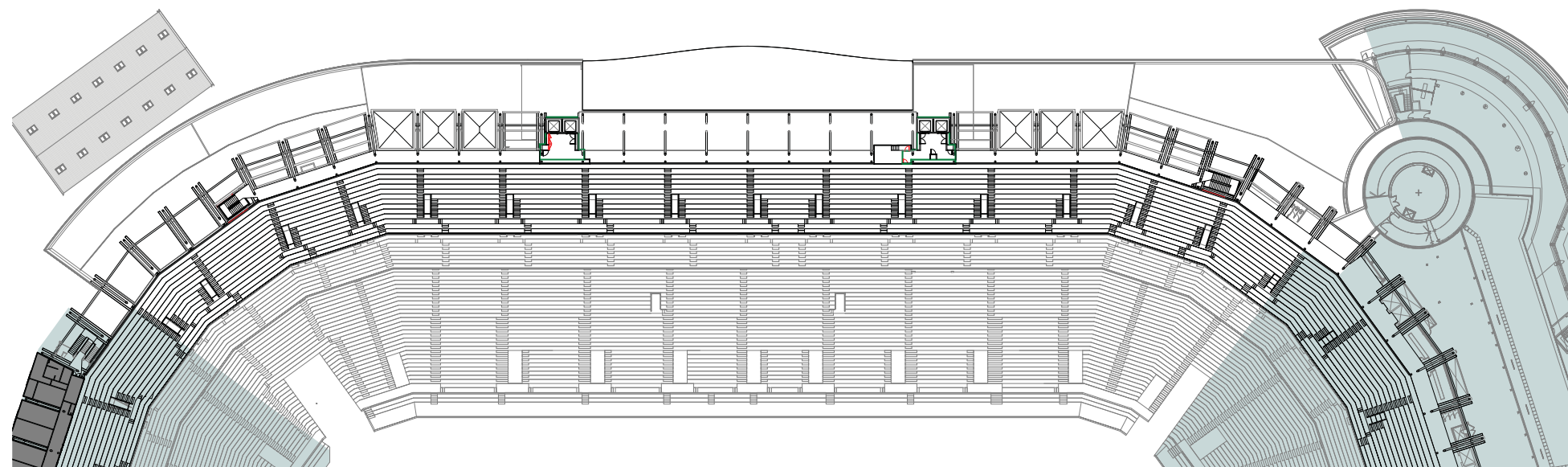


Level 05 fire plan



Level 06 fire plan

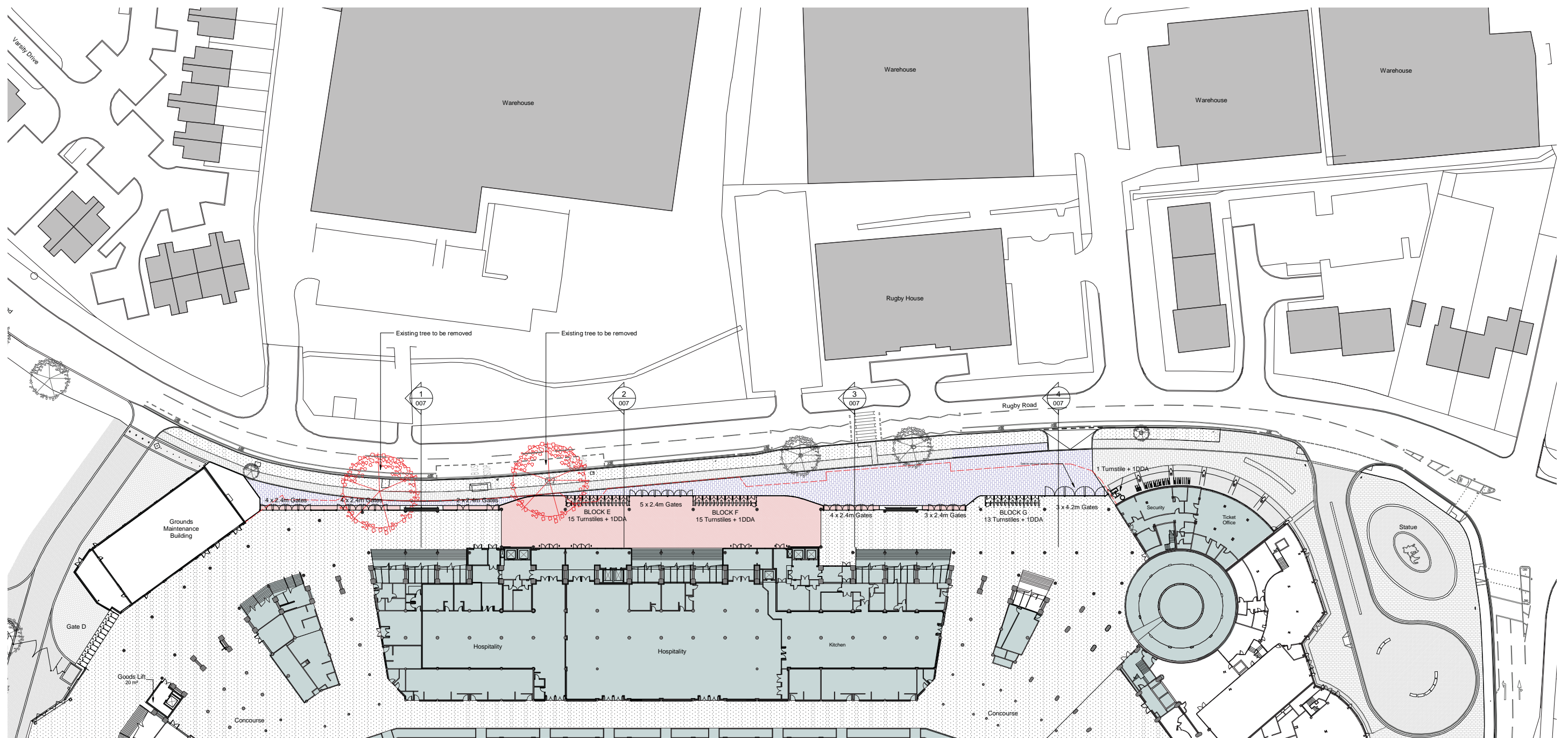


4.7 Landscaping

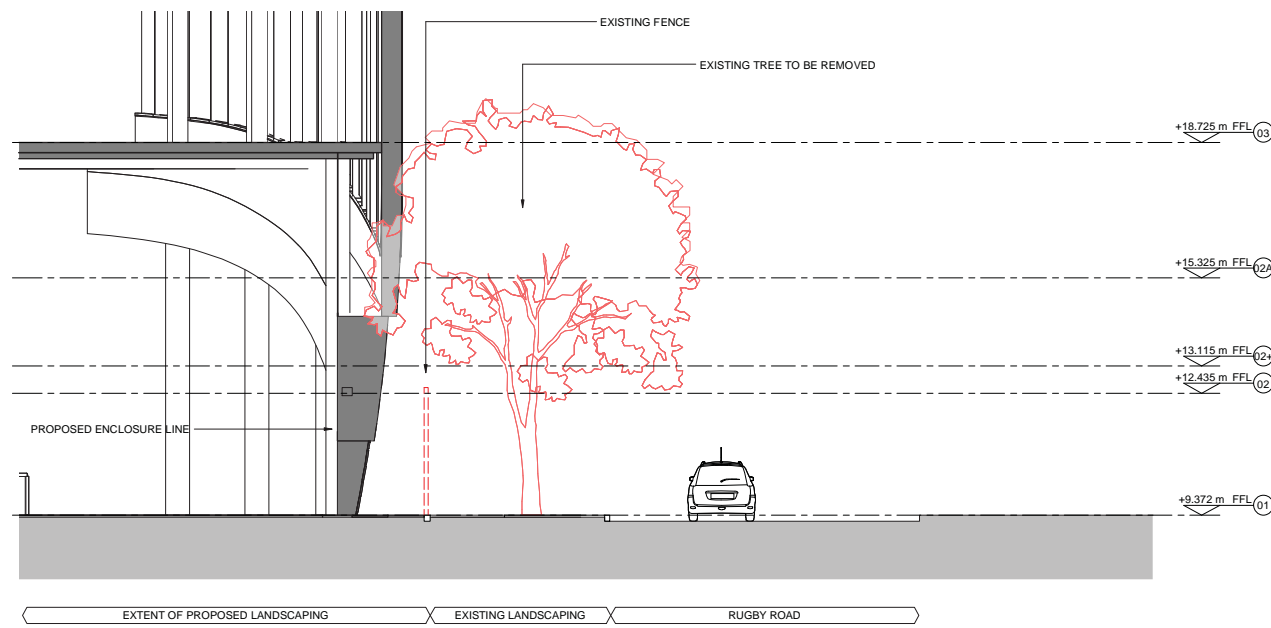
Currently the pavement along Rugby Road is quite narrow and runs parallel with the existing stadium boundary fence. It is a mix of paving slabs and Tarmac, the latter being the prominent material.

