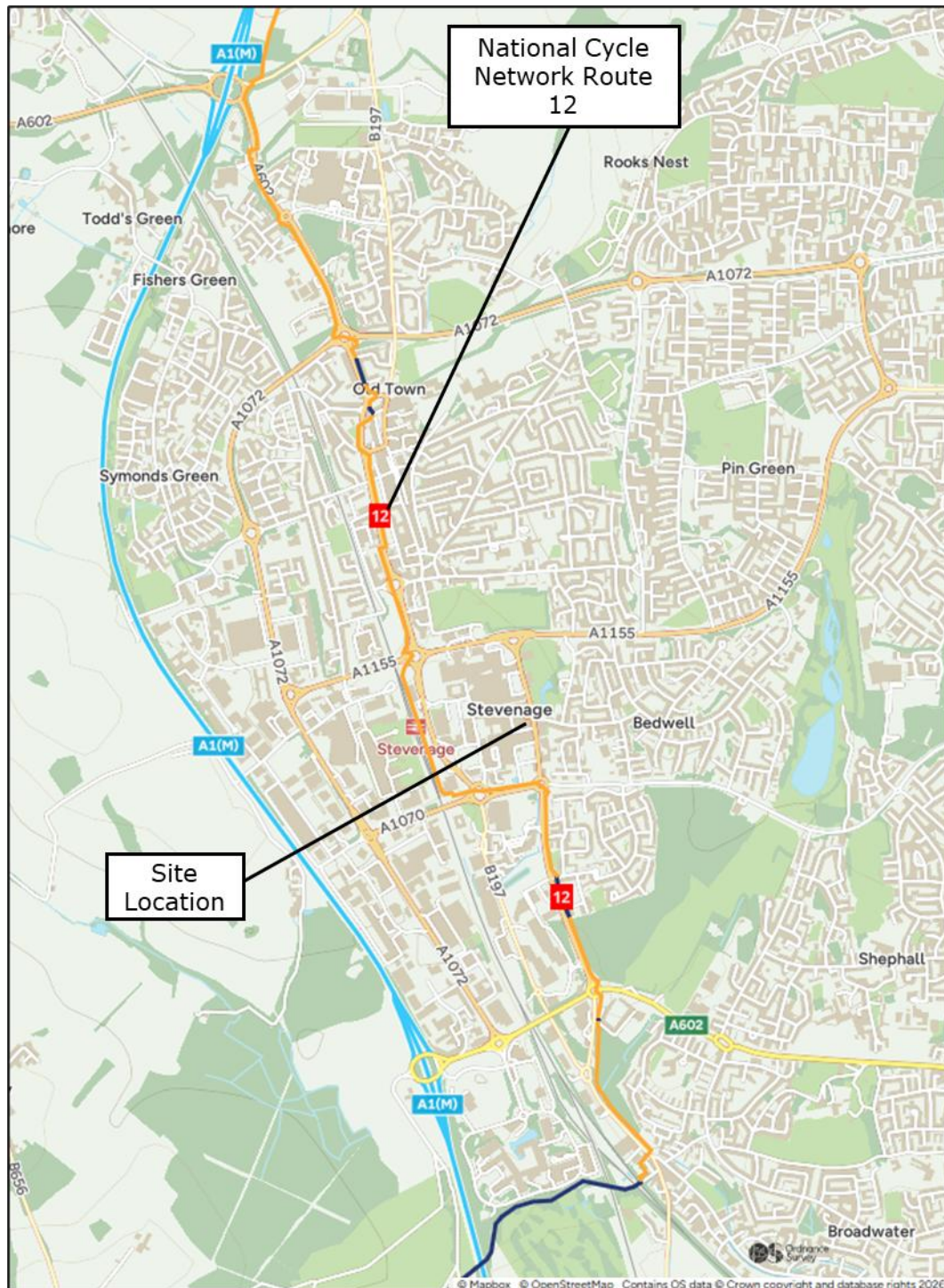


Figure 2.2: Route of National Cycle Network 12 through Stevenage

### 3.0 Aims, Objectives, and Benefits

#### Aim

- 3.1 The overarching aim of this Travel Plan is to put in place the management tools deemed necessary to enable students and staff that use the 'Town Centre Campus' to make informed choices about their travel to and from the site.

