

Redevelopment of
Queen's Hall
Twickenham

Transport Statement

June 2013

For: F&C Reit

Ref: CCE/H871/TS

Document Review Sheet

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Document status

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3. Development Proposals
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1. Introduction

1.1 Introduction

1.1.1 Cannon Consulting Engineers have been commissioned by F&C Reit to produce a Transport Statement in support of a planning application for the redevelopment of Queen's Hall, Twickenham.

1.1.2 The application proposal is for four residential units on new floor levels within the refurbished Queen's Hall together with the redevelopment of the long established D2 fitness/leisure use within the site.

1.1.3 The remainder of this report is set out as follows:

- Section 2 details the existing conditions in the vicinity of the Queen's Hall Site;
- Section 3 presents the development proposals; and
- Section 4 concludes with a summary of the report

2. Existing Conditions

2.1 Site Location

2.1.1 The Queen's Hall site is located to the rear of the A305 King Street which forms an important route into Twickenham town centre. **Figure 1** shows the location of the site.

2.1.2 The Queen's Hall site is currently classified as D2 commercial land use. The main access to the Queen's Hall is provided from King Street via a corridor leading to the reception area of the building. Service access is located to the rear of the site.

2.2 Local Facilities & Amenities

2.2.1 The site is located within easy reach of a wide range of local facilities & amenities associated with a town centre including shops, restaurants, cafes, retail, offices and financial services along the length of King Street and its connecting streets. The site is also located within easy access to several primary, secondary schools and colleges.

2.2.2 There are also GP surgeries close to the site, the nearest located 160 m to the west, south of King Street, which also includes a pharmacy.

2.2.2 The site is therefore situated in an excellent location with wide ranging local facilities and amenities within easy walking distance along King Street and surrounding areas.

2.3 Pedestrian Accessibility

2.3.1 The area surrounding the site has good pedestrian links with an established network of footways. There are wide, lit footways on either side of the carriageway on all local roads surrounding the site, allowing for the convenient movement for pedestrians. There are several pedestrian crossing facilities in the area with signal controlled crossings situated on King Street.

2.4 Cycle Accessibility

2.4.1 There are a number of on-road cycle routes in the vicinity of the site including routes that lead to and from Twickenham railway station to the north and Strawberry Hill station to the south-west. Destinations further afield can be reached along cycle routes accessible from the site such as Kingston Upon Thames and Hounslow. **Figure 2** illustrates the local cycle routes that are available within the local area.

2.5 Public Transport

- 2.5.1 The location of the site provides immediate and direct access by foot to the frequent bus services in the area. The nearest bus stops to the site are located immediately to the north along King Street. These stops are served by route numbers 37, 110, 267, 281, 290, 490, H22, R68 and R70. The bus routes of these services are illustrated on **Figure 3**.
- 2.5.2 The nearest stops are located within approximately 30m of the Queen’s Hall site. All local bus stops are provided with shelters, seating and timetable information.
- 2.5.3 Table 2.1 summarises the existing local bus services and their peak hour frequency operating in close proximity to the site.

Service Number	Route	Peak Hour Frequency
33	Hammersmith Broadway Bus Station – Barnes Station – Twickenham/King Street – Stanley Road/TL Bus Garage	8
110	Twickenham/Arragon Road – Godfrey Way – Hounslow Bus Station	3
267	Hampton Court Rail Station – Hammersmith Broadway Bus Station	6
281	Hounslow Bus Station – Hampton Wick Station – Tolworth/Ewell Lane	8
290	Twickenham/Arragon Road – Staines Bus Station	3
490	Heathrow Terminal 5 – Wigley Road – Twickenham Green – Manor Circus	5
H22	Manor Circus – Twickenham Green – Whitton High Street – Bell Road/Bell Corner	5
R68	Kew Retail Park – Uxbridge/Hampton High Street – Hampton Court Railway Station	4
R70	Hampton/The Avenue – Carlisle School – Richmond Station	6
Total		48

Table 2.1: Local Bus Routes and Frequencies

- 2.5.4 The above table shows the site is served by nine bus routes providing approximately 48 buses in each direction along King Street during the morning peak hour (08:00-09:00) with a similar service pattern operating during the daytime hours.
- 2.5.5 These routes have a significant number of destinations across the west and north-west of London including Hounslow, Hammersmith Broadway and Teddington. Onward bus connections are also available within a short bus journey, providing connections into Central London.

- 2.5.6 The bus routes serving the site therefore provide frequent access to the surrounding area with onward connections to other key destinations. It is therefore considered that these services provide good access to areas of employment, shopping and leisure facilities.
- 2.5.7 There are two railway stations within the vicinity of the site, as shown on **Figure 3**. Twickenham Station is approximately 500m to the north of the site, and Strawberry Hill is approximately 1.2km to the south-west of the site. Both of these stations are within walking and cycling distances, as recommended within current planning policy.
- 2.5.8 Twickenham Station is served by South West Trains and provides frequent services to Hounslow, Kingston, Waterloo, Reading, Windsor and Eton Riverside. The station can be easily reached on foot from the Queen’s Hall site via the footways on King Street and London Road to the north.
- 2.5.9 Strawberry Hill station is also served by South West Trains and is on the Kingston and Shepperton Branch Line. Lines that operate from both Twickenham and Strawberry Hill provide services to other areas of London including Wandsworth and Vauxhall, where further connections can be made to both the London Underground and other mainline rail services.
- 2.5.10 Tables 2.2 and 2.3 show the peak hour frequency of the train services from Twickenham and Strawberry Hill stations respectively.

Service Route	Peak Hour Frequency
London Waterloo to Reading	4
London Waterloo to Windsor and Eton Riverside	4
London Waterloo via Richmond and Clapham Junction	11
London Waterloo via Hounslow	4
London Waterloo via Kingston and Wimbledon	3
Total	26

Table 2.2: Train Service and Frequencies from Twickenham Station

Service Route	Peak Hour Frequency
London Waterloo via Richmond	3
London Waterloo via Kingston	3
Stawberry Hill to Shepperton	2
Total	8

Table 2.3: Train Service and Frequencies from Strawberry Hill Station

- 2.5.11 Tables 2.2 and 2.3 shows there are a number of train services accessible from the site. These services provide onward connections to other mainline and London Underground rail services providing access to further destinations.

2.6 Public Transport Accessibility Level (PTAL)

2.6.1 The Public Transport Accessibility Level (PTAL) methodology has been adopted by Transport for London (TfL) as a means of quantifying and comparing accessibility by public transport for a given site.

2.6.2 The PTAL methodology takes into account the time taken to access the public transport network, including:

- The walk time to various public transport services;
- The average waiting time for each service; and
- The reliability of each service.

2.6.3 The methodology is based on a walk speed of 4.8 km/h and considers rail stations within a 12 minute walk (960 m of the site and bus stops within 8 minutes walk (640 m), with the PTAL assessment being undertaken using the AM peak hour operating patterns of existing public transport services.

2.6.4 The Equivalent Doorstep Frequency (EDF) is calculated for each of the public transport services accessible from the site based on the criteria described above. These individual EDF values are weighted to provide an accessibility index (AI) value for each service accessible from the site. The total AI value is then compared against the accessibility level bands summarised in Table 2.4.

PTAL Score	Range of Index (AI)	Description
1a	0.01 – 2.50	Very Poor
1b	2.51 – 5.00	Very Poor
2	5.01 – 10.00	Poor
3	10.01 – 15.00	Moderate
4	15.01 – 20.00	Good
5	20.01 – 25.00	Very Good
6a	25.01 – 40.00	Excellent
6b	>40.01	Excellent

Table 2.4: Accessibility Level Bandings

2.6.5 Site specific PTAL calculations have been undertaken using TfL database for contracted public transport service frequencies during the AM peak period. The PTAL has been calculated for a central point of interest (POI) within the Queen’s Hall site. A summary of the assessment is shown in Table 2.5, whilst the full TfL PTAL Study Report is included within **Appendix A**.