The proposal widens the publically open area and upgrades the surface finish from the Tarmac to the paving slab finish which will run to the new enclosure line. Generally there is a reduction in Tarmac and an increase in paving

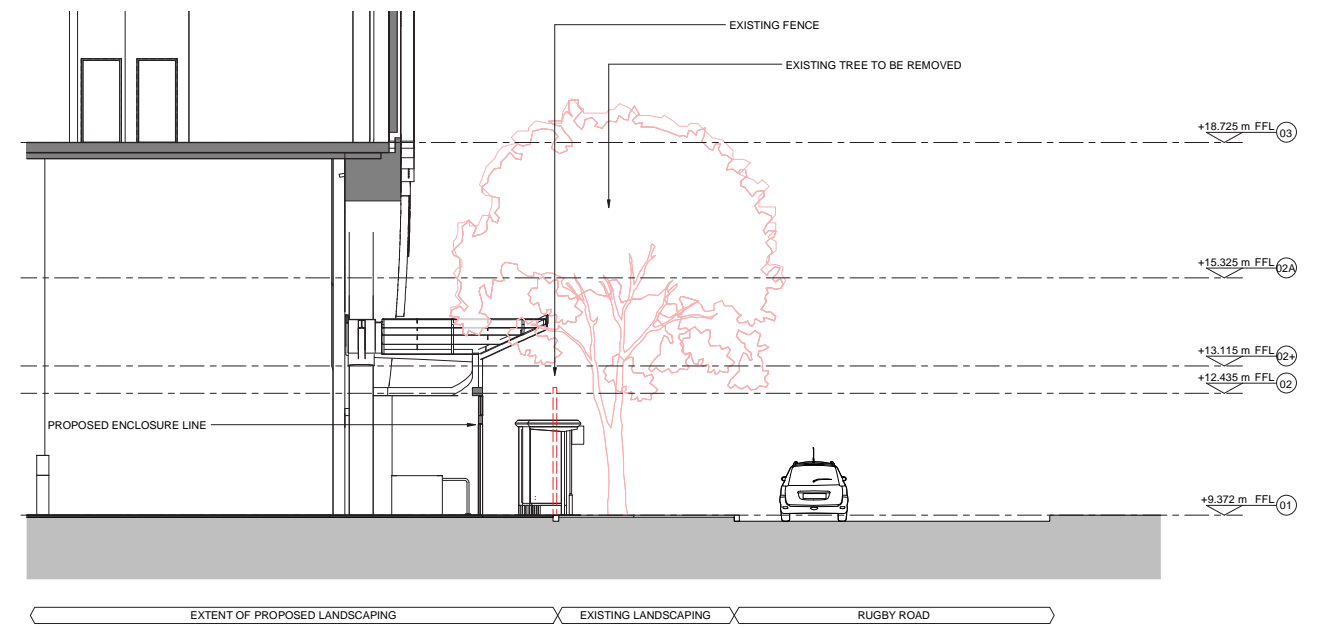
to enhance the overall look and feel of the area at ground floor level.



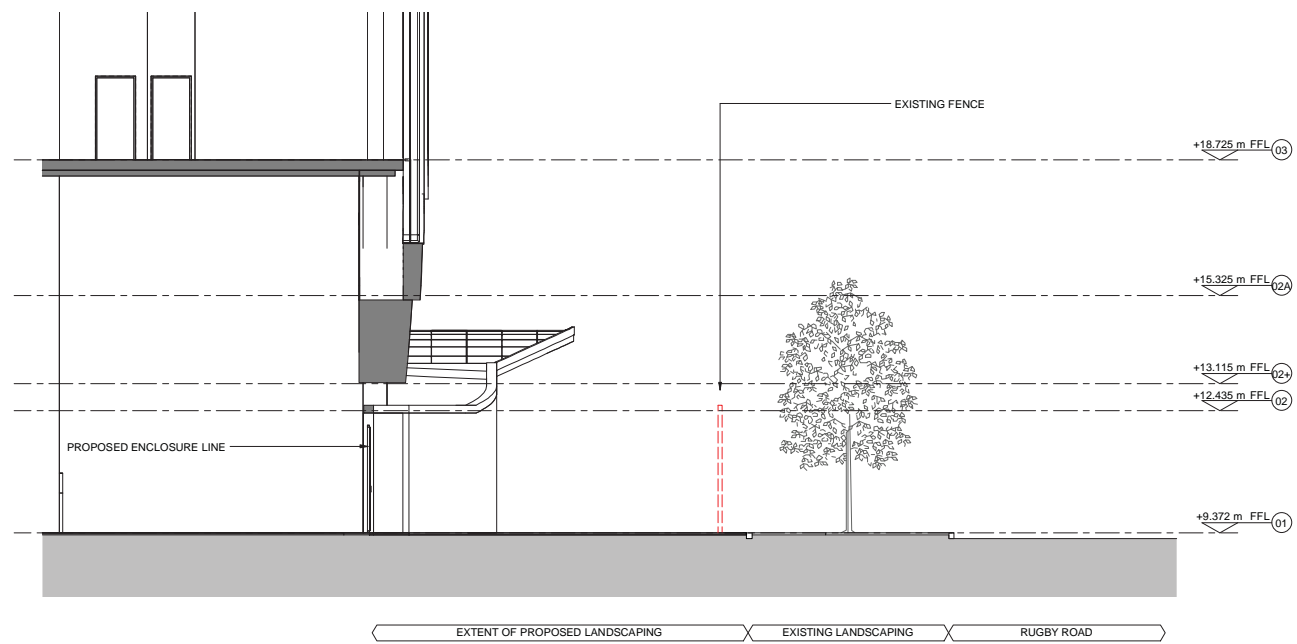
Plan highlighting landscape to Rugby Road