#### Objectives

- 3.2 This aim will be achieved through delivery of the following objectives:
- ▶ select a site location that is accessible by non-car modes;
  - ▶ devise a site design that supports the use of active and/or sustainable travel;
  - ▶ promote site-related active and/or sustainable travel options to site users;
  - ▶ provide information about the impacts of site users' travel choices on health, the local and global environment, their finances, etc.;
  - ▶ gather data about trips to and from the site, for routine reporting purposes, and to inform consideration of appropriate delivery measures; and,
  - ▶ establish sustainable and active travel patterns associated with the site operation.
- 3.3 These objectives accord with the aims of HCC, as set out within their Travel Plan Guidance document.
- 3.4 It is intended that these objectives will be met by identifying and implementing measures that provide students and staff using the 'Town Centre Campus' with a variety of travel choices.

#### Benefits

- 3.5 Delivering the above aim and objectives would result in application of a strategy to identify and help eliminate barriers that prevent use of active and/or sustainable modes.
- 3.6 Assisting site users to reduce their reliance on private car trips will minimise the adverse impacts of that form of travel on the environment and thereby maximise staff and students' experience of the health benefits of active and/or sustainable travel.
- 3.7 Improving the transport choices available to people, rather than focusing on providing for vehicle drivers, will lead to a more equitable and sustainable development, regardless of whether these site users own and/or use a car.
- 3.8 By meeting these objectives, the following benefits can be realised.

#### *Student and Staff Benefits*

- ▶ Experiencing the health benefits associated with walking and cycling.
- ▶ Economic benefits of not purchasing, using, and maintaining private cars.
- ▶ Improved quality and reliability of journeys from contributing to the reduction of congestion resulting from vehicle use.

#### *Wider Community Benefits*

- ▶ Ongoing reduction in vehicular traffic on the local highway network.
- ▶ Increased patronage on public transport services.

- ▶ Health benefits associated with walking and cycling.
- ▶ A contribution towards overall reduction in transport emissions.

## 4.0 Targets

### Overview

- 4.1 Targets are the measurable goals by which the progress of Travel Plan delivery will be assessed and must necessarily be designed so they are SMART: **s**pecific; **m**easurable; **a**chievable; **r**ealistic; and, **t**ime related.
- 4.2 There are two types of targets: 'action' and 'aim' targets. Action targets are qualitative actions, whilst aim targets are quantifiable.
- 4.3 Once relevant parts of this Travel Plan have been transferred into the online STARS system (<https://modeshift.org.uk/modeshift-stars/stars-education/>), and travel data have been collected and also added to STARS, site-specific targets will be derived and detailed in STARS.

### Action Targets

- 4.4 Action targets are task-specific and are typically consolidated into the Action Plan, which is outlined in Section 7, listing the tasks required to be undertaken and a delivery timetable. The party responsible for delivery of each task is the management team at NHC.

### Aim Targets

- 4.5 Aim targets relate to information provision that supports staff and students' use of non-car modes of travel, along with use of the more sustainable form of car travel – lift-sharing, and the use of cleaner-fuelled vehicles, which contribute to the improvement of local air quality conditions.
- 4.6 Aim targets will be devised as part of the process of entering details of this site in to the ModeShift STARS online system, or other accreditation scheme recognised by the County Council.
- 4.7 The formulation of those targets will be informed by the collection of travel data from site users, particularly mode share data that illustrate the proportion of trips to and from the site made by each available transport mode.

## 5.0 Travel Plan Strategy

### Overview

- 5.1 This section outlines the strategy for managing implementation of Travel Plan measures aimed at encouraging sustainable travel patterns amongst students and staff at the new campus.