Mode	Accessibility Index (AI)
Bus	14.69
LUL	-
Mainline Rail	4.75
Aggregate Total	19.44
PTAL	4

Table 2.5: Existing PTAL for Queen’s Hall Redevelopment Site

2.6.6 TfL identifies that the centre of the site affords a PTAL of 4, with reference to Table 2.4, equates to a ‘good’ level of public transport accessibility, reflecting the fact that the Queen’s Hall site it is well served by both buses and mainline rail modes of transport.

2.6.7 The Strawberry Hill rail station is within 1.2 km of the site but falls outside the 960 m maximum walk distance for railway services considered by the PTAL calculation and is therefore excluded from the above assessment. However, in accordance with PPG13, the Strawberry Hill station is within a feasible walking distance of the site and is therefore considered to be a significant benefit in terms of further public transport accessibility.

2.7 Highway Network

2.7.1 The A305 King Street is part of the Transport for London Strategic Highway Network (SRN) for which TfL has duties under the Traffic Management Act 2004. The A305 connects with Heath Road to the west and to the north-east via A310 London Road where it connects with the A316 Chertsey Road to the north. The A316 forms part of the Transport for London Road Network (TLRN) and provides connections with roads enabling access through to Central London.

2.7.2 The A305 Heath Road and King Street has east-bound bus lanes along part of its length towards the centre of Twickenham. This provision provides bus priority and contributes to reliable journey times for those services operating along King Street.

2.7.3 Water Lane and Wharf Lane accessed from the A305 King Street are one-way streets. The service road to the rear of the site does not connect these streets but leads into a surface car park adjacent Water Lane to the east. The service road currently provides access for the properties with frontage onto King Street and access to parking for residential properties above the retail units along its frontage. The embankment operates as a two-way street.

2.7.4 The site is also located in the Central Twickenham Controlled Parking Zone (CPZ). The majority of parking is on the Embankment frontage, Water Lane and Wharf Road. Parking is shared and provided for use by residents, business permit holders and provision for visitor parking (Pay and Display).

3. Proposed Development

3.1 Proposals

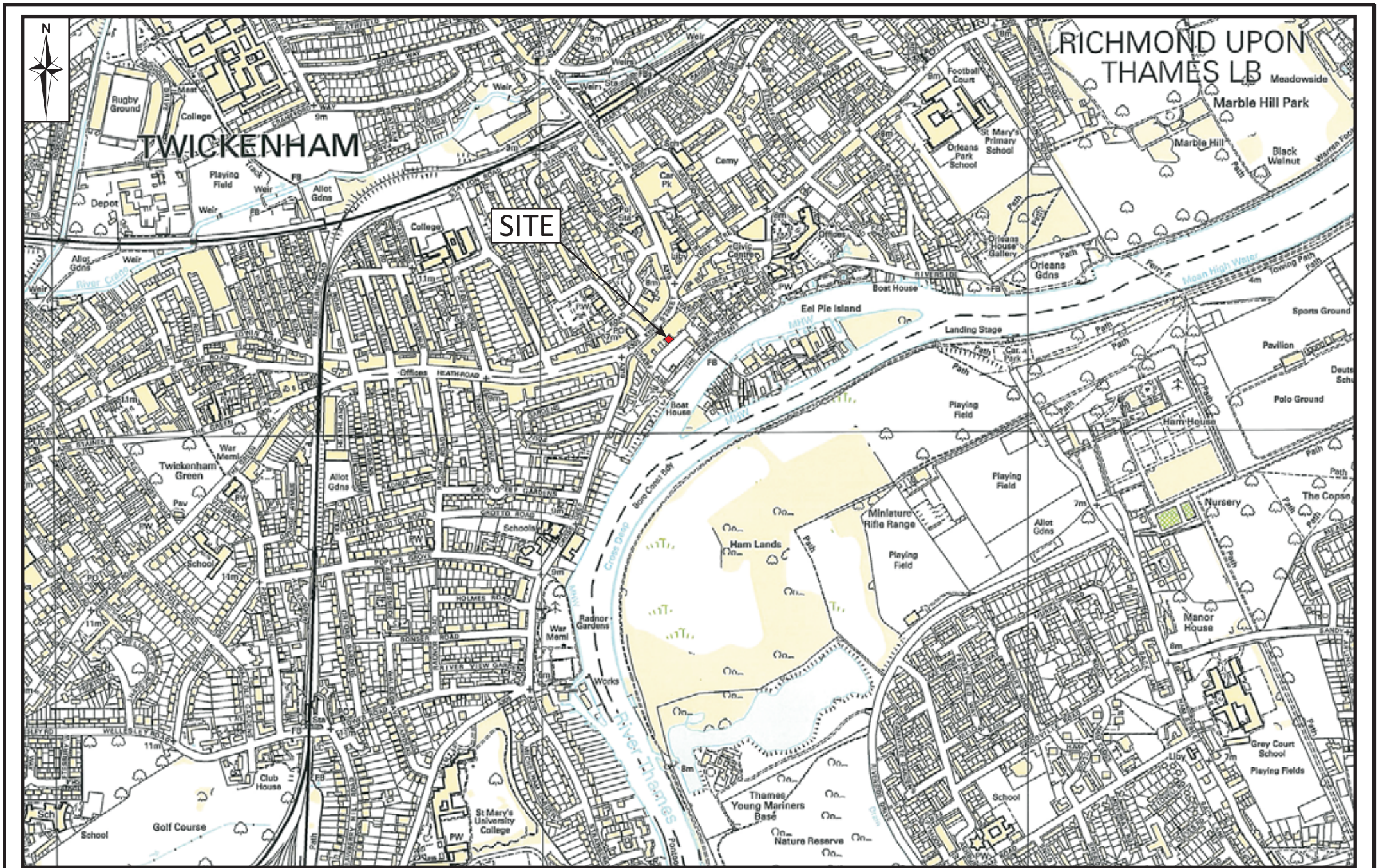
- 3.1.1 The application scheme proposes to maintain the long established D2 class use on the site accessed from the service road on the south side of the site split over 2 levels. The application also proposes C3 residential accommodation on new floor levels. The proposal will be a car free development with no car parking provision provided for either the residential or D2 uses.
- 3.1.2 The commercial element of the application proposes a new class D2 use of approximately 314 sqm (130 sqm at ground level and 184 sqm at first floor level). This represents a reduction in the existing D2 class floor spaces of 45 sqm.
- 3.1.3 The residential element proposes 4 new C3 residential flats of approximately 288 sqm GIA. The GIA of the proposed residential units is broken down as 2 x 87 sqm 2 bed flats at level 2, 2 x 57 sqm 1 bed flats at level 3.
- 3.1.4 The application proposes to replace the D2 class use access off King Street with access to the C3 residential units. Access to the retained D2 space will be from the service road at the rear of Queen's Hall.
- 3.1.5 On site observation reveal that traffic flows and speeds along the service road are low to non-existent due to the function of the local access route. The width and character of the service road ensures that vehicle speeds using this access are low, and it's function is considered to fall well within the criteria of a 'shared surface' in accordance with the DfT Manual for Streets, Volumes 1 and 2. Evidence relating to pedestrian - motor vehicle interactions suggests that a speed of about 15mph allows pedestrians to engage with drivers of motor vehicles and thus feel relatively unthreatened.
- 3.1.6 The decision to do this is based on emerging aspirations of the LB Richmond Upon Thames for the Riverside development site which includes major improvements to the service road and planned improvements to the car park site on Water Lane. In effect the future proposals turn the rear service road and Queens Hall in to another frontage. The application proposals will address both the current situation by improving the character of the service road but also to adapt to future proposals.
- 3.1.7 The proposed development layout is provided within **Appendix B**.