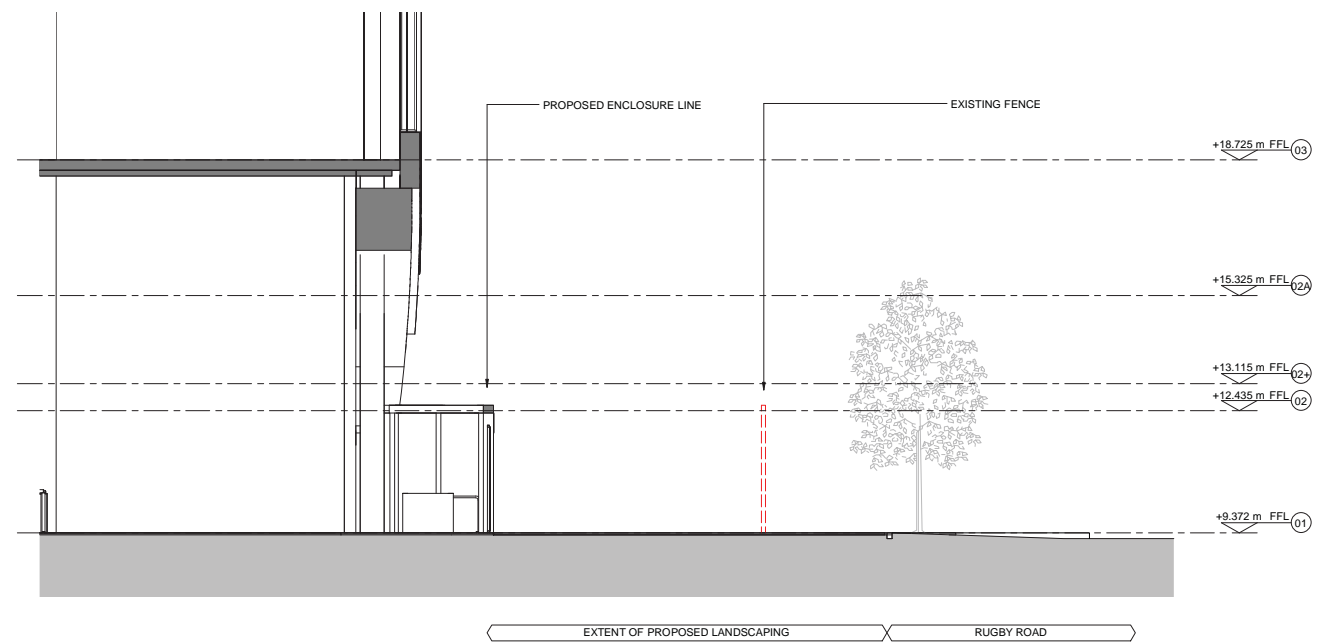
1 SECTION
LANDSCAPE SECTION 1



2 SECTION
LANDSCAPE SECTION 2



3 SECTION
LANDSCAPE SECTION 3



4 SECTION
LANDSCAPE SECTION 4

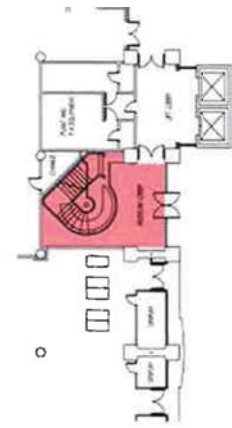
Sections highlighting landscape impact to Rugby Road



4.8 Museum relocation

In order to enhance the visitor experience we have proposed to move the Rugby Museum to the south west corner of the stadium, where it was initially intended under the south stand proposals, which will enable visitors to directly enter the museum off the street. This will ease the visitor experience. At present, museum visitors need to report to the store off Whitton Road before being escorted through the grounds to the museum. The new proposal will allow people to drop in off the street and negate the need to pre-book and get escorted to the east stand for the museum experience.

