

FUTURE HIGH STREET LIVING (STAINES) LTD

PROPOSED REDEVELOPMENT OF
FORMER DEBENHAMS STORE, STAINES-UPON-THAMES

TRAVEL PLAN

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APPENDICES

Appendix A Site layout plans

1.0 INTRODUCTION

- 1.1 ADC Infrastructure Ltd was commissioned by Future High Street Living (Staines) Ltd to provide highways advice in support of a planning application for the redevelopment of the former Debenhams store to the south-east of the junction of High Street with the A308 Thames Street in Staines-upon-Thames.
- 1.2 Spelthorne Borough Council (SBC) is the local highway planning authority for the area and Surrey County Council (SCC) is the local highway authority for the area.
- 1.3 The development proposals comprise demolition of the former Debenhams Store and redevelopment of site to provide 226 dwellings (Use Class C3) and commercial units (Use Class E) together with car and cycle parking, hard and soft landscaping, amenity space and other associated infrastructure and works. Vehicular access to the site is proposed through retention of the existing primary access on the A308 Thames Street and retention of an existing second point of access from Elmsleigh Road. The aerial view and general site location are shown below in **Figure 1**.



Figure 1: General site location and aerial view

- 1.4 This report presents the Travel Plan for the site as a whole and has been produced in support of the planning application and alongside the Transport Statement.
- 1.5 The SCC document 'Travel Plans – a good practice guide for developers' (2018) states that a Travel Plan is required for residential developments comprising more than 80 dwellings. Therefore, in accordance with the SCC Travel Plan Guidance, this Travel Plan (TP) will set out objectives, measures, and a formal monitoring regime.

2.0 OBJECTIVES

- 2.1 The primary aim of this TP is to minimise single occupancy car trips associated with the proposed development, by promoting and encouraging the use of more sustainable alternatives among residents and visitors.
- 2.2 To support the realisation of this aim, the TP sets out to:
- Achieve widespread awareness of the Travel Plan and its constituent measures amongst residents of the development.
 - Ensure the site is accessible to all and that it responds to the needs of vulnerable groups such as those with mobility problems.
 - Increase awareness of available non-car travel options.
 - Promote smarter living practices which reduce the need for residents to travel.
 - Encourage the use of sustainable modes of travel, such as cycling, walking and public transport, rather than using the private car, with a resulting decrease in the number of vehicle trips;
 - Encourage the most efficient use of vehicles.
 - Promote the health, social and environmental benefits of sustainable travel; and
 - Minimise the impact of the development on the environment through a reduction in transport-based pollution, congestion, and CO2 emissions.

3.0 EXISTING CONDITIONS

Site location and existing use

- 3.1 As shown in Figure 1, the site is located on the south-east corner of the High Street/A308 Thames Street junction in Staines town centre. The site is a former Debenhams department store that was closed in May 2021. There is an existing service vehicle access to the former store from the A308 Thames Street that connects through to Elmsleigh Road.

Local highway network

- 3.2 Staines High Street runs from west to east along the northern boundary of the site and is a pedestrian zone, with vehicular access restricted to loading only for the predominantly retail uses served from it.

A308 Thames Street

- 3.3 The A308 Thames Street runs from north to south along the western boundary of the site and is a two-way dual-carriageway road that is subject to a 30mph speed limit and has parking restrictions in place along its length through the town centre. The A308 leads west from the site, over the River Thames, towards Windsor, and eastwards from Staines, through Ashford and Sunbury-on-Thames, to Hampton. There are pedestrian crossings on all arms of the signalised junction between the A308 and Elmsleigh Road, to the south of the site.
- 3.4 The A308 has footways on either side of the route, regular street lighting, and, immediately to the north of the site, there is a staggered signal-controlled pedestrian crossing, which has a large central island with pedestrian guard railing that provides connectivity to the High Street.

Elmsleigh Road

- 3.5 To the south of the site, the A308 forms the north-south approaches to a signal controlled crossroads junction with Elmsleigh Road (eastern arm) and an access road to the Staines Riverside underground car park and surface level car park (western arm). This junction has signal controlled pedestrian crossings on all approaches.
- 3.6 Elmsleigh Road forms a small one-way (clockwise) loop road to the south-east of the site, linking to and from a roundabout which is adjacent to the signalised junction with the A308. Elmsleigh Road provides servicing access to several commercial units on the High Street, as well as access to parking including Tothill multi-storey car park and Elmsleigh Road car park. Elmsleigh Road has footways along some sections, but these are inconsistent in their availability, width, and quality. The road benefits from regular street lighting and is subject to parking and loading restrictions along both sides, which are operational Monday to Sunday between 08.30 and 18.30.
- 3.7 Immediately to the east of the signal junction with the A308, there is a small roundabout junction on Elmsleigh Road that provides access to a ramp for service vehicles for the Elmsleigh shopping centre. Pedestrians are prohibited from using the service ramp except in an emergency.