3.2 Servicing/Refuse Arrangements

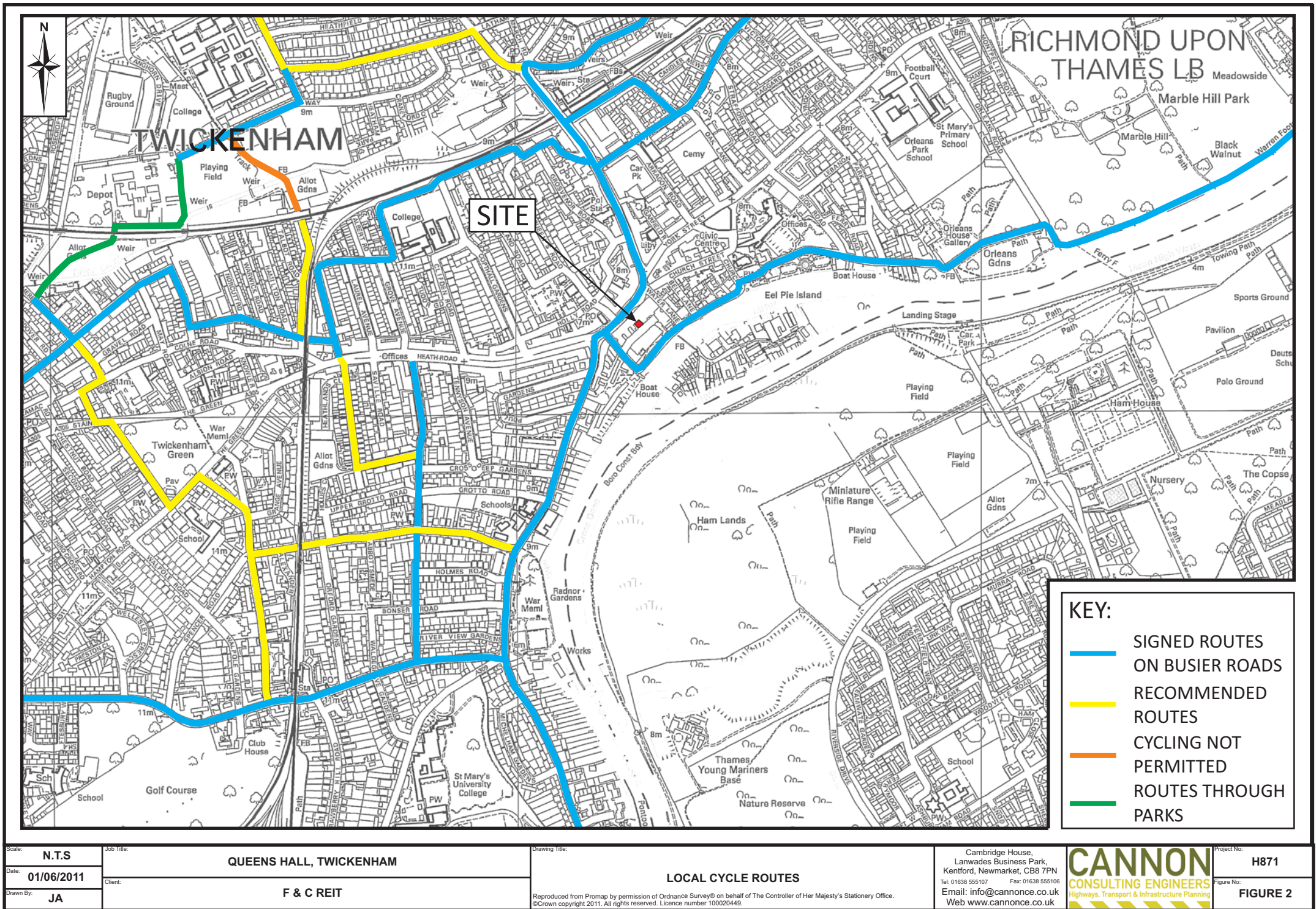
- 3.2.1 Servicing for the site would remain to that existing, with refuse vehicles accessing the site from Water Lane and Wharf Road. Refuse bins associated with the development would be stored in secure waste/bin areas, accessible for refuse collectors.

4. Summary and Conclusion

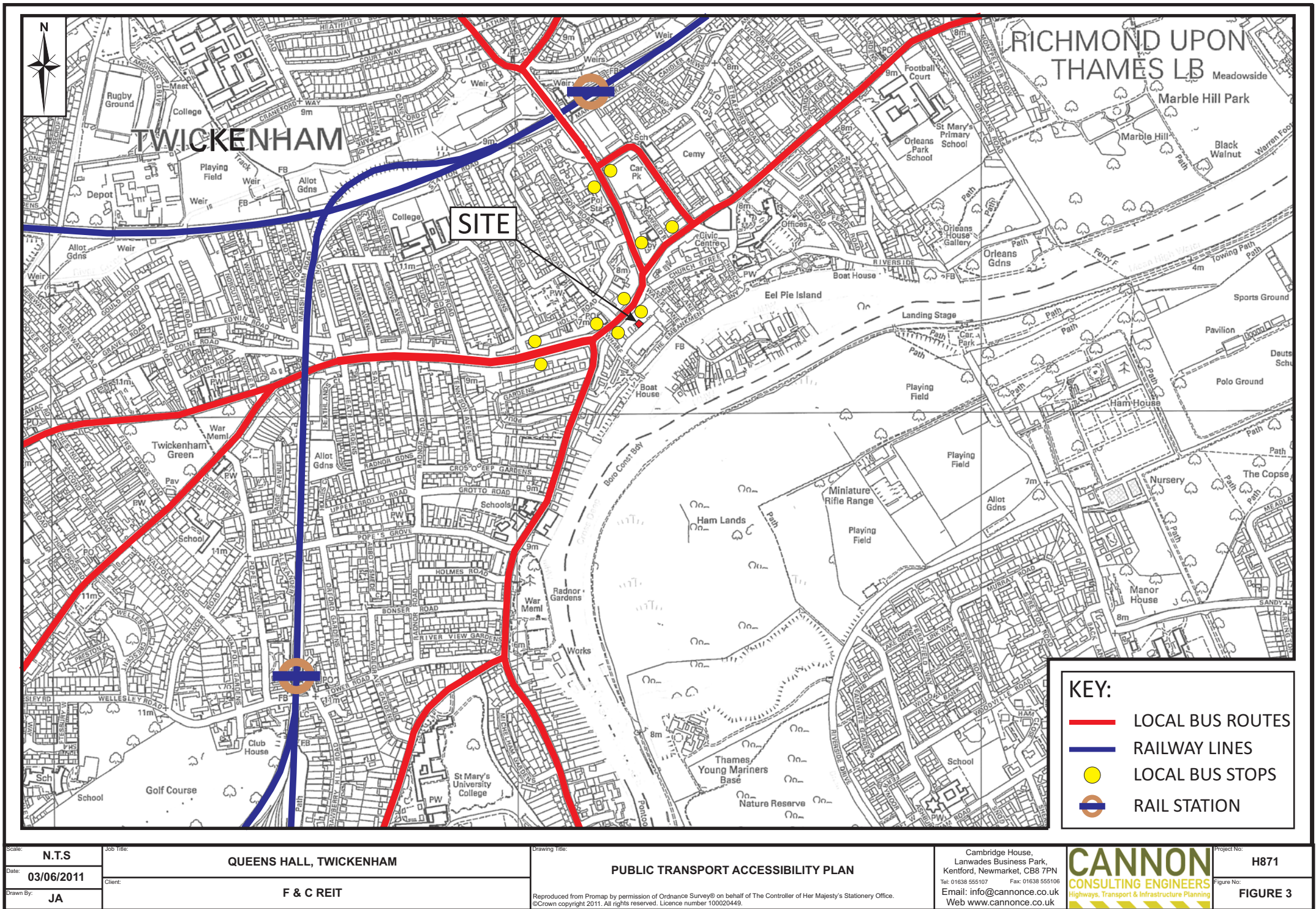
- 4.1 Cannon Consulting Engineers have been commissioned by F&C Reit to produce a Transport Statement in support of a planning application for the development of Queens Hall, Twickenham, comprising four dwellings accommodating one and two bed bedroom flats together with the redevelopment of the existing D2 fitness/leisure use of the site.
- 4.2 The Queen's Hall site is located within Twickenham town centre to the rear of King Street. There is excellent access to local facilities and amenities, such as shops, restaurants, food stores, schools, colleges and GP surgeries.
- 4.3 There is a well established footway and cycle network surrounding the Queen's Hall site with formal and informal pedestrian crossing provision along Water Lane, Wharf Road and King Street.
- 4.4 The bus routes serving the site provide frequent access to the surrounding area with onward connections to other key destinations. These services provide good access to areas of employment, shopping and leisure facilities.
- 4.5 There are a number of train services accessible from the site. These services provide onward connections to further main line and London Underground rail services providing access to further destinations.
- 4.6 TfL database identifies that the centre of the site affords a PTAL of 4. Providing a 'good' level of public transport accessibility, reflecting the fact that the Queen's Hall site it is well served by both buses and mainline rail modes of transport. To the front of the site along King Street the site scores a PTAL of 5 'very good'.
- 4.7 The retained D2 element of the development the proposed residential proposal will be a car-free development with no car parking provision. In accordance with current parking standards 8 cycle spaces will be provided for the D2 element. Secure storage space for up to 2 cycles will be provided for each dwelling within the development.
- 4.8 Access to the retained D2 space will be maintained from the service road at the rear of Queen's Hall. Due to the lightly trafficked nature and function of the service road the proposal would not have a detrimental impact upon pedestrian safety in the locality. It is therefore considered that any intensification of pedestrian movements along the service road associated with the development would not prejudice the free flow of any traffic or pedestrian safety.
- 4.9 For the reasons set out in this Transport Statement we therefore conclude that the proposed redevelopment of the Queen's Hall site is acceptable in transport planning terms.



