

Route 2.1	1.7km	The Oval Community Centre, Co-op Food - Stevenage - The Oval, Shell Petrol Station, Martins Wood Primary School and The Noble School Secondary School	32/50 64%	- Widening of existing 1.0m wide track to provide 3.0m wide shared cycleway / footway; approx. 145m long route on the eastern boundary of St Nicolas Park - Improve lighting of approx. 575m of route along St Nicolas Park and Forest - Clean / Replace the surfacing behind the dwellings near St Nicolas Park Forest and towards Martins Way - Remove the overgrown vegetation as required
Route 3.0	2.5km	Employment Area, Martins Wood Primary School and The Noble School Secondary School	39/50 78%	- Widening and resurfacing of approx. 700m long 1.0/2.0m wide route along Wedgwood Way to provide 3.0m wide shared cycleway/footway - Improve lighting near schools - Clean / Replace the surfacing behind the dwellings near St Nicolas Park Forest and towards Martins Way - Remove the overgrown vegetation as required
Route 3.1	1.4km	Employment Area, Martin's Wood	34/50 68%	- Replace old tactile paving - Trim the overgrown vegetation as required

59. The results of the cycling audit show that all routes have scored 50% or above apart from route 1.1, which only scored 28%.
60. It has been identified that Route 1.1 would not be suitable for cyclists and could lead to conflicts between motorised traffic, therefore no improvements were proposed to this route.
61. The results of audit show that the remaining five routes have all scored above 60%, with the highest scored Route 1.0, which was calculated at 82%. The second highest scoring route was Route 3.0, which was calculated at 78%. The next two highest scoring routes were Route 3.1 and 2.1, which scored 68% and 64% respectively. The results of audit show that three out of seven cycling routes around the site have scored 65% or above. Route 2.0 was calculated with the score of 52%, which is second lowest amongst all routes after Route 1.1. This was followed by Route 1.2, which scored 62%.
62. Given the findings of the cycling routes audit tool analysis and the fact that Route 3 is a route to the nearest Secondary School, it is considered that the primary focus on the improvements should be given to Route 3. The possible route improvements are presented in Table 7. This could include, but it is not limited to cleaning, resurfacing, and widening of the route (particularly through Industrial Estate on Wedgewood Way), improving the street lighting particularly near schools and removing the overgrown vegetation.
63. Given the findings of the cycling routes audit tool analysis it is considered that the focus on the improvements should also be given to Route 1, which forms a part of a cycleway to the Stevenage Train Station and also wider cycleway network.

64. The possible route improvements to Route 1.0 are also presented in Table 7. This could include, but it is not limited to cleaning and resurfacing the route, providing two zebra crossing, improving the street lighting particularly near schools and removing the overgrown vegetation.
65. The proposed improvements are illustrated on the Accessibility Audit Cycling Routes Possible Improvements drawing, which is included in Figure 9 below and also in **Appendix G**.
66. Following the above findings, the proposed improvements were further categorised by their priority - prioritised improvements and optional non-essential improvements to be considered, this information is presented in Table 8. The ownership information is provided next to each of the proposed improvements.
67. The cost estimates were also obtained for the proposed works. The total cost of providing improvements to all cycling routes is approx. £1,227,048.
68. Further details including the ownership land search, the budget cost estimate and photographs showing exact location of the proposed improvements are presented in Accessibility Audit Walking and Cycling Routes Summary document, included in **Appendix G**.
69. Based on the information contained above, it can be appreciated which possible improvements are likely to make the cycling routes more sustainable and attractive for cyclists and other users.

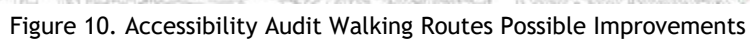


Table 1: Accessibility Audit Walking and Cycling Routes

Location	Prioritised Improvements	Options for non-essential improvements to be considered	Ownership
Bridleway (Section from the site up to Fairfield Way Bus Stop)	Resurfacing of existing approx. 3.0. wide route 570m long route (1.5m asphalt) to provide 3.0m wide shared cycleway/footway - <i>see Photo 7</i>		CCB Stevenage Limited Freehold / North Hertfordshire District Council absolute lease / Hertfordshire County Council unclear extent of adopted bridleway
Bridleway (Section from Fairfield Way Bus Stop to St Nicolas Park) Bridleway (Section behind St Nicolas Park)		- Widening and resurfacing of 2.0/3.0m wide approx. 235m long route (various width) to provide 3.0m wide shared cycleway/footway - <i>see Photo 8</i> - Improve lighting along approx. 235m long route - Remove the overgrown vegetation - Improve lighting along St Nicolas Park, approx. 340m long route - Remove the overgrown vegetation along St Nicolas Park route;	CCB (Stevenage) Limited Freehold / Hertfordshire County Council unclear extent of adopted bridleway Unregistered Land / Hertfordshire County Council unclear extent of adopted bridleway
Mendip Way between the site access and Mendip Way/Great Ashby Way Roundabout	Widening and resurfacing of 1.8/2.0m wide approx. 145m long route (various width) to provide 3.0m wide shared cycleway/footway (excluding new site access shared cycleway/footway) - <i>see Photo 9</i>		Hertfordshire County Council adopted highway land Improvements within adopted highway boundaries
Cycling Route 1.0		- Widening and resurfacing of existing 2.0m wide route to provide 3.0m wide shared cycleway /footway; approx. 230m long route north of Great Ashby Way towards Mendip Way along Bridleway and beyond up to the cycle lane - <i>see Photo 10</i> (to be provided by GA1) - Two road dropped crossings on Bray Drive (existing crossing is 3.6m wide; 6.8m long) and with good signage and tactile provision on Orwell Avenue (existing crossing is 3.2m wide; 5.75m long), consider the zebra crossing at this location to give the priority to pedestrians and cyclists - <i>see Photo 11 & 12</i> - Improve lighting (to be provided by GA1) - Remove the overgrown vegetation near	Hertfordshire County Council adopted highway land (proposed crossings)