Opportunities for pedestrian travel

- 3.8 The CIHT document ‘*Guidelines for Providing for Journeys on Foot*’¹ describes acceptable walking distances for pedestrians without mobility impairment. The document suggests that up to 500 metres is the desirable walking distance, up to 1km is an acceptable walking distance, and up to 2km is the preferred maximum walking distance.
- 3.9 **Figure 2** shows the pedestrian catchment areas based on a 500m, 1km and 2km walking distance from the centre of the site, via footways along the local highway network. The catchment areas cover Staines town centre and all its associated shopping, education, employment, health, and leisure facilities.



- 3.13 The site is within a 5-minute walk time of Staines bus station and a 10-minute walk time of Staines rail station. The suitability of the available walk routes is discussed in further detail in the relevant public transport sections below.

Opportunities for cycle travel

- 3.14 According to the National Travel Survey, on average cyclists travel 5km for non-leisure journeys, such as those to school or work. A 5km cycle catchment from the centre of the site include many local amenities, including schools, doctors' surgeries, and convenience stores.
- 3.15 **Figure 3** is an extract from the SCC cycle facility online map and shows the local cycle routes in the vicinity of the site.

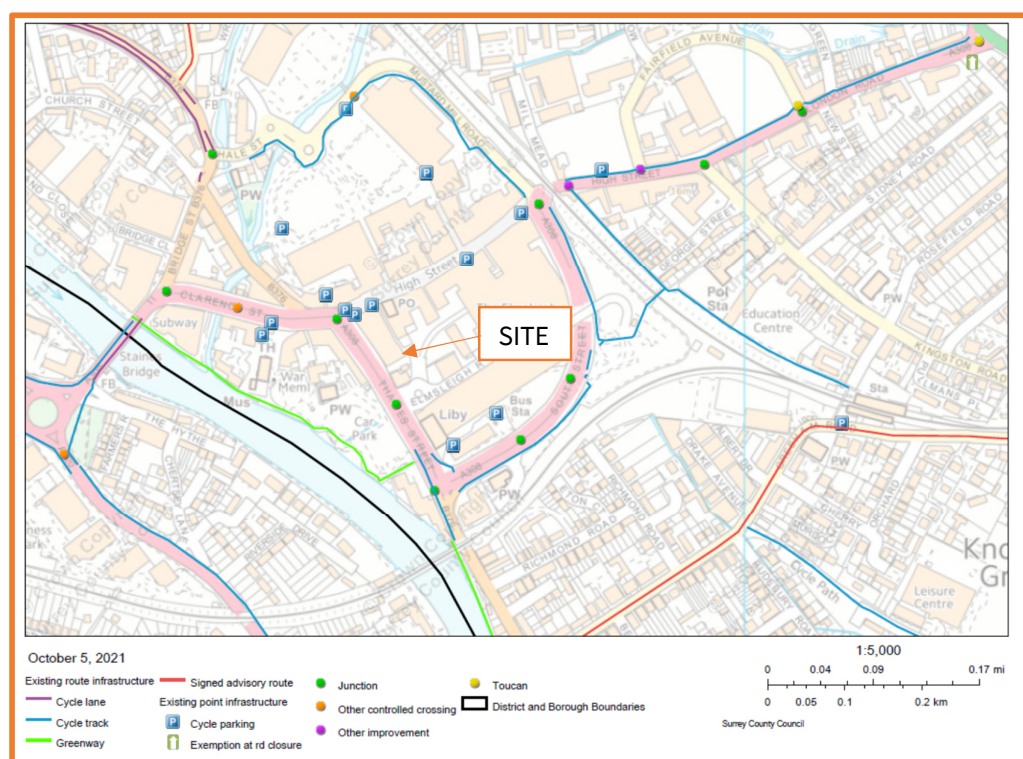


Figure 3 – Extract from SCC cycle facility map

- 3.16 As shown in **Figure 4**, National Cycle Network (NCN) Route 4 runs along the A308 Thames Road at the western site boundary. NCN4 routes from London to Fishguard. The route is predominantly an off-road route in the vicinity of the site and provides connectivity east to Chertsey, Weybridge, Laleham and London, and west to Egham, Windsor, and Slough. The NCN4 route is a longer distance route between London and Wales.