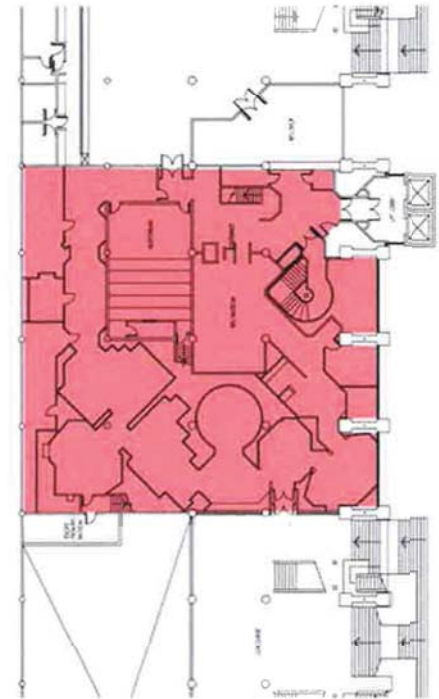
Existing



Existing Level 01

Lobby

52 m²



Existing Level 02

Museum

754 m²



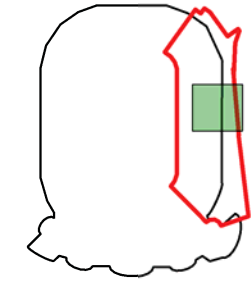
Existing Level 02A

Offices/WCs

256 m²

Total existing gross
internal area over
three levels =

1,062 m²



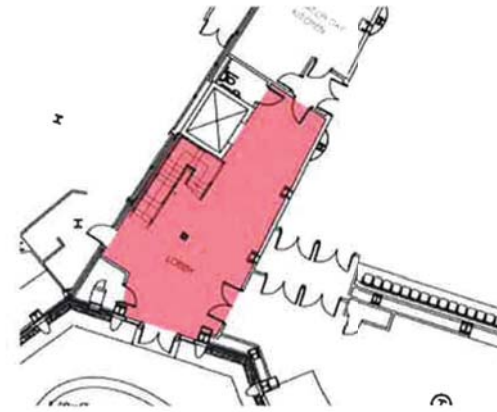
Plan reference key



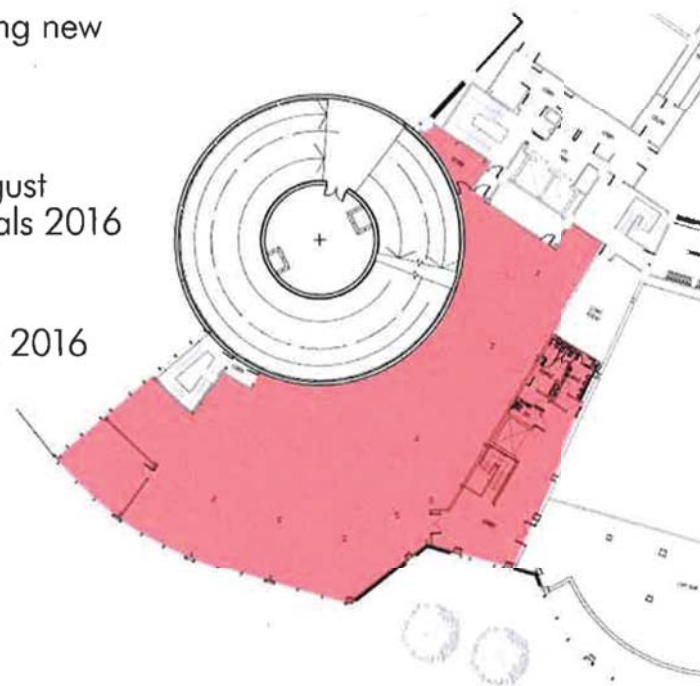
Proposed

Programme

- Existing Museum to be vacated 12th March 2017
- Approx. 12 week construction period
- Continuous operation will rely on commencing new fit-out in November 2016
- Opportunity to proceed with works from August 2016 to complete for NFL/ Autumn Internationals 2016
- o Design of new Museum facility March – May 2016
- o Appointment of Contractor mid-June 2016