		Almond Hill Junior School and Weston Road bridge • Clean / Replace the surfacing near the Almond Hill Junior School where required.	
Cycling Route 1.1		• The grass verge could be improved /repaired where required	
Cycling Route 1.2		• Resurfacing of existing track to provide shared cycleway / footway; approx. 175m long route between St Nicolas Park and Weston Road - see Photo 13 • Widening and resurfacing of existing 1.5m wide track to provide 3.0m wide shared cycleway / footway; approx. 440m long route along St Nicolas Park - see Photo 14 • Improve lighting near the school 1 x lamp post • Clean / Replace the surfacing near St Nicolas Playground and Canterbury Lane; • Trim the hedge near St Nicolas Playground and York Road; • Relocate bin from the footway on the turn to cycleway by Giles School; • Replace the surfacing under the Martins Way / Canterbury Way / Grace Way roundabout; along Martins Way and from St Nicolas Park into Great Ashby Way • Replace the paving slabs with bituminous surfacing by St Nicolas Playground;	Stevenage Borough Council / CCB (Stevenage) Limited - route (between St Nicolas Park and Weston Road) Stevenage Urban District Council (along St Nicolas Park)
Cycling Route 2.0		• Widening of cycleway in St Nicolas Park could be provided along the central crossing link approx. 230m long currently 1.0/1.2m wide track - see Photo 15; • Improve lighting along the central crossing link approx. 230m; • Remove the overgrown vegetation near St Nicolas Park; • Clean / Replace the surfacing near St Nicolas Park.	Stevenage Urban District Council
Cycling Route 2.1		• Widening of existing 1.0m wide track to provide 3.0m wide shared cycleway / footway; approx. 145m long route on the eastern boundary of St Nicolas Park - see Photo 16; • Improve lighting of approx. 575m of route along St Nicolas Park and Forest; • Clean / Replace the surfacing behind the dwellings near St Nicolas Park Forest and towards Martins Way; • Remove the overgrown vegetation as required.	Stevenage Urban District Council Freehold

Cycling Route 3.0		- Widening and resurfacing of approx. 700m long 1.0/2.0m wide route along Wedgwood Way to provide 3.0m wide shared cycleway/footway - <i>see Photo 17</i>; - Improve lighting near schools 2 x lamp post; - Remove the overgrown vegetation as required.	Hertfordshire County Council adopted highway land (along Wedgwood Way)
Cycling Route 3.1		- Trim the overgrown vegetation as required. - Replace old tactile paving	
Additional Improvements	New Bus Service 'SB12' to be provided on every half an hour basis from the site to provide new direct links to Lister Hospital, Stevenage Old Town, John Henry Newman school and Stevenage Interchange.		

70. Based on the information collected to date all prioritised improvements falls within adopted highway boundaries, apart from the bridleway (Section from the site up to Fairfield Way Bus Stop), which is subject to an absolute lease to North Hertfordshire District Council (which is expected to grant its consent to these improvements).
71. The ownership of non-essential improvements to be considered falls within third party landownerships, therefore outside of the control of applicant. The Highway Authority could use their powers under Section 228 of the Highway Act to undertake the necessary works.
72. Based on the above, it is proposed that all prioritised improvements would be delivered by the developer, while the contribution would be paid in relation to the optional non-essential improvements.

Public Transport

Bus Services

73. In accordance with paragraph 10.4.1 of the North Hertfordshire District Council's General Guidance on Masterplans (DRAFT, March 2023), existing Bus Routes and services has also been identified and are presented on the Bus Routes and Services Plans, which are included in Appendix D.
74. The pedestrian infrastructure along Mendip Way facilitates quick and convenient access to public transport services; and a bus stop named 'The Beacons', which is located to the south west of the site. 'The Beacons' bus stop is the closest bus stop to the northernmost part of the site and is situated approximately 300m to the southwest of the site access. 'The Beacons' bus stop is accessible within a 4 minute walk or a 2 minute cycle. The Beacons' bus stop is served by Arriva route SB7 which facilitates access into and around Stevenage.
75. The pedestrian infrastructure along Great Ashby Way also facilitates quick and convenient access to public bus stop named: The 'Fairfield Way', which is located to the south of the site. The 'Fairfield Way' bus stop is the closest bus stop to the southernmost part of the site and is situated approximately 700m to the south of the site access. The 'Fairfield Way' bus stop is accessible within a 10 minute walk or a 4 minute cycle. The 'Fairfield Way' bus stop is served by Arriva route SB7 which facilitates access into and around Stevenage.
76. As noted above, there are two main bus stops located in proximity to the site, which are served by different bus services. A summary of the closest bus stops; their respective distances and journey times from the site, and a summary of the bus services that they offer are outlined in Table 9 below.