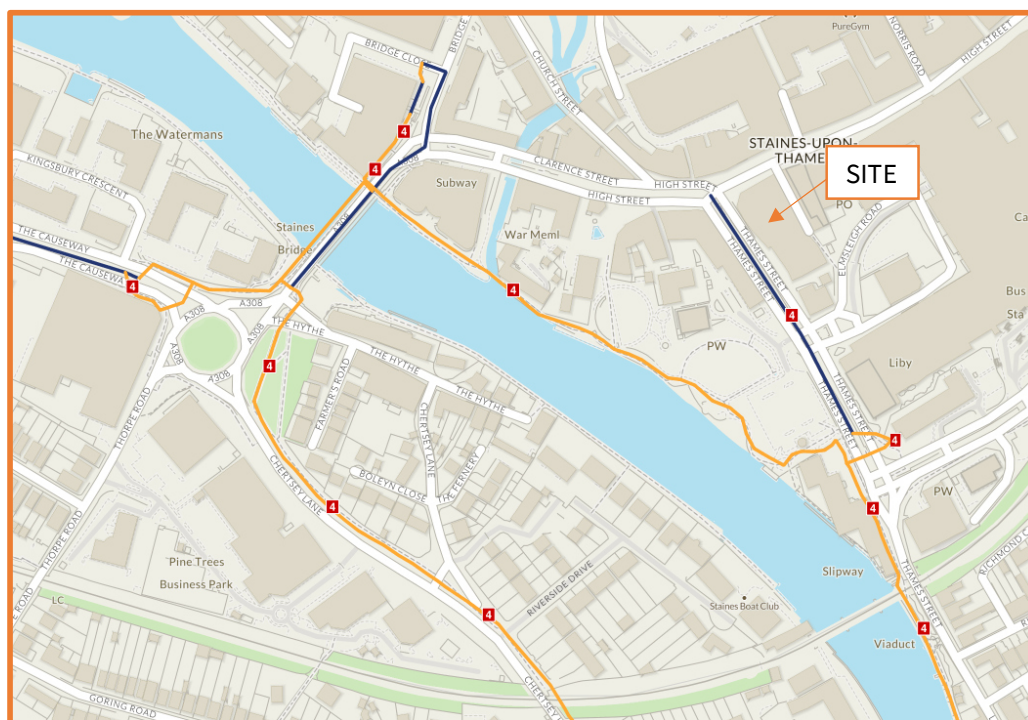


Figure 4: Map showing NCN 4 in the vicinity of the site

Opportunities for travel by bus

- 3.17 There is a bus stop for southbound services along the A308 immediately outside the proposed development. The stop is situated within a layby, has raised bus boarder kerbs, and is a simple flag on pole arrangement with a timetable display case. The stop is essentially for drop-off for bus users accessing the High Street and town centre.
- 3.18 Staines bus station is located approximately 350m walk distance to the south-east of the site. The quickest/most convenient walk route to the bus station from the site will be the existing footway on the east side of the A308 and then east along Friends Walk, a 120m length of footpath route to the south of Staines library and the Elmsleigh shopping centre, linking the A308 and the bus station. The route is surfaced, has street lighting, has natural surveillance, and is signposted by fingerpost signing on the footway adjacent to the A308.
- 3.19 The walk route between the site and the bus station would involve pedestrians having to cross one road, Elmsleigh Road at its junction with the A308. This is a signal controlled crossroads junction, with signal controlled pedestrian crossings on all approaches. In view of the above, it is considered that the walk route between the site and the bus station is quick, attractive, and convenient.
- 3.20 There are over 20 bus services operating from the bus station, with regular frequency services to destinations such as Ashford, Hounslow, Sunbury, Egham, Chertsey, Woking, and Heathrow Airport operating throughout the day.

Opportunities for rail travel

- 3.21 Staines railway station is the nearest train station to the site, located approximately 800m to the east of the site, therefore within the acceptable pedestrian walking distance and the 5km cycle catchment. The station has 142 cycle parking spaces as well as 32 car parking spaces (including two accessible bays).
- 3.22 Staines railway station is on the Waterloo to Reading train line and served by South Western Railway. There are regular trains to London Waterloo, Reading and Windsor, among other destinations. During the week there are up to six trains to London Waterloo per hour, making rail travel a viable option for commuting. It provides the following peak hour services:
- Six trains per hour to London Waterloo (approx. 40-minute journey time).
 - Two trains per hour to Windsor & Eton Riverside (approx. 15-minute journey time).
 - Two trains per hour to Reading (approx. 45-minute journey time).
 - Two trains per hour to Weybridge (approx. 22-minute journey time).
- 3.23 There are two potential walk routes between the site and the rail station, a northern route, and a southern route. These are discussed in greater detail below.
- 3.24 The northern walk route between the site and the rail station commences on High Street at the northern site boundary. The route leads eastwards along the pedestrianised High Street and then crosses the A308 at a staggered, signal controlled, pedestrian crossing of the A308 South Street. Fingerpost signing then directs pedestrians eastwards under 'The Iron Bridge' and onto Station Path, a 500m length of surfaced and street lit, traffic-free, pedestrian and cycle route that links directly to the rail station. The northern walk route has a total length of approximately 750m, with a walk time of approximately nine minutes.
- 3.25 The southern walk route to the rail station follows the A308 south from the site and then eastwards along the front of the bus station, where fingerpost signs direct pedestrians across the A308 at a staggered, signal-controlled, crossing and through the Elmsleigh surface car park (where walk route is defined by coloured surfacing and zebra crossings) to Station Path. The total walk route is approximately 850m and a walk time of approximately 11 minutes.