Scale: N.T.S	Job title: QUEENS HALL, TWICKENHAM	Drawing title: SITE LOCATION PLAN	Cambridge House, Lanwades Business Park, Kentford, Newmarket, CB8 7PN Tel: 01638 555107 Fax: 01638 555106 Email: info@cannonco.co.uk Web www.cannonco.co.uk		Project No: H871
Date: 01/06/2011	Client: F & C REIT	<p>Reproduced from Promap by permission of Ordnance Survey® on behalf of The Controller of Her Majesty's Stationery Office. ©Crown copyright 2011. All rights reserved. Licence number 100020449.</p>	Figure No: FIGURE 1		
Drawn By: JA					



Scale: N.T.S	Job Title: QUEENS HALL, TWICKENHAM	Drawing Title: LOCAL CYCLE ROUTES	Cambridge House, Lanwades Business Park, Kentford, Newmarket, CB8 7PN Tel: 01638 555107 Fax: 01638 555106 Email: info@cannonco.co.uk Web www.cannonco.co.uk	Project No: H871
Date: 01/06/2011	Client: F & C REIT	Reproduced from Promap by permission of Ordnance Survey® on behalf of The Controller of Her Majesty's Stationery Office. ©Crown copyright 2011. All rights reserved. Licence number 100020449.	CANNON CONSULTING ENGINEERS Highways, Transport & Infrastructure Planning	Figure No: FIGURE 2
Drawn By: JA				



RICHMOND UPON THAMES LB
Meadowside
Marble Hill Park

TWICKENHAM

SITE

KEY:

- LOCAL BUS ROUTES
- RAILWAY LINES
- LOCAL BUS STOPS
- ⊕ RAIL STATION

Appendix A:

Postcode

Street

Station

PTAL Report

✔ PTAL report generated
Easting: 516278
Northing: 173200
PTAL rating: 4

Click to open:

- [Summary report \(text\)](#)
- [Details report \(text\)](#)
- [Summary report \(PDF\)](#)
- [Details report \(PDF\)](#)

To save them for later, right-click and choose "Save target as..."

Map Layers

- Base mapping
- Infrastructure
- Other

Documents



PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20110908110415
Description 20110908110415
Run by user PTAL web application
Date and time 09/08/2011 11:04

Walk File Parameters

Walk File PLSQLTest
Day of Week M-F
Time Period AM Peak
Walk Speed 4.8 kph
BUS Walk Access Time (mins) 8
BUS Reliability Factor 2.0
LU LRT Walk Access Time (mins) 12
LU LRT Reliability Factor 0.75
NATIONAL_RAIL Walk Access Time (mins) 12
NATIONAL_RAIL Reliability Factor 0.75

Coordinates: 516278, 173200

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
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BUS	TWICKENHAM KING STREET	R70	196.64	6.0	0.5	2.46	7.0	9.46	3.17	1.59
BUS	TWICKENHAM KING STREET	490	196.64	5.0	0.5	2.46	8.0	10.46	2.87	1.43
BUS	TWICKENHAM KING STREET	H22	196.64	5.0	0.5	2.46	8.0	10.46	2.87	1.43
BUS	TWICKENHAM KING STREET	267	196.64	6.0	0.5	2.46	7.0	9.46	3.17	1.59
BUS	TWICKENHAM KING STREET	290	196.64	3.0	0.5	2.46	12.0	14.46	2.07	1.04
BUS	TWICKENHAM KING STREET	281	196.64	7.5	1.0	2.46	6.0	8.46	3.55	3.55
BUS	TWICKENHAM KING STREET	110	196.64	3.0	0.5	2.46	12.0	14.46	2.07	1.04
BUS	TWICKENHAM KING STREET	R68	196.64	4.0	0.5	2.46	9.5	11.96	2.51	1.25
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LT SAP Points Not Found

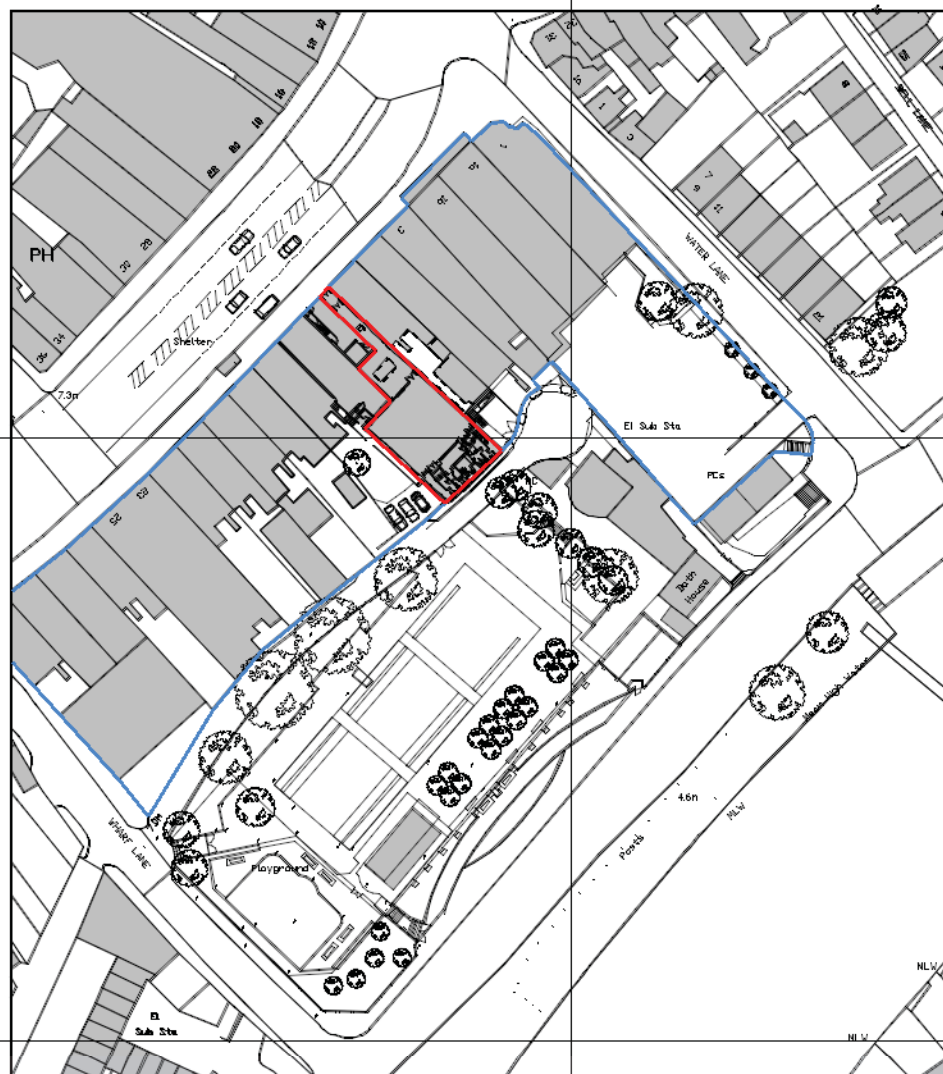
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NATIONAL_RAIL	TWICKENHAM BR	WINDSOR AND ETON RIVERSIDE to LONDON WATERLOO BR	732.5	2.0	0.5	9.16	15.75	24.91	1.2	0.6