Table 9: Bus information - Distances and travelling times are taken from the proposed site access off Mendip Way.

Stop Name	Distance from Site Access	Walking Journey Time	Services
The Beacons	400m	4 minute walk / 2 minute cycle	SB7
The Fairfield Way	700m	10 minute walk / 4 minute cycle	SB7
The Leys School	1.2km	15 minute walk / 4 minute cycle	390
St Nicholas Centre	1.6km	20 minute walk / 5 minute cycle	SB2, SB3, 390

77. As can be appreciated from the information shown in Table 7, the site is located in proximity to a number of local bus stops which serve a wide variety of bus services.
78. The Facilities and Services Plan included in Appendix D also shows the bus stops located within the vicinity of the site.
79. All of the aforementioned bus stops meet the following requirements of paragraph 13.2.1 of the North Hertfordshire District Council's General Guidance on Masterplans (DRAFT, March 2023); the local bus stops have a shelter, seating, information on the bus routes being served, and copies of the relevant route's timetables. The bus stops also benefit from being located along footpaths with the presence of street lighting, which is provided in most location although could be improved.
80. In line with paragraph 13.2.2 of the North Hertfordshire District Council's General Guidance on Masterplans (DRAFT, March 2023), the walking/ cycling routes to the bus stops appear to be safe, direct, natural surveilled (active frontages or fairly busy road within clear sight), well-maintained.
81. To access a wider range of bus services, Stevenage Bus Station provides access to an extensive network of bus routes. Stevenage Bus station is located approximately 5km to the southwest of the site access and can be accessed within a 19 minute cycle or a 12 minute bus journey from 'The Beacons' bus stop (using route SB7).
82. Bus services from Stevenage bus station provide access to the following destinations; Hertford (Route 384 / 390), Ware (Route 390), St Albans (Route 301), Bragbury End (Route SB8), Watford (Route 635), Hatfield (Route 635), Pin Green (Route SB11 / SB10), Poplars (Route SB6), Chells (Route 856), Martins Wood (Route SB3), St Nicholas (Route SB2), Great Ashby (Route SB7), Bishops Stortford (Route 386), Hitchin (Route 635/ Route 80), Luton (Route 100), Broadwater (Route SB4), Weston (Route 391). An outline of the available bus services is shown in Table 10 below.

Table 10: Bus Service Information

No.	Route	Operator	Frequency
SB2	Stevenage (Circular)	Arriva Herts and Essex	Monday - Friday Every 20 mins. Saturdays - 1 service per half an hour. Sundays - 1 service per hour
SB3	Stevenage - Stevenage	Arriva Herts and Essex	Monday - Friday - Every 20 mins Saturdays - Every 30 mins Sundays - 1 service per hour
SB7	Stevenage - Stevenage	Arriva Herts and Essex	Monday - Friday - Every 40 mins Saturdays - 1/2 services per hour Sunday - 1 service per hour
390	Ware - St Nicholas Ware, Hertford, Stevenage, Coreys Mill, St Nicholas	Centrebus	Monday - Friday - 1 service per hour Saturdays - 5 services per day *Times taken from the Stevenage Railway Station (Stop N)