Summary

- 3.26 There are excellent opportunities for sustainable travel. There is a high quality pedestrian and cycle network in the vicinity of the site, which serves a high density of facilities in Staines town centre and beyond. There are excellent opportunities for bus travel, as Staines Bus Station is less than 400m walk distance from the site and is served by numerous bus services to key destinations, including Ashford and London Heathrow Airport. Additionally, Staines railway station is within a 10-minute walk time from the site and is served by regular trains to key destinations including London Waterloo.
- 3.27 Overall, the site is accessible by all modes of travel and is therefore well located for residential development.

4.0 PROPOSED DEVELOPMENT

- 4.1 The development proposals comprise demolition of the former Debenhams store and construction of a 14-storey residential apartment block to house a total of 226 apartments, with ground floor commercial units (circa 500sq.m gfa) and car parking for 151 vehicles. Layout plans for the basement, ground floor and mezzanine levels of the proposed development are contained in **Appendix A**.

Access

- 4.2 Primary vehicular access to the site is proposed via modifications to the existing vehicular access onto the A308 Thames Street. The existing access is a simple dropped kerb private access from the A308 to the south of the existing building. The A308 is a dual carriageway with central reservation in this location and so the access operates as a left-in/left-out only junction. The access has gates at the back of the footway and is located within the merge taper of an existing bus layby on the A308 (see **Image 1** below).



Image 1 – Existing access to A308 Thames Street

- 4.3 The proposed modified access will be retained in its current location and widened to accommodate two-way flows. It is proposed that the existing bus layby will be relocated approximately 20m to the north along the A308 to remove the existing conflict between the access and southbound buses pulling out of the layby. An overall layby length of 54m will be provided, comprising 15m long entry and exit tapers and a 24m length of bus stop (sufficient for two buses to stop clear of the main carriageway). New bus stop infrastructure (kerbs, pole, flag etc) will be provided as part of the relocation works.
- 4.4 A minimum footway width of 3m will be retained along the site frontage on the A308, with additional footway space being provided in the vicinity of the pedestrian access to tower B. Sufficient dropped kerbs will be provided to facilitate two-way traffic at the vehicle crossover point with the A308.

- 4.5 It is proposed that the existing simple dropped vehicle crossing arrangement with the A308 Thames Street is maintained so that pedestrians retain priority at the access point. It is proposed that the access will be defined by a change in materials and the details of this will be discussed in greater detail with SCC as the application progresses.

Car parking

- 4.6 Car parking for the residential use is proposed at basement, ground floor, and mezzanine level with a total of 151 car parking spaces proposed. The car parking spaces will be reserved for the use of residents of the apartments and access will be controlled through an access barrier at ground floor level.
- 4.7 The car parking spaces will be controlled by the building management company, with spaces being available for residents to purchase, or rent, and allocated at time of purchase (or rental).
- 4.8 Up to 10 of the car parking spaces will be reserved for a car club for residents of the site. More details of the car club and its operation are contained in the accompanying Transport Statement and Section 7 of this report.
- 4.9 In accordance with SCC parking guidance, 20% of the car parking spaces (30 spaces) will be fast charge sockets (7.5kW) for electric vehicle charging. A further 20% of the spaces will be provided with power supply to enable additional fast charge sockets to be provided in the future.
- 4.10 No on-site car parking is proposed for the two proposed ground floor commercial units. This approach reflects the lack of car parking provided for the former department store and takes into account the excellent provision of public car parking available within the immediate vicinity of the site.

Cycle parking

- 4.11 The SBC Parking Standards document recommends a minimum provision of one cycle parking space per dwelling for one and two bedroom dwellings, equating to a requirement of 226 cycle parking spaces for the proposed development. These spaces will be provided in a secure and sheltered location at the ground floor level, with access provided from the A308 frontage. The cycle parking area will also include sufficient space for a workshop to allow residents to carry out cycle repairs/maintenance.

5.0 TRIP GENERATION AND TARGETS

Proposed vehicle trip rates

- 5.1 As there is no car parking provided for the proposed ground floor commercial units, it is not predicted that these units will result in any direct vehicular movements to/from the site. It is understood that there will be the occasional service/delivery vehicle using the site access associated with the commercial units, but this would not be a daily occurrence. No traffic generation has therefore been calculated for the commercial units.
- 5.2 For the proposed residential apartments, the forecast traffic generation has been calculated using the 'flats privately owned' category from version 7.8.2 of the TRICS database. Details of this are provided in the accompanying Transport Statement. The average vehicular trip rates, together with resulting vehicle trip generation for a development of 226 apartments, are shown in the table below.

Proposed vehicle trip rates and trip generation		arrive	depart	two way
vehicle trip rates (per dwelling)	AM peak hour	0.036	0.068	0.104
	PM peak hour	0.096	0.070	0.166
	Daily	0.703	0.719	1.422
vehicle trips (226 apartments)	AM peak hour	8	16	24
	PM peak hour	22	16	38
	Daily	159	163	322

Modal split and person trip generation

- 5.3 The proportion of trips by each mode was calculated using the 2011 National Census 'Method of Travel to Work' data (Dataset E02005917). The site is in the Spelthorne 004 MSOA, and it is appropriate to use this data given that new residents at the development are likely to display similar travel patterns to existing residents of the area. The resulting peak hour trip generations by mode are shown in the table below.