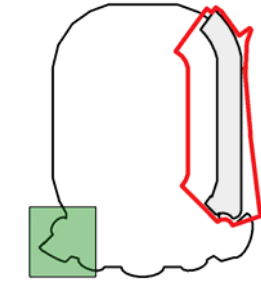


Proposed Level 01
Lobby
75 m²



Proposed Level 02
Museum
790 m²
to include offices
and back of house
activities

Total proposed gross
internal area over two
levels =
865 m²



Plan reference key



4.9 Other relevant documentation

The Design and Access Statement should be read in conjunction with the following accompanying documents, which are submitted:

Planning Statement	:	Gerald Eve
Sustainability Statement		Mainer Associates
Energy Statement	:	ME Engineers
BREEAM pre-assessment;		Mainer Associates Ltd
Transport Assessment; Draft Construction Logistics Plan; Draft Servicing Management Plan		Momentum
Draft Matchday Travel Plan; and Draft Non-Matchday Travel Plan:		Momentum
Draft Demolition and Construction Management Plan:		Mace
Daylight and Sunlight Report;		Point2Surveyors
Noise Impact Assessment;		Vanguardia
Flood Risk Assessment;		AECOM
Arboricultural Report;		Innovation Group Environmental Services
Statement of Community Involvement;		PPS
Biodiversity Report;		Mainer Associates Ltd
Air Quality Assessment;		Mott MacDonald
Odour Assessment;		Air Quality Consultants



Planning drawings:		Drawing 15735-121 P02	Level 02 context plan	Drawing 15735-242 P01	Typical street frontage 2 - 1:50
Drawing 15735-001 P01	Existing location plan	Drawing 15735-122 P02	Level 02A context plan	Drawing 15735-243 P01	Detailed facade sections - 1:20
Drawing 15735-002 P01	Proposed location plan	Drawing 15735-123 P02	Level 03 context plan	Drawing 15735-340 P01	Detailed elevations - 1:200
Drawing 15735-003 P01	Existing site plan	Drawing 15735-124 P02	Level 04 context plan	Drawing 15735-341 P01	Detailed elevations - 1:100
Drawing 15735-004 P01	Proposed site plan	Drawing 15735-125 P02	Level 04A context plan	Drawing 15735-342 P01	Detailed elevations - 1:100
Drawing 15735-005 P01	Existing site topographical plan	Drawing 15735-126 P02	Level 05A context plan	Drawing 15735-343 P01	South stand axonometric - 1:200
Drawing 15735-006 P01	Proposed external landscaping L01 plan	Drawing 15735-127 P02	Level 06 context plan	Drawing 15735-344 P01	Detailed extended elevation - 1:100
Drawing 15735-007 P01	Proposed landscaping sections	Drawing 15735-128 P02	Level 07 roof context plan	Drawing 15735-345 P01	Detailed elevation - 1:20
Drawing 15735-010 P01	Level 01 existing plan	Drawing 15735-200 P01	GA long section	Drawing 15735-346 P01	Level 5A terrace elevations
Drawing 15735-011 P01	Level 02 existing plan	Drawing 15735-201 P01	GA section A-A	Drawing 15735-6000 P01	Visualisation south east with people
Drawing 15735-012 P01	Level 2A existing plan	Drawing 15735-202 P01	GA section B-B	Drawing 15735-6001 P01	Visualisation south east without people
Drawing 15735-013 P01	Level 03 existing plan	Drawing 15735-203 P01	GA section C-C	Drawing 15735-6002 P01	Visualisation north east with people
Drawing 15735-014 P01	Level 04 existing plan	Drawing 15735-300 P01	GA elevations 1	Drawing 15735-6003 P01	Visualisation north east without people
Drawing 15735-015 P01	Level 04A existing plan	Drawing 15735-301 P01	GA elevations 2	Drawing 15735-6004 P01	Contextual view north east GMB removed
Drawing 15735-016 P01	Level 05 existing plan	Drawing 15735-302 P01	GA elevations 3	Drawing 15735-6005 P01	View from Whitton Dean roundabout
Drawing 15735-017 P01	Level 06 existing plan	Drawing 15735-303 P01	Detailed elevations	Drawing 15735-6006 P01	View from car park existing & proposed
Drawing 15735-018 P01	Level 07 existing plan	Drawing 15735-143 P01	L1 GA plan north 1:500	Drawing 15735-6007 P01	Visualisation within level 5A terrace
Drawing 15735-020 P01	Existing long section	Drawing 15735-144 P01	L1 GA plan south 1:500		
Drawing 15735-021 P01	Existing section A-A	Drawing 15735-145 P01	L2 GA plan north 1:500		
Drawing 15735-022 P01	Existing section B-B	Drawing 15735-146 P01	L2 GA plan south 1:500		
Drawing 15735-023 P01	Existing section C-C	Drawing 15735-147 P01	L3GA plan north 1:500		
Drawing 15735-030 P01	Existing elevations 1:500	Drawing 15735-148 P01	L3 GA plan south 1:500		
Drawing 15735-031 P01	Existing elevations 1:100	Drawing 15735-149 P01	L4 GA plan north 1:500		
Drawing 15735-032 P01	Existing elevation 3	Drawing 15735-150 P01	L4 GA plan south 1:500		
Drawing 15735-033 P01	Existing detailed elevation	Drawing 15735-151 P01	L4A GA plan north 1:500		
Drawing 15735-110 P02	Level 01 GA plan	Drawing 15735-152 P01	L4A GA plan south 1:500		
Drawing 15735-111 P02	Level 02 GA plan	Drawing 15735-153 P01	L5A GA plan north 1:500		
Drawing 15735-112 P02	Level 02A GA plan	Drawing 15735-154 P01	L5A GA plan south 1:500		
Drawing 15735-113 P02	Level 03 GA plan	Drawing 15735-155 P01	L6 GA plan north 1:500		
Drawing 15735-114 P02	Level 04 GA plan	Drawing 15735-156 P01	L6 GA plan south 1:500		
Drawing 15735-115 P02	Level 04A GA plan	Drawing 15735-157 P01	L7 GA plan north 1:500		
Drawing 15735-116 P02	Level 05 GA plan	Drawing 15735-158 P01	L7 GA plan south 1:500		
Drawing 15735-117 P02	Level 06 GA plan	Drawing 15735-159 P01	Level 5A terrace underside RCP		
Drawing 15735-118 P02	Level 07 GA roof plan	Drawing 15735-240 P01	Typical facade curtain wall 1:50		
Drawing 15735-120 P02	Level 01 context plan	Drawing 15735-241 P01	Typical street frontage 1 - 1:50		