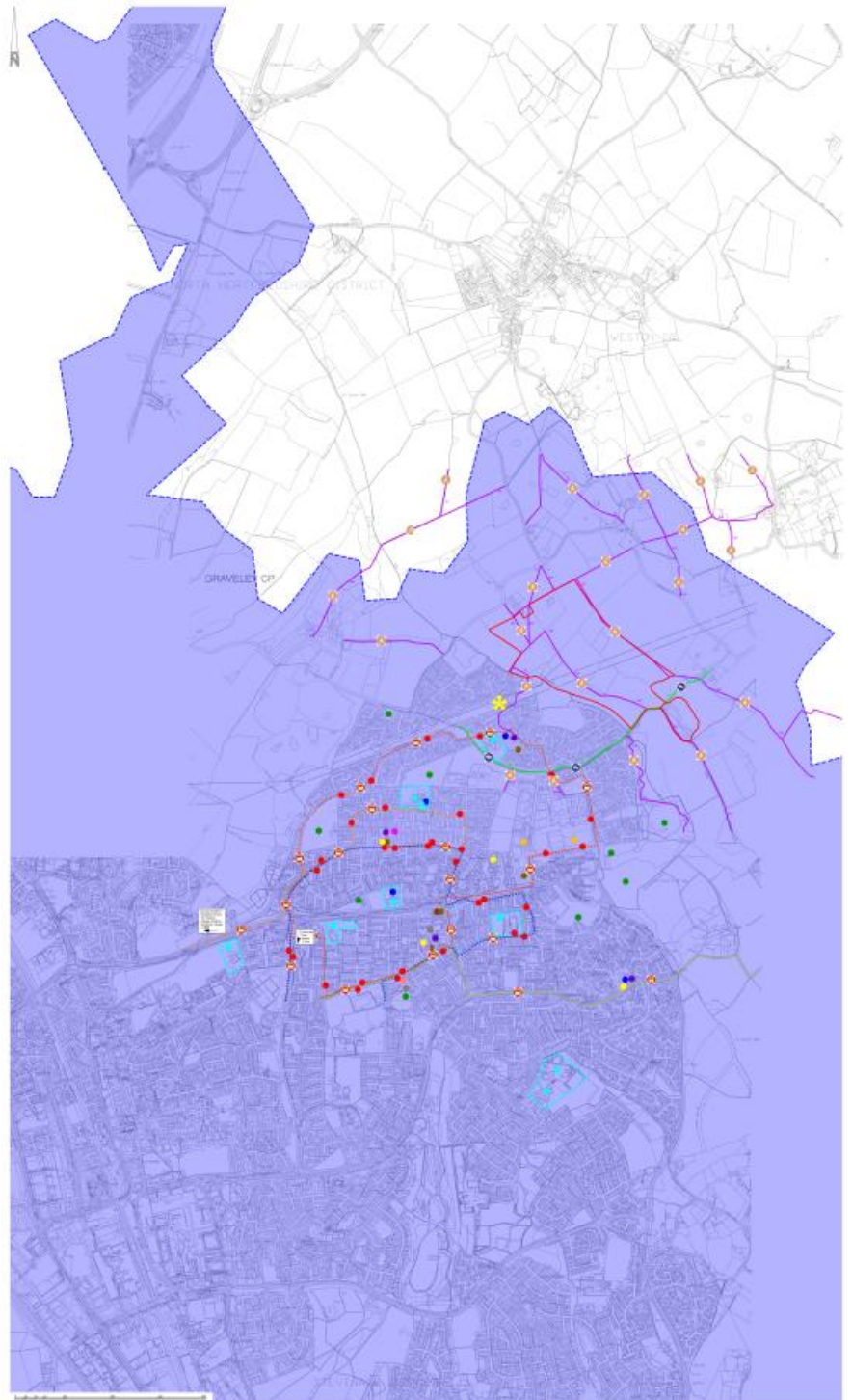
83. Similar to the assessments carried out for walking and cycling and in accordance with paragraph 13.1.5 of NHC General Guidance on Transport in Masterplans (DRAFT, 2023) the Public Transport Isodistances Plans have been prepared for one hour of travel time.

84. As it is described in paragraph 13.1.5, as public transport timetables vary across the day and week, it is important to account for this. Three different isochrone contour plans were prepared, all for one hour of travel time, to show the following and are included in Figure 11, 12 and 13 below and also in **Appendix D**:

Figure 11 : Arrival time of 9am on every weekday:

KEY

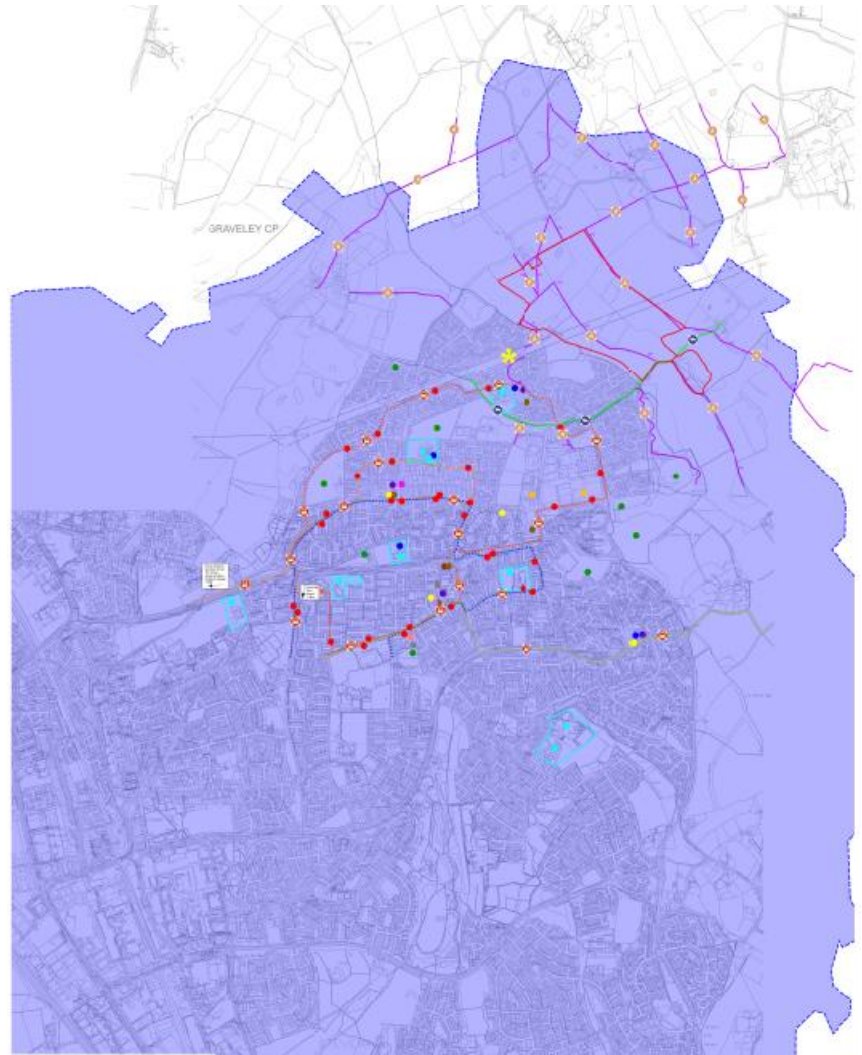
-  Application Site
-  Bus Stop
-  Public Right of Way - Footpath
-  Bridleway
-  Bus Route 384 Central Connect
-  Bus Route 390 Centrebus
-  Bus Route SB2 Arriva
-  Bus Route SB3 Arriva
-  Bus Route SB7 Arriva
-  1hour Public Transport Isochrone Arrival 9am Weekday
-  Public Transport Centroid located approx. 8min walking into the journey from the site
-  Primary School
-  Nursery / Pre-School
-  Employment Centres
-  Community Halls
-  Pharmacy
-  GP Surgery
-  Convenience Shop
-  Cafe / Pub / Restaurant
-  Park / Outdoor space
-  Places of Worship