226 dwellings	Foot	Bicycle	Bus	Train	M/cycle	Driver	Car Passenger	Taxi	Total
Modal Split	14.6%	2.2%	6.0%	17.8%	1.3%	54.8%	3.2%	0.2%	100%
AM Peak	6	1	3	8	1	24	1	0	44
PM Peak	10	2	4	12	1	38	2	1	70

- 5.4 It can be seen from the above that the proposed redevelopment will generate between 24 and 38 vehicle trips during the typical weekday peak hour and up to 10 pedestrian trips, two cycle trips, four bus trips and 12 train trips during a typical peak hour.

Proposed travel plan targets

5.5 Targets are indicators which allow a Travel Plan's progress to be measured. They should follow the SMART methodology (Specific, Measurable, Attainable, Realistic, and Time bound) and be set over a minimum period of five years, with interim targets at year one and year three. Given that the proposed development is residential in nature, the targets should focus on weekday peak hours.

5.6 The proposed targets for the Travel Plan are as follows:

Target	Baseline (At 50% occupation)	(Year 1)	(Year 3)	(Year 5)
Reduce the proportion of residents travelling between 08:00 - 09:00 and 17:00 – 18:00 on weekdays in single occupied vehicles.	54.8%	51.5%	48.2%	44.8%
Have 100% awareness of the Travel Plan among residents over the age of 16.	100%	100%	100%	100%

5.7 Target 1 represents a 10 percentage point reduction in the car driver modal split when compared to the modal split detailed at paragraph 5.3. Monitoring of the target is set out in Section 8 of this report.

5.8 With regards to Target 2, every resident over the age of 16 years is to be aware of the objective of the Travel Plan, the measures that are on offer, how to contact the Travel Plan Co-ordinator, and that the Travel Plan Co-ordinator can advise residents on alternative travel options for all types of journeys, within two weeks of moving to the development.

5.9 If the targets set out in the Travel Plan have not been met by year five, then monitoring will continue until year nine.

6.0 TRAVEL PLAN COORDINATOR

- 6.1 The completed development will be managed by a site management company, and it is therefore proposed that the site management company will take on the role of the Travel Plan Coordinator (TPC) for the site.
- 6.2 The TPC will ensure that residents of the site are aware of the sustainable travel options available to them and will be responsible for implementing the measures set out in this report. The TPC will also be responsible for monitoring progress towards the targets through monitoring.
- 6.3 The contact details for the TPC will be provided to SCC prior to the first occupation on the site.

7.0 MEASURES

- 7.1 This chapter sets out the sustainable transport opportunities and measures identified to support the aims and objectives of this TP.

Travel Plan Management and Promotion

Information for Prospective Buyers or Renters

- 7.2 Information about the local transport network, particularly sustainable travel options, will be provided to all prospective buyers and renters before they commit to purchasing or renting an apartment within the development.
- 7.3 To achieve this, the sales staff will be trained about the sustainable travel options in the surrounding area and will be responsible for promoting these sustainable options to the prospective residents.

Travel Welcome Pack

- 7.4 Each household within the development will receive a Welcome Pack detailing sustainable travel options upon first occupation. This pack will contain the following information, which will be bespoke to this development:
- Details of the Travel Plan measures and its objectives.
 - Walking and cycling maps illustrating local routes.
 - Map showing the location of local amenities including schools and local shops.
 - Site specific public transport information, including location of bus stops, the bus station and rail station.
 - Useful websites/contacts for public transport, walking, cycling, car-sharing schemes.
 - Promotion of Smartphone apps for up to date/real time public transport, walking and cycling information/maps etc.
 - Details of sustainable travel incentives, including the proposed resident's car club.

Increased Walking and Cycling

Cycle Storage Facilities

- 7.5 Cycle storage facilities will be provided for residents, with a secure and sheltered cycle parking area with workshop facilities being provided at ground floor level along the A308 Thames Street frontage. The workshop area will also include a kitchen to provide cyclists with a social space to meet, discuss and plan events etc.

Pedestrian and Cycle Access

- 7.6 The development is well located to encourage journeys to and from the site to be undertaken on foot or by cycle to local amenities within Staines. The proposals include increased footway provision along the A308 frontage.

Availability of Smartphone Apps

7.7 Within the Welcome Pack residents will be made aware of the numerous Smartphone applications which can help plan / map journeys on foot, by cycle or by public transport. These apps include:

- **CycleStreets:** Cycle journey planner
- **MapMyWalk:** Route mapping with information including distance, elevation and calories burnt
- **Strava:** Records running and cycling
- **Bikemap:** Cycle journey planner
- **Trainline:** Plan rail journeys and check for live departure times and platform numbers

Encouraging use of Public Transport

Public Transport Schedules

7.8 There is potential for journeys to be made to and from the development by bus and rail. Residents at the development will be made aware of their various public transport options. Information including details of routes, services, timetables, and fares will be included within the Welcome Pack. Journey planning tools such as Traveline and Smartphone apps will also be marketed within the Welcome Pack.