### Travel Plan Co-ordinator

- 5.2 The appointed Travel Plan Co-ordinator (TPC) is:
- ▶ Lizzie Jones, Director of Corporate Services
  - ▶ North Hertfordshire College, Monkswood Way, Stevenage, Hertfordshire, SG1 1LA
  - ▶ Tel.: 01462 424242
  - ▶ Email.: [ljones@nhc.ac.uk](mailto:ljones@nhc.ac.uk)
- 5.3 Should this role be transferred to another appointee, or the TPC contact details be otherwise altered, HCC will be advised of the updated details at the time of the change being made.
- 5.4 The TPC role will involve the implementation, communication, monitoring, and management of this Travel Plan and its subsequent updates:
- ▶ overseeing development and implementation of the Travel Plan programme;
  - ▶ organising and co-ordinating distribution of travel surveys and any other data collection exercises required to monitor the Travel Plan;
  - ▶ entering information into the Modeshift STARS system (or another accreditation scheme recognised by the County Council);
  - ▶ assisting with the setting of appropriate Travel Plan targets;
  - ▶ acting as a point of contact for all site-based students and staff seeking information about site-related travel matters, as well as acting as a point of liaison with external organisations;
  - ▶ delivering ongoing promotion of the Travel Plan programme through effective internal communication; and,
  - ▶ keeping the travel information provided to students and staff maintained as accurate and current.

### Marketing

- 5.5 All students and staff at the new campus will be made aware of the existence of the Travel Plan strategy at the commencement of their enrolment or employment at the College. The details of the Travel Plan strategy, its objectives in enhancing the environment, and the role of individuals in achieving these objectives will be explained.
- 5.6 The following methods will be used as a means of disseminating information to site students and staff and to promote travel-related events/campaigns/promotions: on-site noticeboards; student and employee induction/welcome processes; routine communications; and the College website.

### Updating

- 5.7 This Travel Plan is a strategy for the future of the site and will evolve as the site and the surrounding area develops. The ongoing monitoring programme will provide information that will allow the Plan to be revised, refined, and improved as an evolving document.

## 6.0 Measures

### Overview

- 6.1 This section of the Travel Plan outlines the specific physical and management measures to be implemented to promote use of active and/or sustainable modes of travel for site-related trips. As far as possible, the measures detailed in this section are designed to be suitable for monitoring and review. However, the list is not exhaustive and the TPC can investigate other potential measures if required.
- 6.2 Whilst some of the measures would be implemented from first occupation of the new campus, others would be implemented at later stages.
- 6.3 The measures constitute the package of initiatives that promote active, safe, and sustainable travel to and from the new campus, to encourage site users (staff and students) to consider road safety, the environmental impacts of travel, and the health issues associated with vehicular pollution and a lack of use of active travel modes.

### Travel Information

- 6.4 Travel information will be issued to site-based staff and students upon occupation of the new campus, detailing the modes of travel available for trips to/from the site, focussing on walking, wheeling, cycling, lift-sharing, using cleaner-fuelled vehicles, and using public transport.
- 6.5 Travel information will be disseminated to site students and staff on-site noticeboards, in student and employee induction/welcome processes, as part of routine communications, and on the College website.
- 6.6 This travel information will be reviewed every six months, and the information updated as needed to keep it current and complete.
- 6.7 Details provided will cover the following information, and any other content relevant to staff and student travel to and from the site:
- ▶ name of and contact details for the Travel Plan Co-ordinator (TPC);
  - ▶ details of the TPC role as it relates to supporting students and staff at the new campus with their site-related travel queries;
  - ▶ information about the health benefits of using active transport;
  - ▶ maps showing walking and cycling routes to access the site;
  - ▶ train and bus route maps and timetable information relating to the site;
  - ▶ locations of nearby public transport interchanges (bus and rail), the facilities and services at those interchanges, and how to access those locations using active travel;
  - ▶ any opportunities to secure discounted fares for public transport use;
  - ▶ the benefits of lift-sharing by car;
  - ▶ considerations involved in the purchase and use of cleaner-fuelled vehicles;
  - ▶ the locations of electric vehicle charging points, and online sources available for check the availability and/or operational status of these facilities;
  - ▶ safe road use by vehicle drivers, and for vulnerable road users (cyclists and pedestrians);
  - ▶ cycling skills training opportunities; and,
  - ▶ cycle maintenance skills and training support.