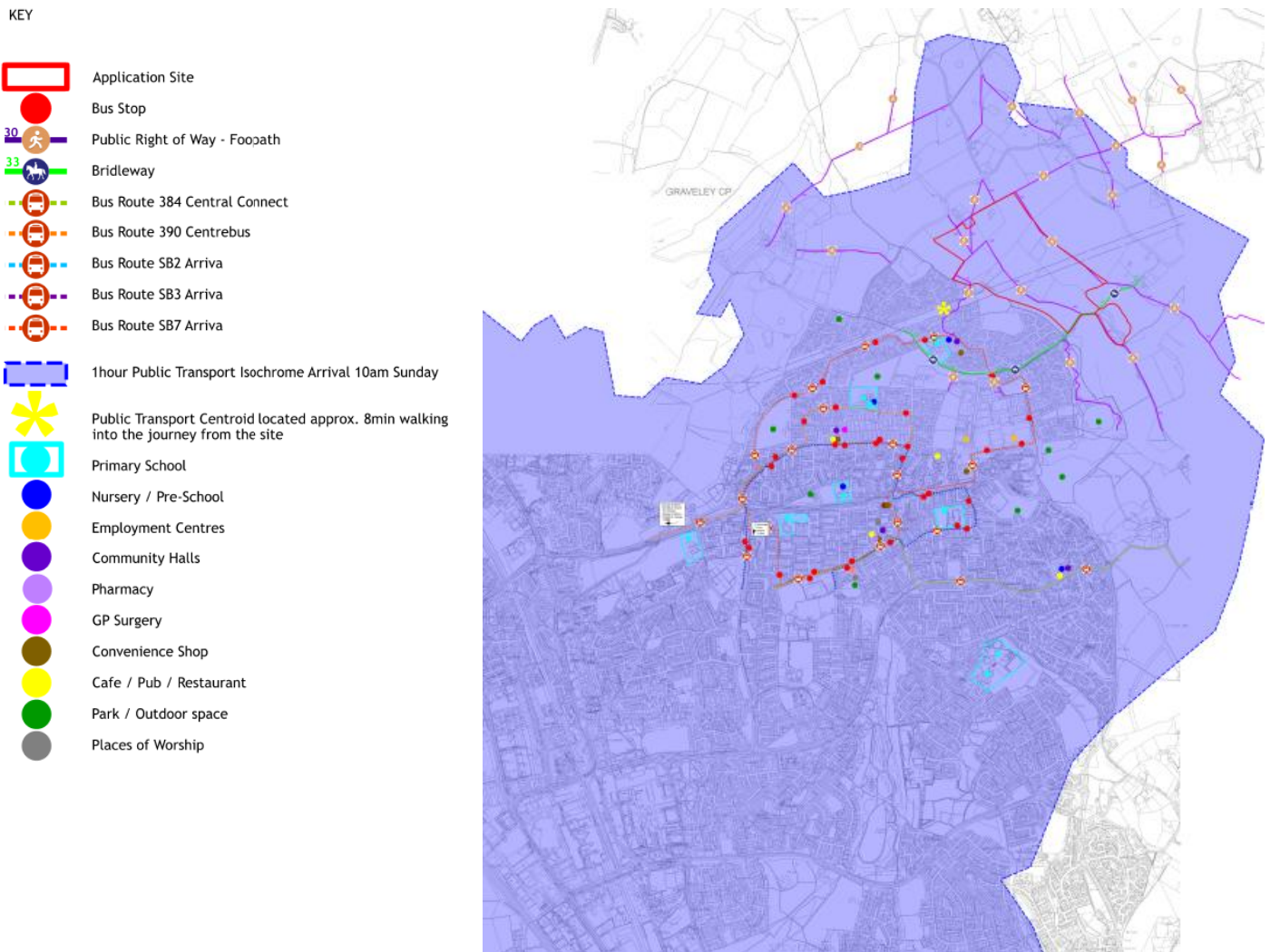
- Figure 12 : Departure time of 5:30pm on every weekday:

KEY

-  Application Site
-  Bus Stop
-  Public Right of Way - Footpath
-  Bridleway
-  Bus Route 384 Central Connect
-  Bus Route 390 Centrebus
-  Bus Route SB2 Arriva
-  Bus Route SB3 Arriva
-  Bus Route SB7 Arriva
-  1hour Public Transport Isochrone Departure 5:30pm Weekday
-  Public Transport Centroid located approx. 8min walking into the journey from the site
-  Primary School
-  Nursery / Pre-School
-  Employment Centres
-  Community Halls
-  Pharmacy
-  GP Surgery
-  Convenience Shop
-  Cafe / Pub / Restaurant
-  Park / Outdoor space
-  Places of Worship



• Figure 13 : Arrival time of 10am on a Sunday:



Train Services

85. The nearest train station to the site, Stevenage Train Station, is located in the western extents of Stevenage approximately 5km to the south of the proposed site.
86. From the site access, Stevenage Train Station can be accessed by bicycle within 25 minutes (5.8km) or by bus, using route SB7 which can be taken from 'The Beacons' bus stop which is situated approximately 300m to the southwest of the site access along Great Ashby Way. The bus journey from 'The Beacons' bus stop to Stevenage Train Station takes approximately 12 minutes.
87. Stevenage Train Station is served by predominantly London North Eastern Railway (LNER), Great Northern and Thameslink Trains. Key destinations accessible from Stevenage Train Station include; Brighton, London Kings Cross, Moorgate, Horsham, Peterborough, Harrogate, Cambridge, Leeds and Letchworth Garden City.

88. Stevenage Train Station benefits from a number of amenities including a ticket office, ticket machine and collection facilities, refreshments facilities, toilet, waiting room and seated area, an ATM, shops, cycle storage, car and cycle parking and a taxi rank. The presence of these amenities is expected to encourage the use of this mode of transport.
89. Additionally, Stevenage train station has step-free access to all platforms which ensures this mode of transport is accessible to all.
90. When travelling by train it is appreciated that a number of patrons will combine this journey with another form of transport such as the public bus or private car. Therefore, it is important to note that Stevenage Train Station benefits from parking spaces: Railway North (622 spaces), Railway South (123 spaces), Daneshill (75 spaces) and Danesgate (76 spaces) and 266 secure cycle storage spaces. The cycle parking provided at Stevenage Train Station offers long and short term parking and is covered by CCTV.
91. The weekday average frequency and journey times for direct trains between Stevenage Train Station and key destinations are given in Table 11 below.

Table 11: Service Information for Direct Trains from Stevenage Train Station

Destination	Frequency of Peak Hour Service	Journey Time
Three Bridges	4	1 hour 35 minutes
Moorgate	2	40 minutes
Cambridge	3	44 minutes
London Kings Cross	3	26 - 41 minutes
Peterborough	2	50 minutes
Leeds	1	1 hour 51 minutes

92. The onward travel provision from Stevenage Train Station is considered to be good. The train station works in partnership with several local Taxi companies (Stevenage Taxis, ABC Taxis Stevenage Ltd, Gold Star Taxis), and local bus operators (including Arriva, Central Connect and Centrebus).
93. Additionally, the Stevenage cycleway system and National Cycle Route 12 extends along the frontage of Stevenage train station, facilitating safe and convenient onward travel via bicycle. The Stevenage Cycle Map is included in **Appendix H**.
94. The majority of walking and cycling routes from the site access to Stevenage Train Station are safe, direct, adequately lit (appropriately for the environment) and naturally surveyed (active frontages or fairly busy roads are within clear sight). Where possible, cycleways provide a direct and traffic-free route to the Train Station.

Proposed Improvements

95. Table 12 summaries the outcome of the audit conducted, it identifies four primary improvement locations, where based on the results of this Audit for the site and WRAT and Cycling Level of Service Tool and Junction Assessment Tools improvements would be required the most.