Season Ticket Purchase

7.9 Within the Welcome Pack, residents will be informed of the benefits of purchasing season tickets through websites such as Commuter Club. This allows users to spread the cost of an annual season ticket across the year, with a reduced cost compared to purchasing monthly tickets.

Reducing the impact of vehicle trips

Car Club/Car Share

7.10 Initially, four Car Club vehicles will be provided within the development car park for residents. The car club will be managed by CoMoUK accredited operators and use of the car club will be monitored for a minimum period of five years, with the site developer committing funds to allow up to 10 car club vehicles to be provided on site. Promotion of the car club will be included within the resident welcome pack and, as an incentive for residents, each household will be offered their first five car club trips for free. The car club will also include peer to peer, allowing residents who own a car to rent to other residents within the development.

7.11 Research by CoMoUK ([CoMoUK-Great-Britain-Car-Club-Summary-Report-2020.pdf](#)) indicates that 18.5 private cars are replaced by each car club vehicle in the UK. In London, this figure increases to 23.5 private cars per car club space. If the lower figure is adopted for Staines, then the four car club vehicles proposed could result in a reduction of 74 private cars for the proposed development.

7.12 Comparisons of case studies of car clubs within new developments² indicates that the most successful developments have been those with high population density, in areas well served by public transport, and where car parking has been restricted both within the development and its

² Car Clubs in New Developments (April 2016)

environs. It is therefore considered that the proposed development has considerable potential to operate a successful car club scheme.

- 7.13 The four car club spaces proposed are twice the recommended number of car club spaces for developments of between 200 and 400 dwellings, as set out in the SCC '*car clubs for new developments*' (2018) guidance document. This document also ranks Staines as 10th out of the 52 wards in Surrey in terms of its potential for car club uptake.
- 7.14 Residents will be encouraged to car share through information contained within the Welcome Pack. By registering with websites such as <https://liftshare.com/uk/community/surrey> individuals can search for other car sharers. Car sharing relationships formed over internet sites allow residents to take advantage of a wider group of people with whom to car share, by enabling them to car share with people from different areas.

Electric Vehicle Charging Points

- 7.15 A minimum of 20% of car parking spaces will be fitted with a fast charge socket for electric vehicle charging in accordance with the requirements of the SCC parking guidance. A further 20% of spaces will be provided with power supply and a feeder pillar or equivalent permitting future connection.

8.0 ACTION PLAN / MONITORING

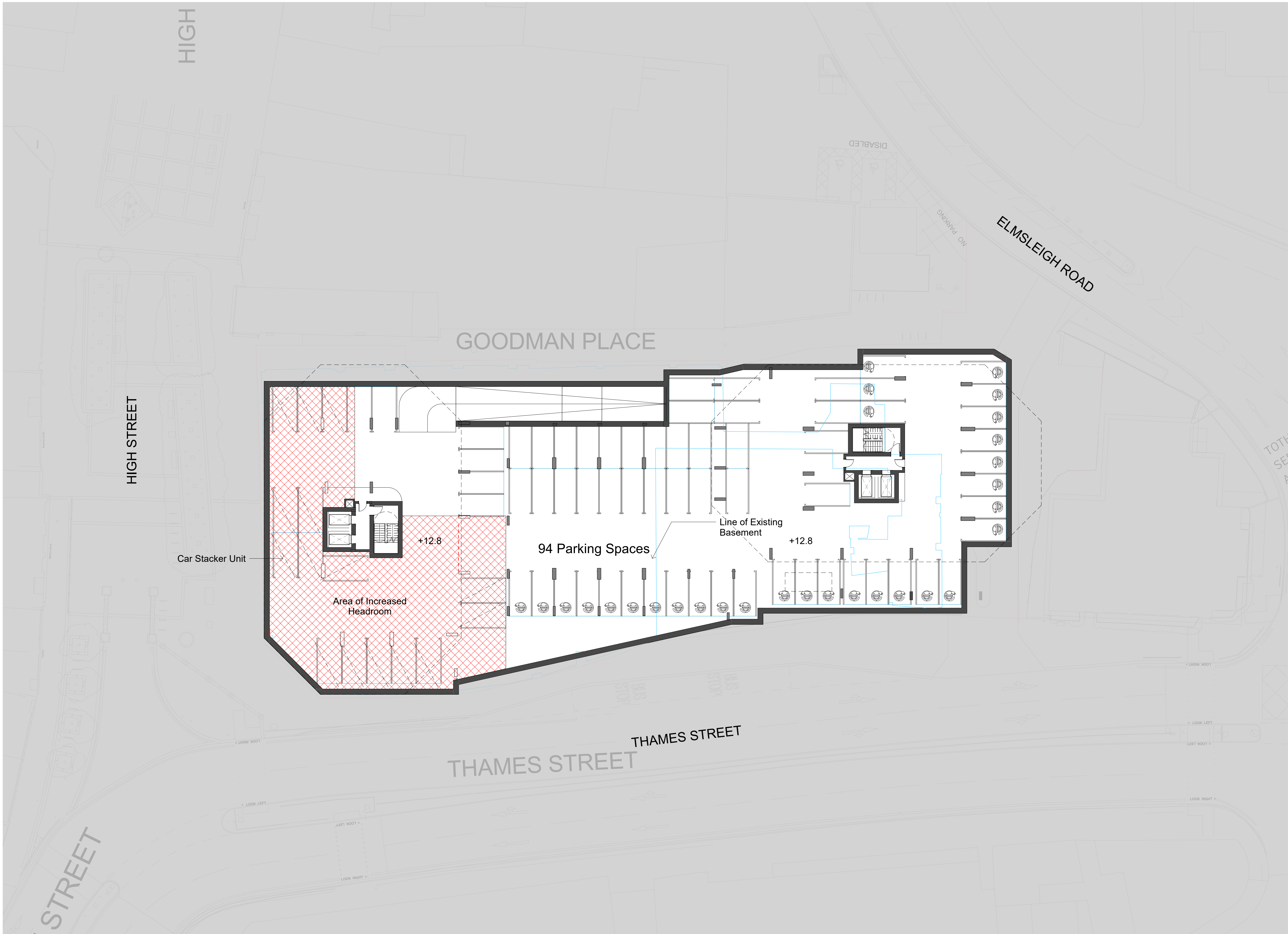
- 8.1 The initiatives contained within the Travel Plan will be supported by the developer for a minimum five-year period from initial occupation of the site. The five-year long support will give the initiatives sufficient time to embed the ethics of 'greener travel' and should promote greater awareness of travel choice. If the targets set out in the TP have not been met by year five, then monitoring will continue until year nine.
- 8.2 An Action Plan for implementing the TP is provided in the table below.