### Promoting Walking

6.8 Measures to promote walking will include:

- ▶ provision of maps showing local footpaths and walking routes to facilities in the area;
- ▶ promotional literature to encourage walking, emphasising the health, environmental, and economic benefits;
- ▶ informing students and staff of the changing facilities and storage areas available for their use to store clothes and belongings;
- ▶ details of how vehicle drivers should be aware of and take into account vulnerable road users such as pedestrians;
- ▶ promoting and supporting use of 'Walking Buddies' for those who walk a similar route to each other, for the purposes of companionship, safety, etc.; and,
- ▶ promoting schemes such as 'Walk to Work Week'.

### Promoting Cycling

6.9 Measures to promote cycling will include:

- ▶ provision of maps showing local cycle routes;
- ▶ details about local independent bike hire and repair schemes, including the Beryl bike hire scheme in Stevenage;
- ▶ information about cycle parking provision near the site, including at the other Campus locations, and e-bike charging facilities;
- ▶ details of how vehicle drivers should be aware of and take into account vulnerable road users such as cyclists;
- ▶ details of any available cycling skills training schemes in the area, to support the safety of this vulnerable category of road users;
- ▶ advising students and staff of the changing facilities and storage areas available for their use to store clothes and belongings; and,
- ▶ encouraging participation in national cycling events such as 'Cycle to Work Week'.

### Promoting Public Transport

6.10 The publicity, marketing, and promotion of public transport services will inform students and staff of the benefits of travelling by bus and train. This will include information about railcards and the ways to access discounted travel.

6.11 Details of local bus and rail services will be provided, including journey planner websites, smartphone apps, and public transport providers' websites.

6.12 The County-wide 'intalink' partnership will be promoted to staff and students at the new campus, that partnership being a collaboration between HCC, the ten local district and borough Councils, and the companies operating public transport services in the county (<https://www.intalink.org.uk/about-Intalink>).

6.13 The partnership also provides multi-operator ticketing products, supporting use of public transport services by reflecting that people use the services along their route, and are not choosing the services of any one particular provider (<https://www.intalink.org.uk/connect>).

6.14 In April 2020 the partnership was elevated to being an 'Enhanced Partnership' as defined by the Bus Services Act 2017. This has allowed greater collaboration, with obligations on all parties to deliver a variety of measures designed to improve the bus service network for the passenger. Among the measures of the Intalink Enhanced Partnership Plan are:

- ▶ Giving buses higher priority on our roads to beat congestion.
- ▶ Improving facilities for passengers.
- ▶ Raising and enforcing quality standards.
- ▶ Enhancing the provision of bus departure information at bus stops and on the Intalink app.
- ▶ Entrenching the Intalink brand on buses and on all publicity and information.
- ▶ Widening the range of multi-operator tickets.
- ▶ Introducing an upgraded Intalink website and mobile telephone app.

### **Taxis**

6.15 Travel by taxi can be a suitable option for supporting a reduction in the level of car ownership.

6.16 Taxi trips may also complement use of public transport by forming the means of accessing the public transport service connection, particularly for those with additional mobility needs, and for those travelling with equipment/luggage/etc.

6.17 To promote the use of taxis, contact details for local taxi operators will be made available in the travel information supplied to staff and students.

### **On-Site Noticeboards**

6.18 Noticeboards will be provided within the building on which the above travel information will be displayed.

### **Monitoring, Reviewing, and Reporting**

6.19 The process by which this Travel Plan will be monitored, reviewed, and reported will be established as part of submitting details of this Travel Plan into the online ModeShift STARS system (or other accreditation scheme recognised by the County Council as stated in the planning condition).

6.20 To inform the derivation of appropriate measures for implementation at the new campus, a site-specific travel survey will be undertaken no later than six months after first occupation of the building.

## 7.0 Action Plan

### Overview

- 7.1 The details at Table 7.1 summarise the actions required to deliver this Travel Plan, and the associated delivery timeline.
- 7.2 The party responsible for delivering this Action Plan is North Hertfordshire College (NHC).