Access





5.1 Accessibility of the stadium

Twickenham Stadium is on the northern side of the A316 into London. As Twickenham stadium lies in a residential and commercial area the surrounding roads are resident permit holders only and the RFU discourage parking outside of their designated areas. Demand for match day parking is high and must be booked in advance. The RFU issue a number of free parking spaces for all international matches through priority wheelchair access.

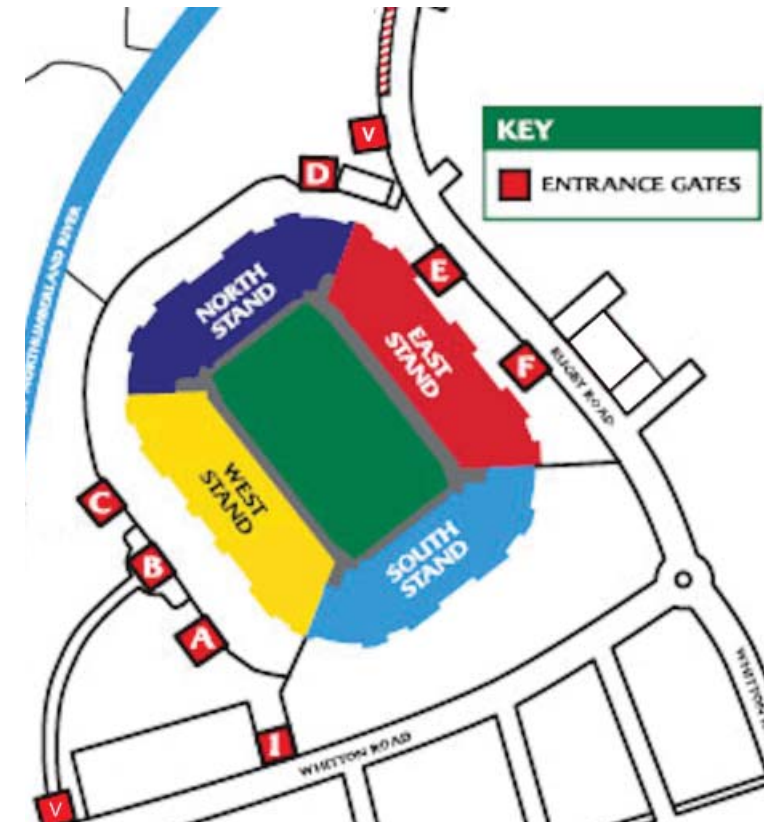
encountered and this project gives us the opportunity to address issues that would not have otherwise been easy to address in the stadium in its current configuration.