Table 8: Audit Summary and proposed improvement locations

Improvement Location	Proposed Transport Intervention	Analysis
Walking Route 1 : Main site access off Mendip Way to Round Diamond School and cluster of facilities including among others Busy Bees Nursery school, Great Ashby Community Centre and Budgens supermarket	Resurfacing and widening of the route along all its length on eastern side, upgrading existing crossing at Mendip Way/Great Ashby roundabout to zebra crossing, removing the overgrown vegetation and replacing the surfacing where required. The existing coloured carriageway surfacing and road markings near the pedestrian crossing by Round Diamond School and the dropped kerb paving on Mendip Way arm could also be replaced.	The cluster of amenities, located within 400m of the proposed site access off Mendip Way. Due to the proximity to the site a large number of residents will seek to reach the facilities including the supermarket and the nursery. The proposed intervention will ensure the route is more convenient for walking and other users, encouraging sustainable trips for a large proportion of residents from the site.
Walking Route 2 : Bridleway site access via Fairfield Way Bus Stop, Round Diamond School and cluster of facilities; to equestrian crossing on Great Ashby Way	Resurfacing and widening of the route along all its length to 3.0m wide, improving the street lighting particularly in the areas of St Nicolas Park and near the Fairfield Way bus stop and removing the overgrown vegetation. The raised kerb for the Fairfield Way bus stop could also be provided.	The least scoring walking route, with the lowest results. As Route 1, this route is the closest cluster of amenities, including the supermarket and the nursery, from the proposed Bridleway site access. The proposed intervention will ensure the route is more convenient for walking and other users.
Cycling Route 1 : Site access to The Leys Primary and Nursery School, Giles Junior Sand Nursery and Infants' School, Trotts Hill School and Almond Hill Junior School	Cleaning, resurfacing, and widening of the route, consider the zebra crossing at road dropped crossings on Bray Drive and Orwell Avenue, improving the street lighting particularly near schools and removing the overgrown vegetation. More direct route by St Nicolas Playground could also be provided, while the bin from the footway on the turn to cycleway by Giles School could also be relocated.	Route 1 forms a part of a cycleway to the Stevenage Train Station and also wider cycleway network
Cycling Route 3 : Site access to Employment Area, Martins Wood Primary School and The Noble School Secondary School	Cleaning, resurfacing, and widening of the route (particularly through Industrial Estate on Wedgewood Way), improving the street lighting particularly near schools and removing the overgrown vegetation.	Route to the nearest Secondary School, it is considered that the primary focus on the improvements should be given to this route.
Additional Improvements	New Bus Service 'SB12' to be provided on every half an hour basis from the site to provide new direct links to Lister Hospital, Stevenage Old Town, John Henry Newman school and Stevenage Interchange.	

96. Based on the information contained above, it can be appreciated which possible improvements are likely to make the walking and cycling routes more sustainable and attractive for pedestrians, cyclists and other users.

Conclusion

97. This Accessibility Audit identify and assesses the routes from the site to key local services and facilities on foot, by bicycle and by public transport and provides the recommendations for where improvements to the existing infrastructure can be made to enhance the sustainable forms transport including walking cycling and public transport routes in terms of safety and convenience for future and current residents of the site.
98. As noted in North Hertfordshire District Council's (NHDC's) Local Plan Policy SP6 'Sustainable Transport', development proposals will comply with the NHDC Transport Strategy, and the provisions of the Local Transport Plan (LTP4) and the developer will work with the HCC to ensure a range of suitable transport options are available. Existing footpaths and PROW's will be retained and pedestrian infrastructure within the development will be arranged to tie into existing provisions.
99. Vehicular access to the site will be provided in the form of a priority junction from Mendip Way, the site carriageway width will be set at 6.2m. This width would be appropriate to accommodate bus services. Carriageway widths on the site will be designed in accordance with guidance contained in Chapter 8 of the Herts Design Guide and HCC guidance obtained through scoping.
100. The pedestrian infrastructure along Mendip Way facilitates quick and convenient access to public transport services; and the nearest bus stops named 'The Beacons' and 'The Fairfield Way'.
101. Existing bus routes and services have been identified and they are presented on the Bus Routes and Services Plan. The Public Transport Isodistances Plans have also been prepared for the site for one hour of travel time.
102. The nearest train station to the site, Stevenage Train Station, is located in the western extents of Stevenage approximately 5km to the south of the proposed site.
103. The Stevenage cycleway system and National Cycle Route 12 extends along the frontage of Stevenage train station, facilitating safe and convenient onward travel via bicycle.
104. Facilities and Services Plans have been prepared for the site illustrating nearby PROW, the walking and cycling routes from the site to nearest Facilities and Services, isodistance for an 800m walking radius and a 1600m walking radius. The Facilities and Services Plans also include the information on the distances to the services and facilities, approximate journey times for walking and cycling.
105. The key walking routes from the site that have been identified above have been audited using the Walking Route Audit Tool (WRAT). The findings of the WRAT audit tool analysis show, that the primary focus on the improvements should be given to Route 1 which is a route from the main site access on Mendip Way to Round Diamond School and nearest supermarket and also Route 2, which is the PROW Bridleway.

106. The key cycling routes from the site that have been identified and audited using the Cycling Level of Service Tool and Junction Assessment Tool provided in LTN 1/20 Appendix A and B. Given the findings of the cycling routes audit tool analysis and the fact that Route 3 is a route to the nearest Secondary School, it is considered that the primary focus on the improvements should be given to Route 3. Further analysis considered that the focus on the improvements should also be given to Route 1, which forms a part of a cycleway to the Stevenage Train Station and also wider cycleway network.