Action	Timeline	
Appoint Travel Plan Co-ordinator (TPC)	Prior to occupation – see details at par. 5.2 in this Travel Plan	
Provide on-site travel noticeboards	During construction	
Provide travel information to staff and students	Upon occupation of the new campus	
Review, and update as necessary, the travel information	Six-monthly during the lifetime of this Travel Plan	
Provide information to aid use of walking routes connected to the site (e.g. maps; photographs; distance; trip durations; etc.)	During the lifetime of this Travel Plan	
Provide information to aid use of cycle routes connected to the site (e.g. maps; photographs; distances; trip durations; etc.)		
Promote safe driving and cycling techniques		
Provide public transport information (e.g. timetables – hard copy and online/in apps; facilities at bus stops/station, and at the railway station; walking routes to these interchanges; etc.)		
Promote local, regional, and national events relating to active and/or sustainable travel		
Provide details of local taxi services		
Collect site-specific baseline travel data		No later than six months after first occupation
Undertake regular and routine monitoring exercises to gather data about how staff and students travel to and from the site		According to the requirements of the ModeShift STARS online system (or other accreditation scheme recognised by the County Council)
Use monitoring data to tailor Travel Plan measures		
Maintain ModeShift STARS records as up to date and complete	Whilst that system is in use for this site	

Table 7.1: Travel Plan Action Plan

## **Appendix A**

Site Location Plan



NOTES

No dimensions should be scaled during construction and any missing dimensions required should be requested and confirmed before proceeding. All dimensions must be checked on site and agreed with the client prior to construction.

The scale bar provided is for use so that the drawings can be Scaled during the planning application process.

Scale bar at 1:1250

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH INFORMATION SET OUT ON DRAWING ISSUE SHEET.

— PLANNING APPLICATION BOUNDARY



**FOR PLANNING**

REV	DATE	NOTE	BY

Project

**NHC ENGINEERING CAMPUS  
114-115 MARKET SQUARE  
STEVENAGE, SG1 1EP**

Title

**SITE LOCATION PLAN**

Scale 1:1250 @A3 Date DEC 2024  
 Drawn DM Checked RG  
 Drawing Number 8935-P001 Revision -

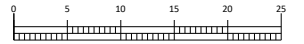
**Saunders**  
 Architecture + Urban Design  
 saundersarchitects.com | 01707 385300 | London | Welwyn Garden City

## **Appendix B**

Approved Site Layout

No dimensions should be scaled during construction and any missing dimensions required should be requested and confirmed before proceeding. All dimensions must be checked on site and agreed with the client prior to construction.

The scale bar provided is for use so that the drawings can be Scaled during the planning application process.



Scale bar at 1:500

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH OTHER ARCHITECTURAL INFORMATION SET OUT ON DRAWING ISSUE SHEET

NOTES:

1. THE CURRENT DRAWINGS ARE BASED ON THE SURVEY INFORMATION PREPARED BY CS SURVEYS.
2. ARCHITECT TO BE MADE AWARE OF ANY DISCREPANCIES BETWEEN DESIGN TEAM INFORMATION.
3. THE SCHEME IS SUBJECT TO BUILDING REGULATIONS REVIEW AND APPROVAL.
4. FURNITURE LAYOUTS SHOWN INDICATIVELY TO BE DEVELOPED.
5. DESIGN SUBJECT TO INPUT FROM DESIGN TEAM:
  - STRUCTURAL ENGINEER
  - FIRE ENGINEER
  - M&E ENGINEER
  - SUSTAINABILITY CONSULTANT
  - ACOUSTIC ENGINEER
  - NHC WORKSHOP STAFF

KEY:

- PLANNING APPLICATION BOUNDARY
- STEVENAGE BOROUGH COUNCIL OWNERSHIP BOUNDARY
- ACCESS AND EGRESS - COLLEGE
- LOADING DOORS
- EXISTING WALLS
- PROPOSED WALLS
- ACCESS AND EGRESS - CAR PARK
- HALF WALL