NATIONAL_RAIL	TWICKENHAM BR	LONDON WATERLOO BR to LONDON WATERLOO BR	732.5	2.0	0.5	9.16	15.75	24.91	1.2	0.6
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NATIONAL_RAIL	TWICKENHAM BR	ALDERSHOT to LONDON WATERLOO BR	732.5	0.67	0.5	9.16	45.53	54.68	0.55	0.27
NATIONAL_RAIL	TWICKENHAM BR	TWICKENHAM BR to LONDON WATERLOO BR	732.5	0.67	0.5	9.16	45.53	54.68	0.55	0.27

Total AI for this POI is 19.44.

PTAL Rating is 4.

Appendix B:



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SCALE

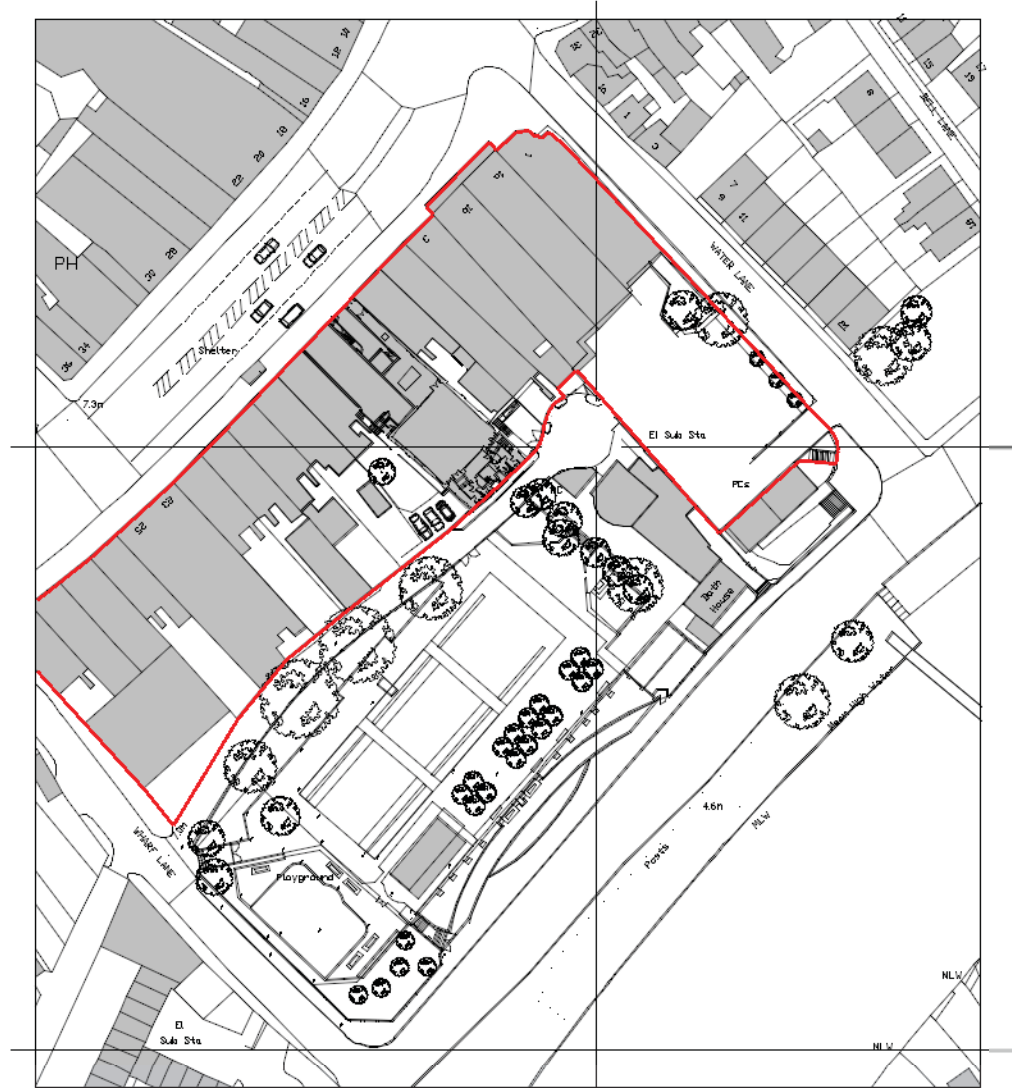


Rev.	Date	Issued	Auth	Comments

PLANNING APPLICATION

Haskoll
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Isle of Wight, PO36 4JQ
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Project:	QUEENS HALL, TWICKENHAM	Zone:	
Client:	F&C REIT Asset Management	Level:	
Title:	LOCATION PLAN	Date:	APRIL 2013
Drawn:	JR	Auth:	IW
Project No.:	2686_A_050	Rev.:	-
		Scale:	1:1250 @ A4



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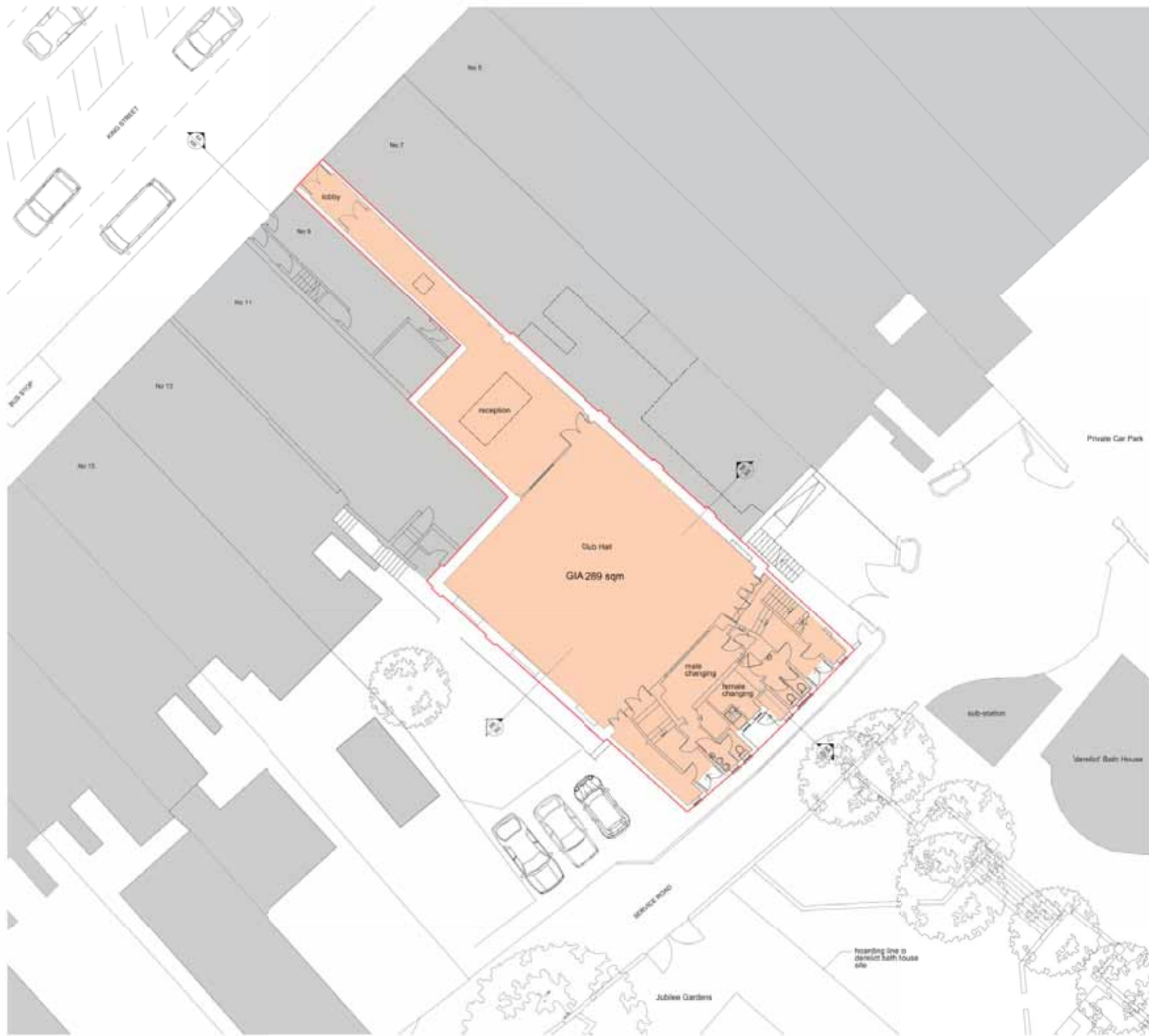
SCALE