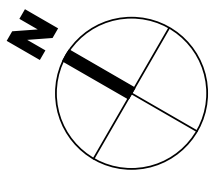
Action	Timescales	Responsibility
Identify Travel Plan Coordinator	Appointment of management company and prior to first occupation	Developer / Management Company
Travel information for prospective Residents	Marketing information for site	Developer / TPC
Welcome Pack for residents	Issued to residents upon occupation	TPC
Cycle parking	Prior to first occupation	Developer
Pedestrian/cycle access	Prior to first occupation	Developer
Provision of four car club vehicles	Prior to first occupation	Developer
Provision of electric vehicle charging points	Prior to first occupation	Developer
Provision of public transport information	Part of Welcome Pack	TPC
Monitoring of car club	Ongoing	TPC / Management Company

- 8.3 In accordance with the SCC Travel Plan good practice guidance, baseline travel data would be required for the proposed development at 50% occupation (or suitable point to be agreed with SCC). The baseline data will be gathered by the TPC through residential travel questionnaires, supplemented by car park survey data and cycle parking data. The data would be used to update the TP and review the targets set. Further monitoring reports would then be produced at Year 1, Year 3, and Year 5 (on baseline anniversary) and would be submitted to the LPA and SCC within 3 months of survey completion.
- 8.4 It is proposed that the car club scheme would be monitored for a minimum period of five years (as part of the TP monitoring) and funds set aside by the site developer to increase the number of car club vehicles to a maximum of 10 vehicles. To ensure that six parking spaces are available in the future for potential use as car club spaces it is proposed that the four car club spaces are reserved upon completion of the development and retained for car club vehicles only, with a further six spaces being available to rent for a short-term period but gradually removed from the rental list and reallocated for car club vehicles.
- 8.5 The proposed expansion of the resident's car club would also provide an appropriate remedial measure in the event that Year 3 targets for the TP are not met. The removal of on-site car parking and replacement with car club vehicles is considered appropriate to encourage a reduction in car use to/from the development.
- 8.6 SCC require an audit fee to contribute to the costs of supervising and auditing the TP for up to nine years after occupation. The audit fee associated with the proposed development will be £6,150 and will be paid through an appropriate planning agreement.

APPENDIX A

SITE LAYOUT PLANS







010 m20 m


SCALE 1:200

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SK-2	For Client Approval	211028	AL	RK
SK-1	General amendments	211026	AL	RK
SK-0	First Issue	211020	AL	RK
Rev.	Description	Date	Drawn	Chk.

 SITE BOUNDARY

 EXISTING BASEMENT OUTLINE (INTERNAL WALL LINE SHOWN)

 HIGH SPEED EV CHARGING POINTS

Client:
Future High Street Living (Staines)

Project:
Debenhams,
Staines-Upon-Thames

Drawing Title:
Proposed Basement Level

Drawing Status:
WIP

Corstorphine & Wright

Birmingham Studio
Alpha Building, Suffolk Street Queensway, Birmingham, B1 1TT
0121 737 8350
corstorphine-wright.com

Drawing No.
21115-CW-XX-B1-A-0305

Revision
SK-2

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AL	RK	A1	As indicated	13/10/21



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SCALE 1:200

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CLASS E

CYCLE

LOBBY

PLANT

REFUSE

SS

SITE BOUNDARY

SK-3	For Client Approval	211028	AL	RK
SK-2	General amendments	211026	AL	RK
SK-1	Cycle store revised	211021	AL	RK
SK-0	First Issue	211020	AL	RK
Rev.	Description	Date	Drawn	Chk.