TOTAL GIA: 3457 SQM



FOR PLANNING

REV	DATE	NOTE	BY

Project

NHC ENGINEERING CAMPUS  
114-115 MARKET SQUARE  
STEVENAGE, SG1 1EP

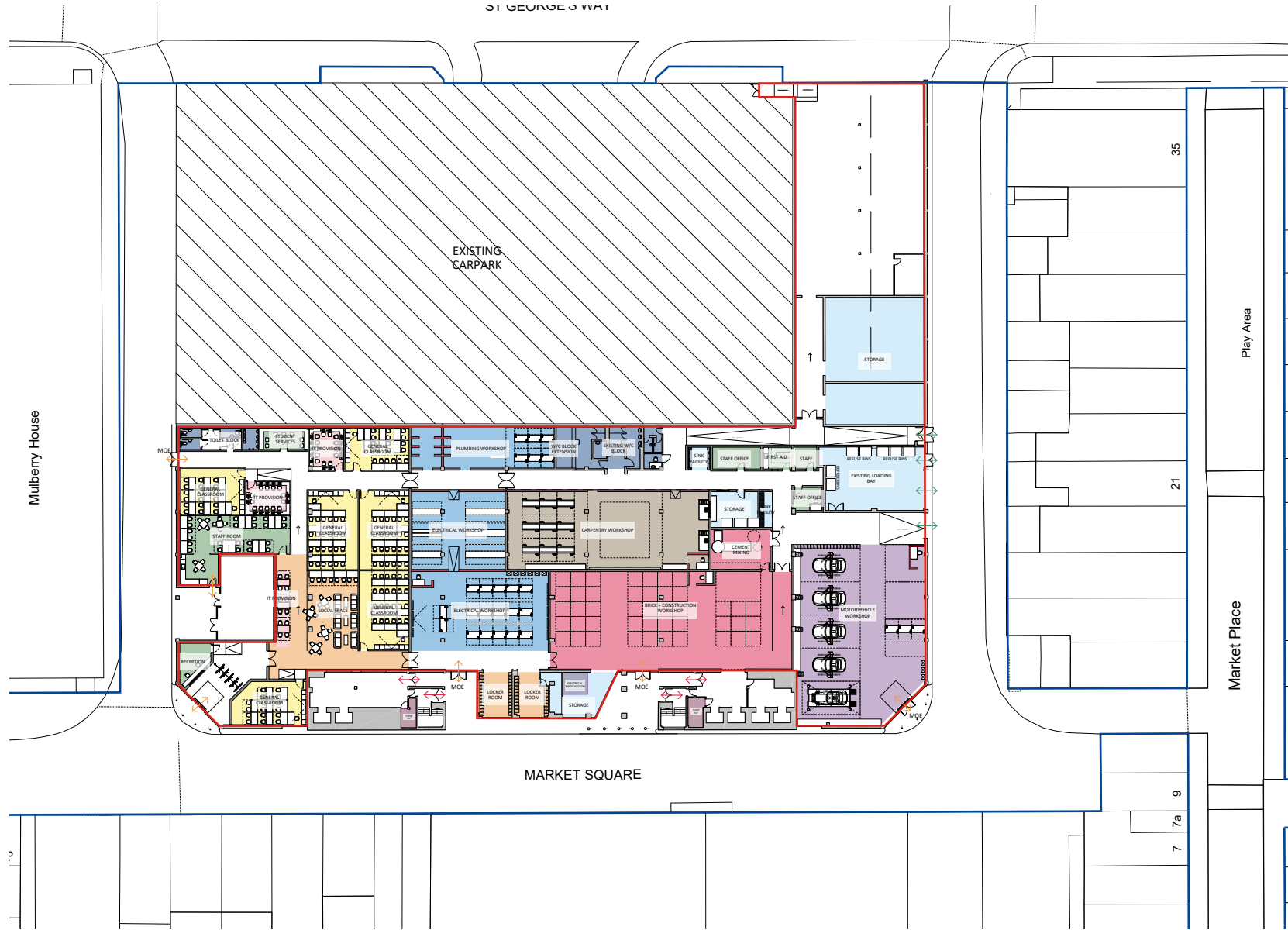
Title

PROPOSED ENGINEERING CAMPUS SITE PLAN

Scale	1:500	@ A3	Date	DEC 2024
Drawn	DM		Checked	RG

Drawing Number	8935_P101	Revision	-
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**Saunders**  
Architecture + Urban Design