Rev	Date	Issued	Auth	Comments

PLANNING APPLICATION



Project:	QUEENS HALL, TWICKENHAM	Zone:	
Client:	F&C REIT Asset Management	Level:	
Title:	OWNERSHIP PLAN	Date:	APRIL 2013
Drawn:	JR	Auth:	IW
Project No.:	2686_A_051	Rev.:	
		Scale:	1:1250 @ A4



- THE SITE
- ADDITIONAL OWNERSHIP
- EXISTING D2

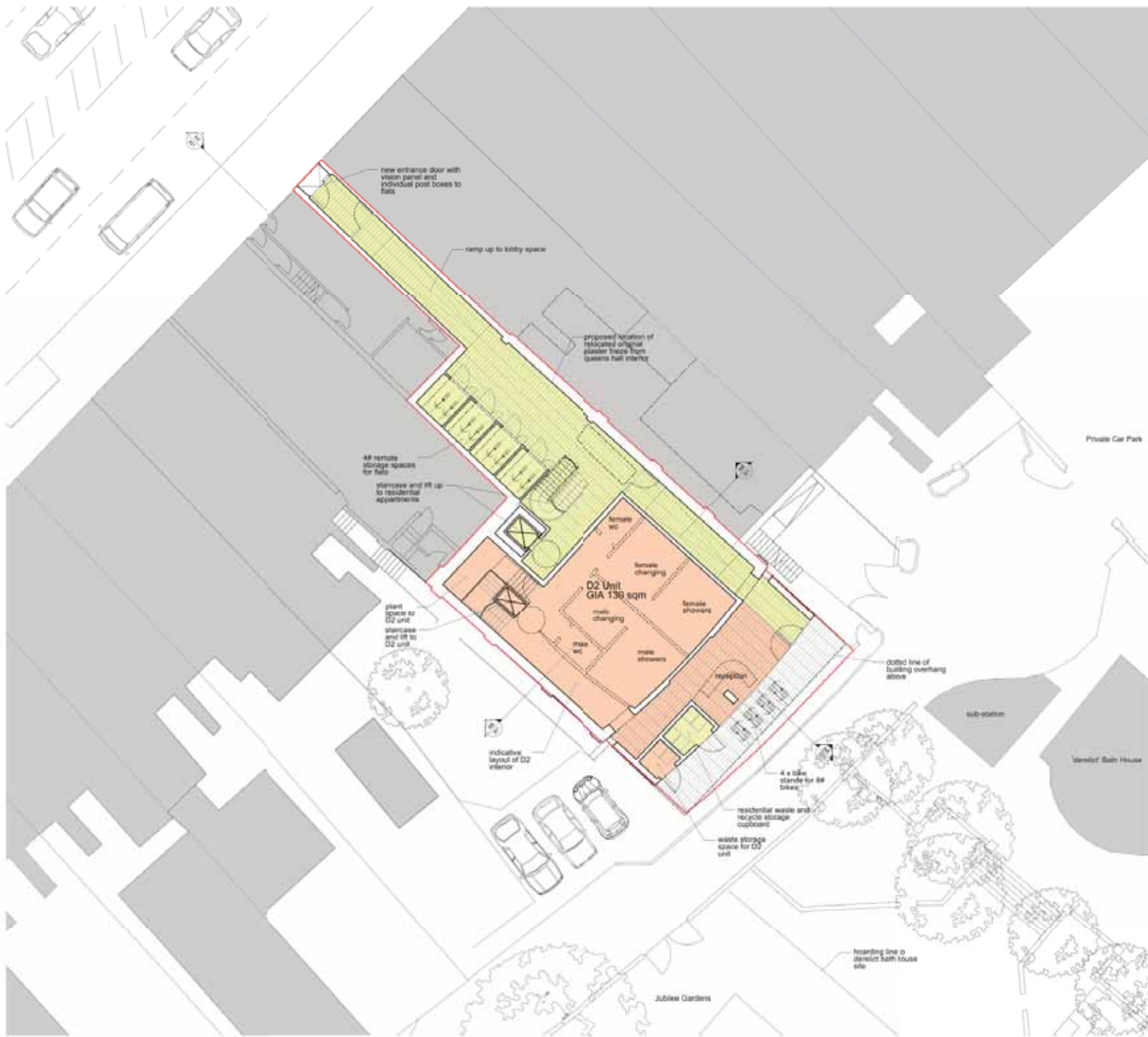


PLANNING APPLICATION

Haskoll
Architectural & Planning Services

Client: QUEENS HALL, TWICKENHAM
 Desc: FAC REIT Asset Management
 Title: EXISTING GROUND FLOOR SITE PLAN
 Date: APRIL 2013
 Project: 2608_A_100