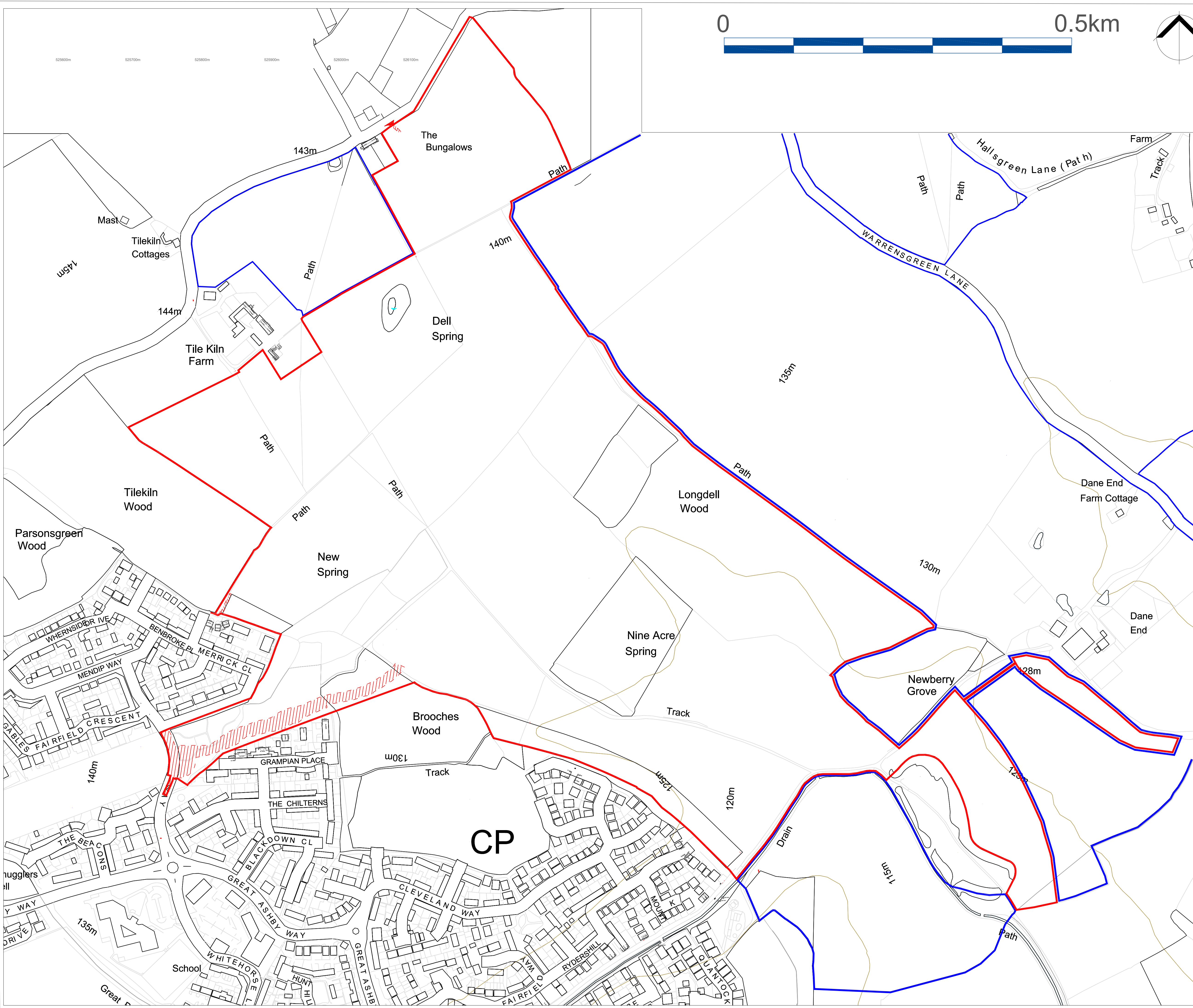
Appendix A

Site Location Plan



Woods Hardwick

Architecture | Engineering | Planning | Surveying



- Application Site Boundary: 62.90ha
- Detailed Application Boundary: 0.80ha
- Other land within the ownership of the Applicant or their parent company

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CLIENT
Picture Estates Ltd

PROJECT
GA2 - North East Stevenage

TITLE
Application Site Plan

DRAWN BY
SG

CHECKED BY
SG

SCALE @ A1
1:2,500

DATE
JULY_2024

PROJECT NO.
23_M004

DRAWING NO.
DL07

REV.
D

Appendix B

Site Master Plan



- Application Boundary
- Housing development
- Indicative self-build homes
- Open Space
- Potential Allotments
- Streets, with cycleways and footways
- Shared surfaces/key squares
- Public footpath
- Bridleway
- Potential emergency access
- Pedestrian links
- Pedestrian and cycle links
- Unmade woodland pedestrian routes
- Existing bus route and stop
- Existing woodland, hedgerows and trees retained
- Ancient Woodland
- Existing vegetation to be removed
- Proposed trees
- Proposed native woodland planting
- Proposed native thicket planting
- Proposed hedgerow
- Proposed ornamental planting
- Proposed meadow/long grassland
- Existing drainage basin
- Existing watercourse, ditches and ponds
- Proposed swales and drainage basins
- Wildlife pond
- Proposed pumping station
- Proposed timber post and rail fence
- Children's play area
- Pylons and overhead powerlines
- Existing play areas
- Historic quarry
- Grade II Listed Buildings

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PROJECT
GA2 - North East Stevenage

TITLE
Illustrative Masterplan

DRAWN BY	SG	CHECKED BY	SG
SCALE @ A1	1:2,500	DATE	OCTOBER_2025
PROJECT NO.	23-M004	DRAWING NO.	DL03
		REV.	N

iceni Projects accept no responsibility for any unauthorised amendments to this drawing.
Only figured dimensions are to be worked to.

Appendix C

Facilities and Services Plans



Woods Hardwick
Architecture | Engineering | Planning | Surveying