Client:
Future High Street Living (Staines)

Project:
Debenhams,
Staines-Upon-Thames

Drawing Title:
Proposed Ground Floor Plan

Drawing Status:
WIP

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0121 737 8350
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Drawing No.
21115-CW-XX-00-A-0306

Drawn
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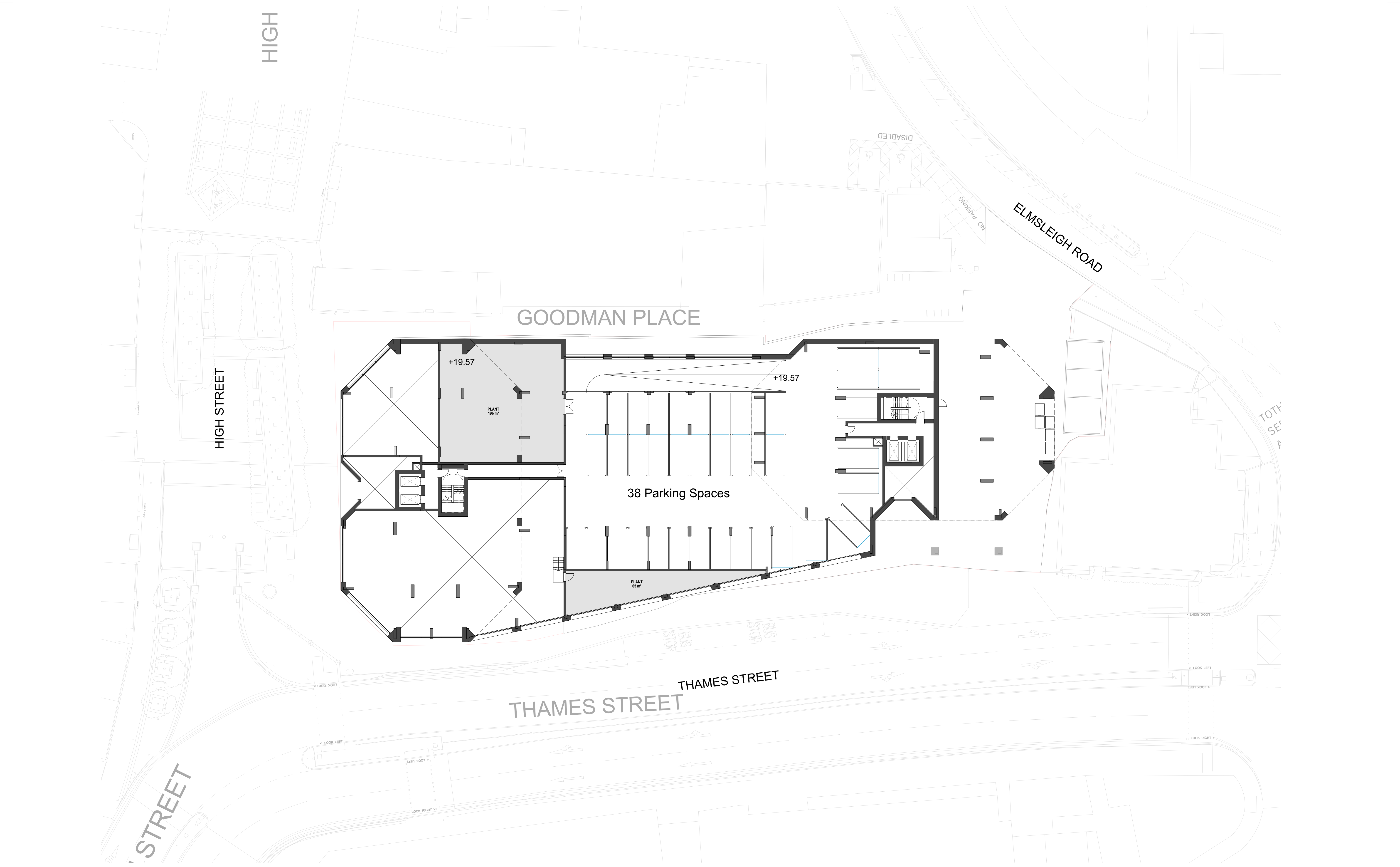
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13/10/21

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SK-3





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SK-1	General amendments	211026	AL	RK
SK-0	First Issue	211020	AL	RK
Rev.	Description	Date	Drawn	Chk.

■ PLANT

— SITE BOUNDARY

Client:
Future High Street Living (Staines)

Project:
Debenhams,
Staines-Upon-Thames

Drawing Title
Proposed Mezzanine Level

Drawing Status
WIP

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Drawn	Checked	Paper Size	Scale	Date
AL	RK	A1	1 : 200	13/10/21

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