**Appendix C**

Cycle Parking Plan

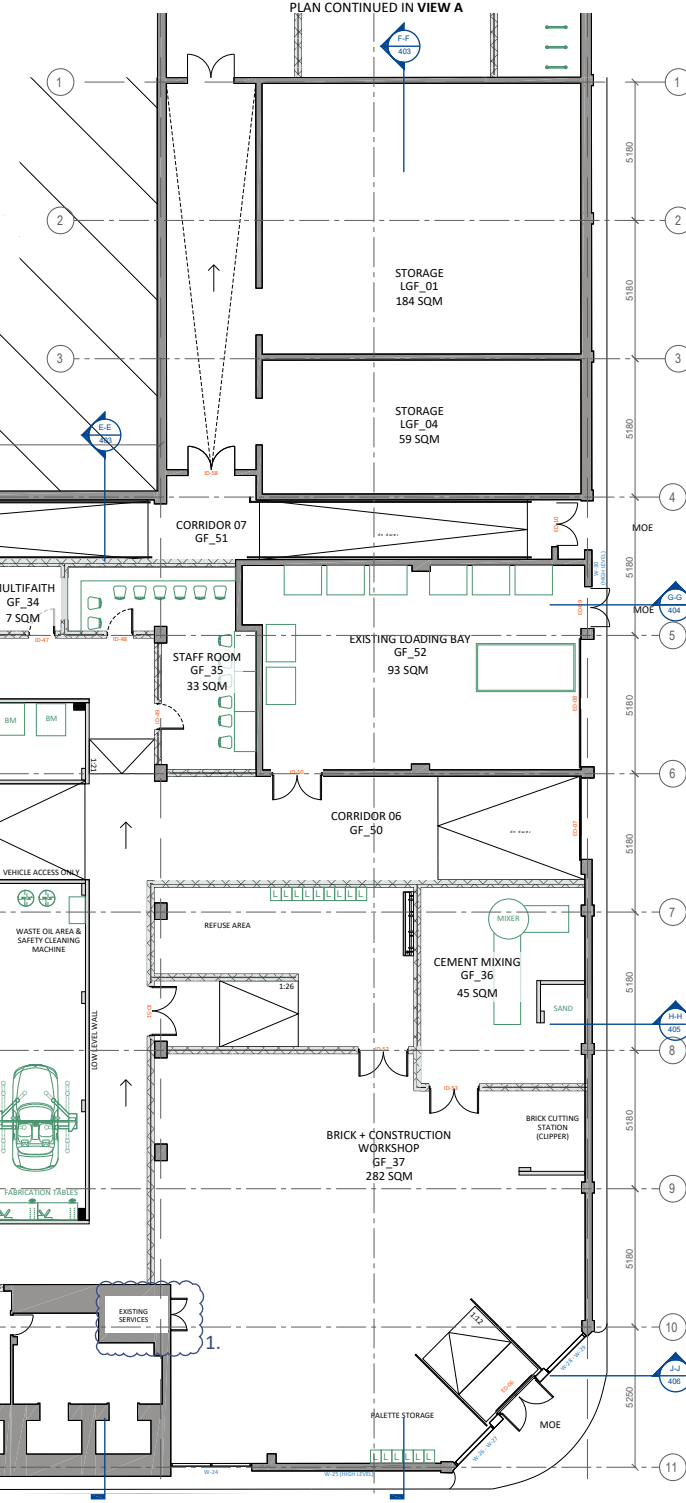
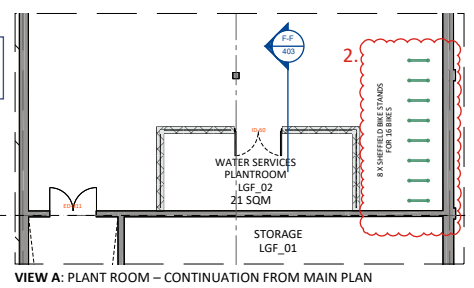


**GENERAL REVISION NOTES:**

- UPDATED WALL TYPE TO WC BLOCK 3,4, STAFF WC & ACC.WC 2
- BIKE HOOPS LOCATION DEFINED

**AREAS TO BE REVISED:**

- ACCESS DOORS TO EXISTING SPRINKLER SYSTEM TO BE ASSESSED AND REQUIREMENTS TO BE CONFIRMED.



**NOTES**

No dimensions should be scaled during construction and any missing dimensions required should be measured and confirmed before proceeding. All dimensions must be checked on site and agreed with the client prior to construction. The client has provided in view A so that the drawings can be scaled during the planning application process.