Scale: 1:100 @ A1
 Date: 28
 Rev: 01
 1:100 @ A1
 1:200 @ A3



LOCATION PLAN 1:1250

- THE SITE
- ADDITIONAL OWNERSHIP
- PROPOSED D2
- PROPOSED A3



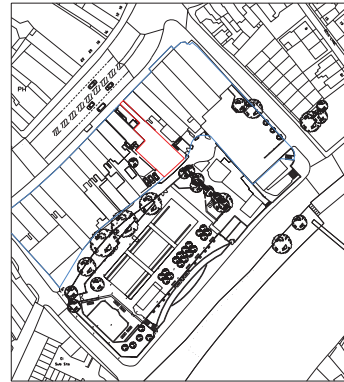
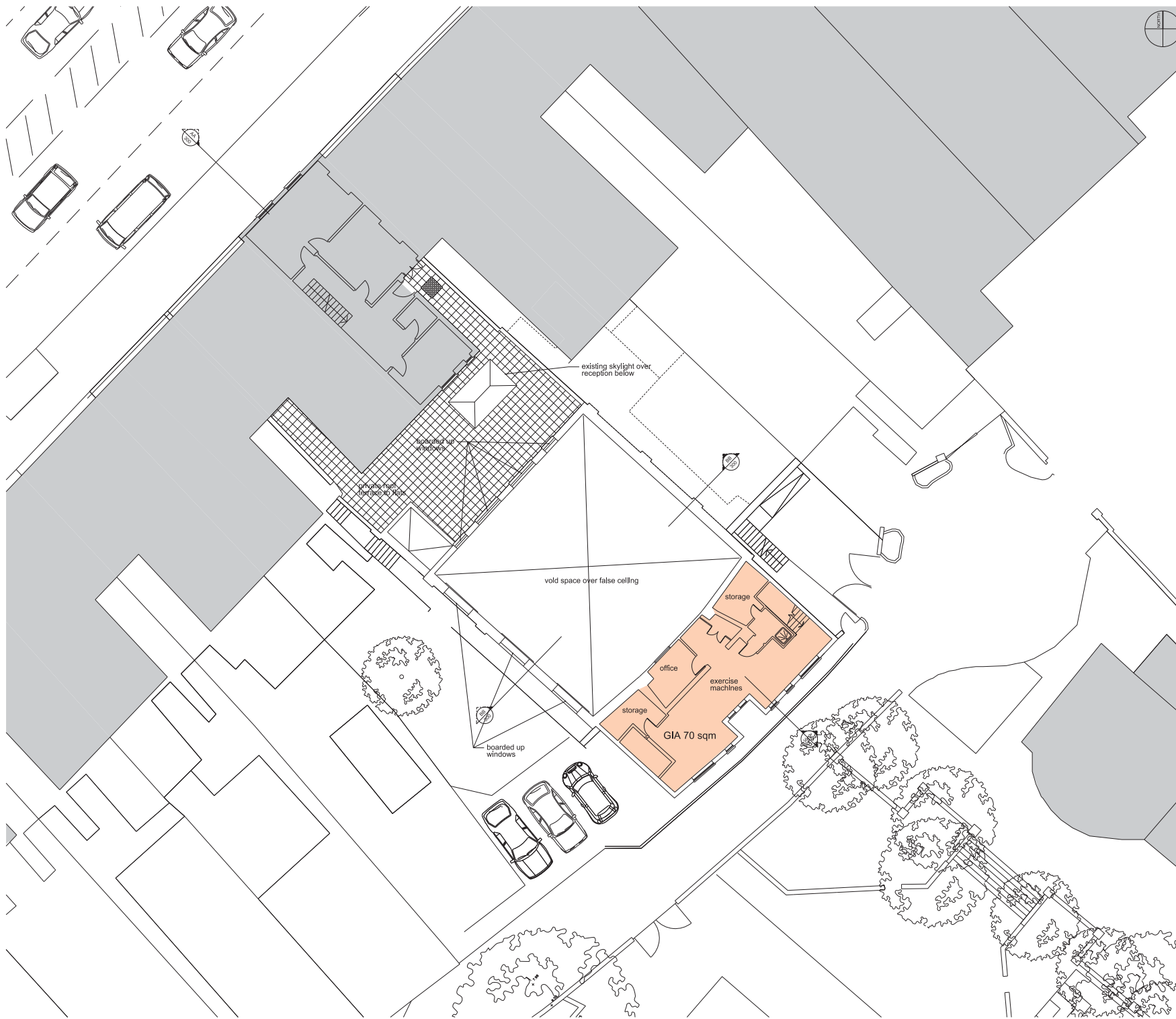
PLANNING APPLICATION

Haskoll
Architectural & Planning Services

Project: QUEENS HALL, TWICKENHAM
 Client: FAC REIT Asset Management
 Title: GROUND FLOOR SITE PLAN, PROPOSED

Date: 09/04/2015
 Scale: 1:50
 Date: 04/15/15

Project No: 2005_A_101
 Rev: 1
 Scale: 1:50 @ A1



LOCATION PLAN 1:1250

- THE SITE
- ADDITIONAL OWNERSHIP
- EXISTING D2

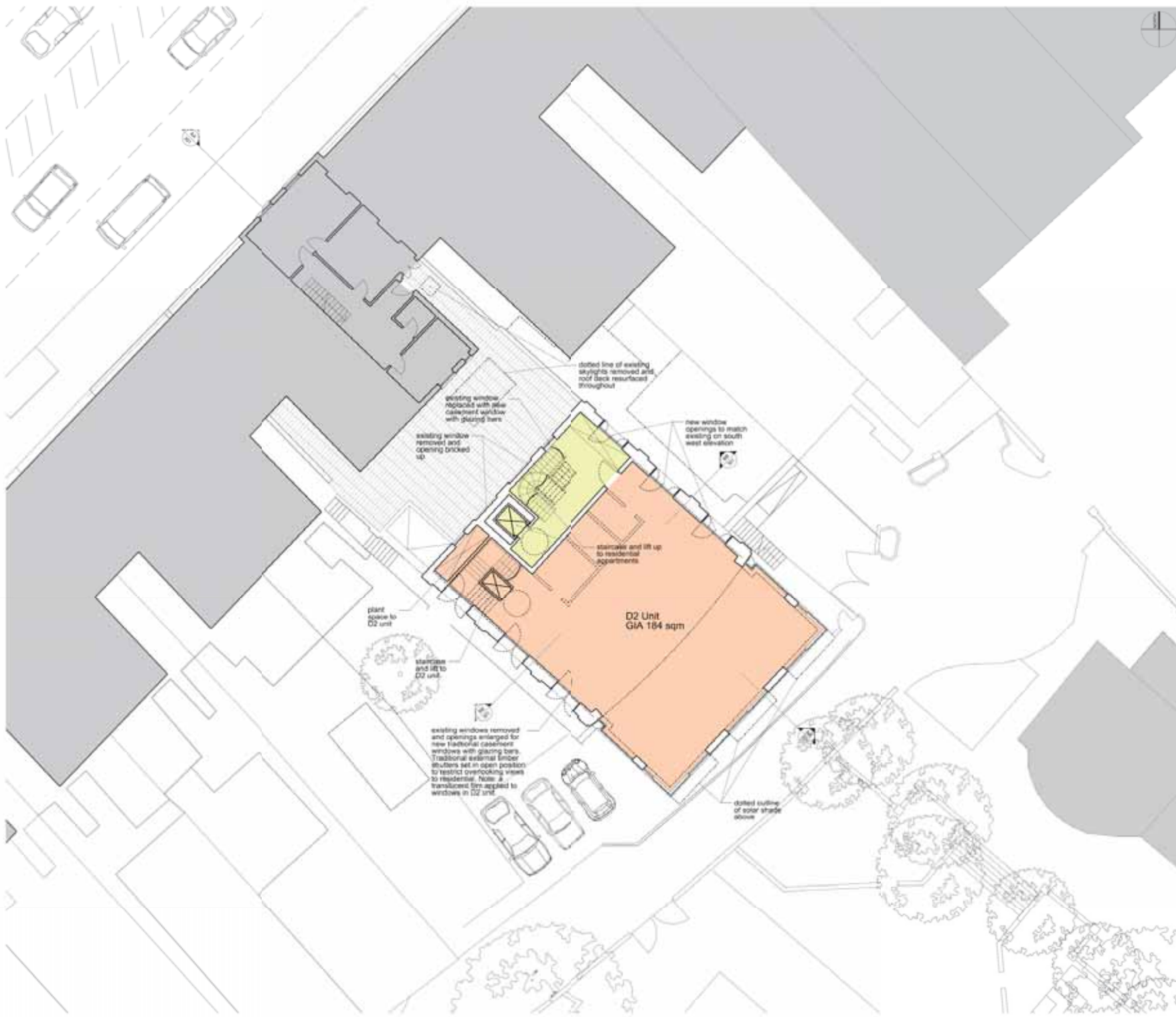


Rev Date Drawn Auth Details

PLANNING APPLICATION



Project:	QUEENS HALL, TWICKENHAM	Zone:	
Client:	F&C REIT Asset Management	Level:	
Title:	EXISTING FIRST FLOOR SITE PLAN	Date:	APRIL 2013
Drawn:	JR	Auth:	IW
Project No:	2686_A_110	Scale:	1:100 @ A1 1:200 @ A3