Car parks are located to the North and West of the stadium. There are a number of designated car parks. These are the Rosebine Avenue car park located next to Harlequins RFC, Tesco car park off Mogden Lane, Cardinal Vaughan car park, the North car park and the West car park.



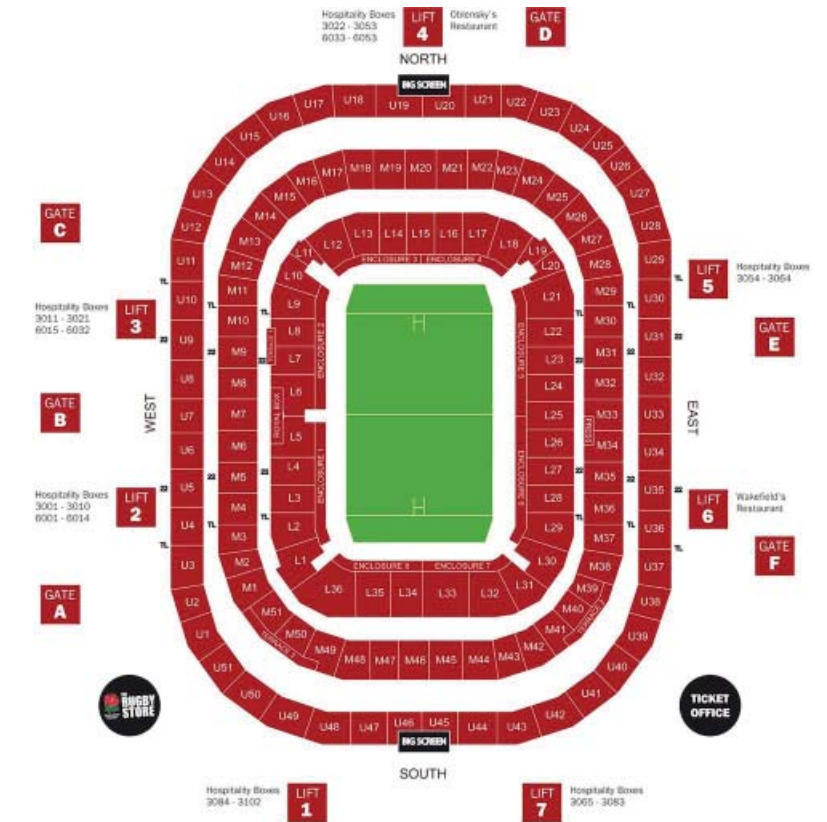
Shuttle buses from nearby train stations stop adjacent to the stadium on Rugby Road. Buses 281, 267 and H22 all run regular services which pass close to the stadium. Alternatively, take a 33, R68, R70, 290 or 490 bus to Twickenham town centre (King Street) – the stadium is a 10 to 15 minutes' walk away.

KSS has worked extensively with movement consultants and transport consultants to arrive at the best solution to improve the existing stadium in and around the site by foot and by vehicle. Extensive analysis throughout the early design process has enabled the design to address many of the previous problems



Signage from Twickenham Station

Diagram highlighting access to the stadium, including turnstiles (A to F) and vehicular access (V). Vehicular access not in use prior or immediately after games.



Plan showing turnstiles and main lifts around the stadium.



5.2 Vehicular access

It is important to note that there will be no increase in spectator numbers visiting the site on match days as the stadium capacity is not increased.

Vehicles enter the site off Rugby Road from the north of the stadium adjacent to the current site workshop. An outer ring road takes vehicles to either a large north car park or around to the west car park which is a public facility on non-match days. General vehicle access off Whitton Road is not available however, a set of double gates are in place to assist vehicle movements managed by the RFU on and around match and event days.

There is a drop off point in the south east corner of the site off Rugby Road that serves the hotel and gym.

Currently, all visiting vehicles arrive via a barrier gate operated by staff within an adjacent security hut located to the north of the site at gate D.

Lions gate access off the west car park is managed by the RFU and is currently only opened on match days for the team coach to drop players outside the gates where they walk in to the changing rooms within the west stand.

During an event vehicular access will be limited to emergency vehicles only. Deliveries will be on non-match days through gate D and around the outer concourse.

Refer to Momentum Transport Statement for details of traffic impact of the new development.



Route from Rugby Road to west car park



North car park



West car park



Junction with Rugby Road to west car park



None match day drop off



Rugby Road