**NOTES**

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH OTHER ARCHITECTURAL INFORMATION SET OUT ON DRAWING ISSUE SHEET.

**NOTES**

- ALL DIMENSIONS ARE TO BE CHECKED ON SITE AND ANY DISCREPANCIES REPORTED TO THE ARCHITECT PRIOR TO WORKS BEING CARRIED OUT. DO NOT SCALE FROM DRAWINGS.
- THIS DRAWING IS BASED ON THE SURVEYS OF THE EXISTING FABRIC PREPARED BY CSL SURVEYS.
- ALL WORKS ARE TO BE IN ACCORDANCE WITH THE PLANNING APPROVAL AND ALL RELATED LOCAL AUTHORITY CORRESPONDENCE INCLUDING DRAWINGS, DOCUMENTS AND REPORTS.
- ALL WORKS TO COMPLY WITH THE BUILDING REGULATIONS, BRITISH STANDARDS, CODE OF PRACTICE AND ANY LOCAL STATUTORY REQUIREMENTS.
- ALL WORKS TO COMPLY WITH CURRENT H&S LEGISLATION, HSE RECOMMENDATIONS & GUIDANCE AND THE CURRENT CDM REGULATIONS.
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH THE ARCHITECTURAL MATERIALS SPECIFICATION DOCUMENTS TOGETHER WITH ALL RELEVANT DETAILED DRAWINGS.
- ALL PRODUCTS SPECIFIED (OR SIMILAR APPROVED) ARE TO BE INSTALLED STRICTLY IN ACCORDANCE WITH MANUFACTURE'S DETAILS, REQUIREMENTS AND RECOMMENDATIONS.
- FOR ALL STRUCTURAL WORKS REFER TO THE STRUCTURAL ENGINEERS DESIGN INFORMATION.
- FOR ALL MECHANICAL, ELECTRICAL SERVICES AND ABOVE GROUND DRAINAGE WORKS REFER TO THE MEP ENGINEERS DESIGN INFORMATION.
- FOR ALL MECHANICAL, ELECTRICAL SERVICES AND ABOVE GROUND DRAINAGE WORKS REFER TO THE MEP ENGINEERS DESIGN INFORMATION.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE FIRE ENGINEERS FIRE STRATEGY REPORT.
- FOR ACUSTIC ENGINEERING REQUIREMENTS REFER TO THE ACUSTIC ENGINEERS REPORT.
- FOR INFORMATION REGARDING VOID DETECTION, PLEASE REFER TO MEP ENGINEERS DESIGN INFORMATION.

**KEY:**

- EXTERNAL DOOR REFERENCE
- INTERNAL DOOR REFERENCE
- INTERNAL DOOR REFERENCE
- WINDOW REFERENCE
- WINDOW - WINDOW NO.
- EXISTING WALLS
- PROPOSED WALLS
- LOOSE FURNITURE SHOWN FOR COORDINATION ONLY. NOT INCLUDED IN SCOPE OF WORKS.

**\*\*\* ALL DRAWINGS SUBJECT TO REVIEW AND UPDATING AFTER REVIEW OF EXISTING MEP OVERHEAD CABLES \*\*\***



REV	DATE	NOTE	BY
C4	25/03/2026	UPDATE TO WALL TYPES	EG
C3	09/02/2026	UPDATED LEVEL STRATEGY - SITE DISCOVERY	EG
C2	08/12/2025	UPDATED TO SUIT LAYOUT REQUIREMENTS	EG
C1	17/11/2025	CONSTRUCTION ISSUE	EG

**Project**

**NHC ENGINEERING CAMPUS  
114-115 MARKET SQUARE  
STEVENAGE, SG1 1EP**

**Title**

**PROPOSED GROUND FLOOR PLAN  
SHEET 2**

Scale: 1:100 @A1  
Date: 17 NOVEMBER 2025  
Drawn: EG  
Checked: RG  
Drawing Number: NEC-SAU-ZZ-00-DR-A-8935\_202  
Rev: C4

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CONTINUED ON DRAWING NEC-SAU-ZZ-00-DR-A-8935\_201