LOCATION PLAN 1:120

- THE SITE
- ADDITIONAL OWNERSHIP
- PROPOSED D2
- PROPOSED A3



PLANNING APPLICATION

Haskoll
Architectural & Planning Services

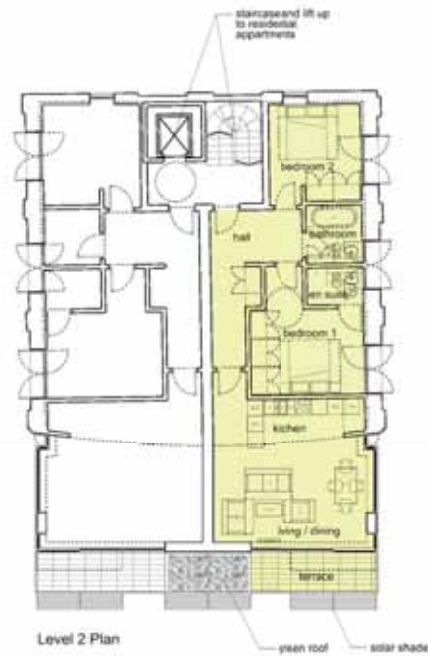
Site: QUEENS HALL, TWICKENHAM
 Client: FAC REIT Asset Management
 Title: FIRST FLOOR SITE PLAN - PROPOSED
 Date: APRIL 2013
 Project: 2606_A_111

Scale: 1:200 @ A1



LOCATION PLAN 1: U20

- THE SITE
- ADDITIONAL OWNERSHIP
- PROPOSED A3



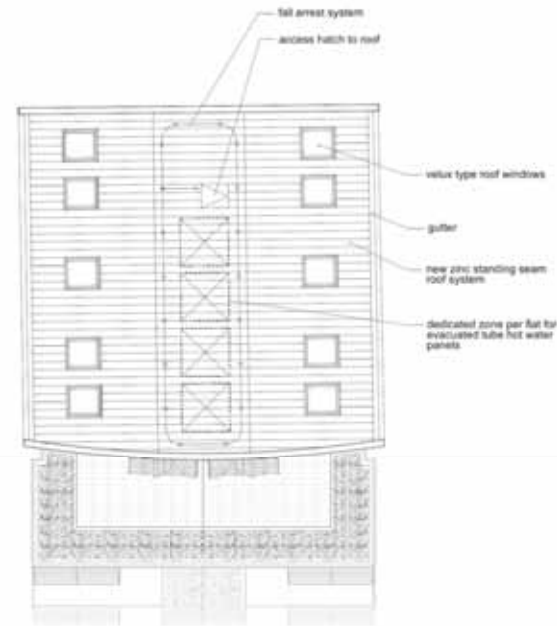
Level 2 Plan

Flats 1&2 (2 beds) GIA	87 sqm
terrace	7 sqm
living/dining/kitchen	31 sqm
bedroom 1	16 sqm
bedroom 2	13 sqm



Level 3 Plan

Flats 3&4 (1 bed) GIA	57sqm
terrace	12sqm
living/dining/kitchen	30sqm
bedroom 1	13sqm



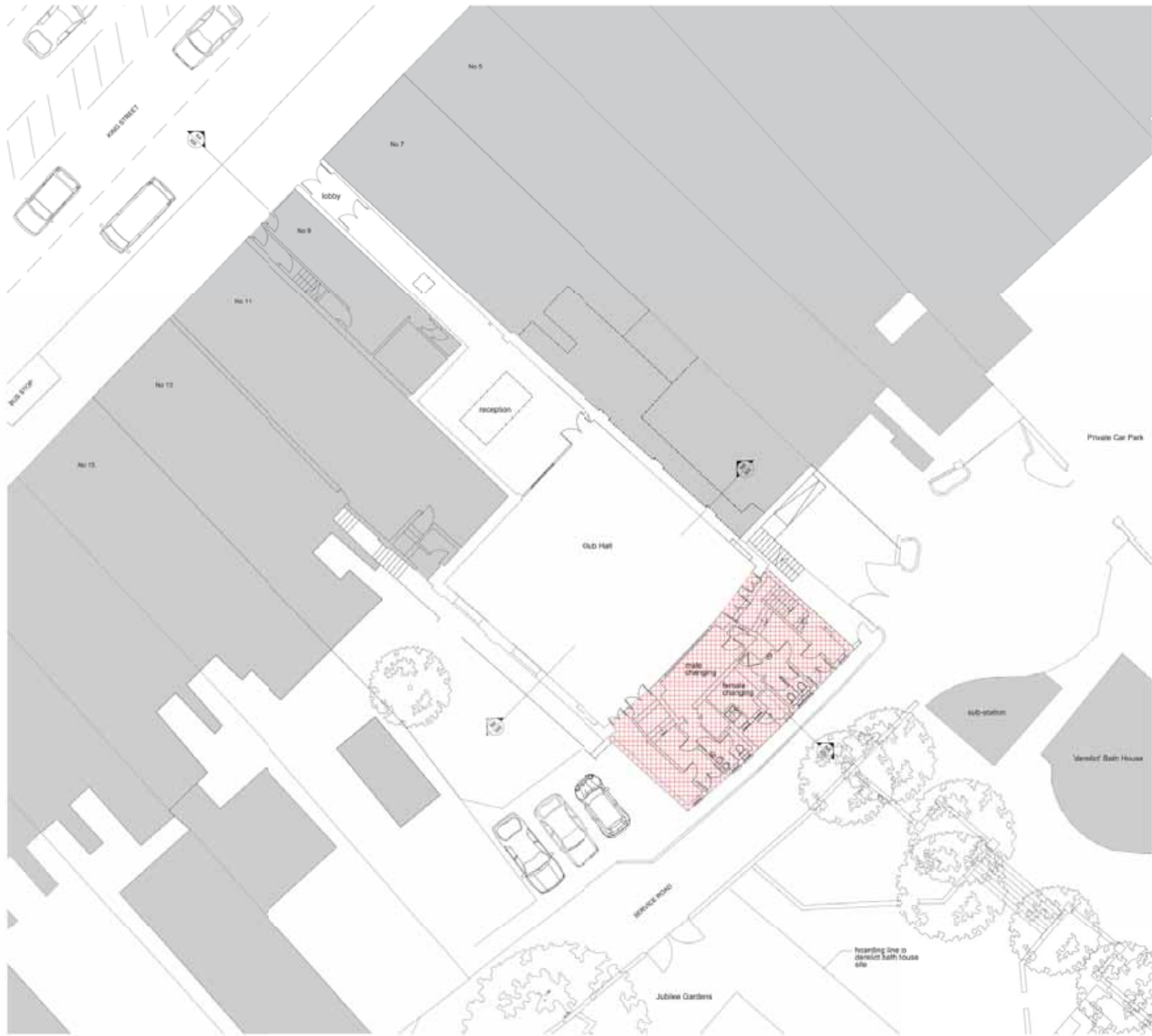
Roof Plan



PLANNING APPLICATION



Project	QUEENS HALL, TWICKENHAM	Scale	1:500
Client	F&C REIT Asset Management	Date	20
File No.	LEVEL 2.1 - ROOF PLAN - PROPOSED	Drawn By	SW
Date	APRIL 2013	Checked By	SW
Reference	2008_A_121	Scale	1:200 @ A1



LOCATION PLAN 1:120

- THE SITE
- ADDITIONAL OWNERSHIP
- DEMOLITION AREA



Date: _____

Scale: _____

PLANNING APPLICATION

Haskoll
Architectural and Planning Services

Client: QUEENS HALL, TWICKENHAM

Drawn: FAC REIT Asset Management

Title: EXISTING GROUND FLOOR - DEMOLITION PLAN

Date: APRIL 2013

Project: 2626_A_180

Scale: 1:100 @ A1

Sheet: 1266 of A1