



- KEY**
- PLANNING APPLICATION BOUNDARY
 - EXISTING LEVELS
 - PROPOSED LEVELS
- HARDWORKS**
- PAVING TYPE 01 - SMALL SIZED MODULES OF NATURAL STONE TO FOOTWAYS & SHARED SURFACE. REFER TO DWG 6975_501
 - PAVING TYPE 02 - SMALL SIZED MODULES OF NATURAL STONE TO BOAT HOUSE ROOF. REFER TO DWG 6975_501
 - PAVING TYPE 03 - LARGE SIZED NATURAL STONE TO SQUARE. REFER TO DWG 6975_501
 - PAVING TYPE 04 - RESIN BOUND GRAVEL. REFER TO DWG 6975_501
 - PAVING TYPE 05 - SELF BINDING GRAVEL. REFER TO DWG 6975_501
 - PAVING TYPE 06 - SAND. REFER TO DWG 6975_501
 - PAVING TYPE 07 - TACTILE PAVING. REFER TO DWG 6975_501
 - PAVING TYPE 08 - TARMAC. REFER TO DWG 6975_501
 - PAVING TYPE 09 - WET FOUR LAYERS TO SQUARE SURFACE (TBC) DWG 6975_501
 - PAVING TYPE 10 - WET FOUR LAYERS TO SQUARE SURFACE (TBC) DWG 6975_501
 - RETAINING WALL. REFER TO DWG 6975_521
 - BALUSTRADE. REFER TO DWG 6975_521
 - EDGE TYPE 01 - LOW RAISED BRICK EDGE. REFER TO DWG 6975_521
 - EDGE TYPE 02 - FLUSH BRICK EDGE. REFER TO DWG 6975_521
 - EDGE TYPE 03 - RAISED GRANITE KERB EDGE. REFER TO DWG 6975_521
 - EDGE TYPE 04 - RAISED GRANITE EDGE. REFER TO DWG 6975_521
 - EDGE TYPE 05 - FLUSH GRANITE EDGE. REFER TO DWG 6975_521
 - BRICK WALL TYPE 01 - RAISED BRICK WALL TO SERVICE ROAD PLANTER. REFER TO DWG 6975_521
 - BOAT HOUSE - BRICK WALL TO MATCH ADJACENT PLANTER ROOF & GREEN ROOF. REFER TO DWG 6975_521
 - PLANTED TERRACES - TIMBER EDGE, EUROPEAN OAK SLEEPER; 200MM X 100MM VERTICAL SLATS; FIXED TO SUPPORT FRAME. FINISH NATURAL. BY WOODSCAPE OR EQUAL AND APPROVED. REFER TO DWG 6975_521
 - CYCLE STAND. SHEFFIELD CYCLE STAND 750MM X 900MM BY MARSHALL'S OR EQUAL AND APPROVED
 - FIXED & TELESCOPIC BOLLARDS. STAINLESS STEEL GRADE 316; 900MM HIGH BY ATC ACCESS OR EQUAL AND APPROVED
 - BINS PROPOSED TO MATCH EXISTING
 - METAL EDGE AND SELF BINDING GRAVEL TO TREE SURROUNDS IN HARD STANDING
 - TREE WITH POWDER COATED STEEL TREEGUARD
 - SEATING TERRACES: EUROPEAN OAK SLEEPER; 200MM X 100MM VERTICAL SLATS; PREFIXED TO SUPPORT FRAME; FINISH NATURAL
 - STEPS & ASSOCIATED HANDRAILS. REFER TO LDA DRAWING
 - CHESS TABLE AND CHAIRS. SUPPLIER TBC
 - BENCH TYPE A - ACCOYA WOOD, VIRGIN, POWDER COATED BASE TO RAL TBC BY STREET LIFE OR EQUAL AND APPROVED
- SOFTWORKS**
- HERBACEOUS PLANTING
 - RAIN GARDENS
 - LAWN
 - EXISTING TREES
 - EXISTING TREES RELOCATED
 - PROPOSED TREES
 - EXISTING LONDON PLANE TREES RELOCATED
 - PROPOSED FLOATING HABITAT
 - CLIMBERS ON TRELLIS SYSTEM
 - EXISTING TREES RPA
- PLAY EQUIPMENT**
- EXISTING LAMPPOSTS (LP), GULLEYS (GG), SIGNS (SI), FEEDER PILLARS (FP) & MANHOLES (MH)
 - PROPOSED POWER
 - PROPOSED WATER FOUNTAIN
 - PROPOSED MULTI DIRECTIONAL LIGHT POSTS
 - PROPOSED LED STRIP LIGHTING TO BENCHES AND HANDRAILS
 - LIFEBUOY (SPECIFICATION TBC)
 - SLOT DRAIN/GULLEY
- REVISIONS**
- | REV. | DESCRIPTION | DATE |
|------|-------------------------------|-----------|
| B | Response to Planning Comments | 10/12/21 |
| A | Planning Issue | 28/01/21 |
| REV. | DESCRIPTION | APP. DATE |
- LD A DESIGN**
- PROJECT TITLE
TWICKENHAM RIVERSIDE
- DRAWING TITLE
General Arrangement Plan
- ISSUED BY: London T: 020 7467 1470
DATE: JULY 2021 DRAWN: ER
SCALE: A1 1:250 CHECKED: TW
STATUS: Draft APPROVED: AH
- DWG. NO 6975_100**
- No dimensions are to be scaled from this drawing. All dimensions are to be checked on site. Area measurements for indicative purposes only.
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Source: Ordnance Survey



WSP Transport Commentary on LDA General Arrangement Plan Drawing No.6975_100

1

- Water Lane is considered to be the primary pedestrian access route into the site given its relationship to Twickenham town centre and railway station, and a generous new pedestrian route will be provided in this location adjacent to Water Lane. The lower traffic flows on Wharf Lane in the future will create an enhanced environment for pedestrians, despite the slight narrowing of the footway on the west side of the road.

2

- The proposals will result in very low vehicle movements along the southern section of Wharf Lane, including using the turning head on the Embankment. This should provide a significantly enhanced environment for cyclists as they navigate the blind bend. Traffic speeds on the approach to the turning head (when approaching from the north) will be extremely low given they will be approaching a dead-end. Similarly, traffic speeds when leaving the turning head to travel north along Wharf Lane will be low, with vehicles having just turned around.

3

- When the Embankment is open to allow a small number of service vehicles to access Wharf Lane via Water Lane, traffic speeds will be low as vehicle approach the sharp right-turn onto Wharf Lane. In addition, the design of the public realm along the Embankment has been developed to encourage low traffic speeds and give priority to pedestrians and cyclists.

4

- Manually-operated barriers will be installed at each end of the restricted zone, similar to the existing arrangement at the western end of Church Street. Information will be made available to stakeholders with regards to a TMO once this has been validated with the LBRUT.
- The Council will be responsible for operating the barriers each day, as they do for the barrier that has been installed at the western end of Church Street.
- The hours of operation are subject to finalisation with the Council, but it is currently anticipated that vehicular access will be permitted from 7am – 10am daily. The hours of operation and terms of the TMO will be clearly stipulated through signage, the Council website and will be enforced by traffic management at the LBRUT.
- There will be a booking procedure in place whereby occasional requirements for larger vehicles out of hours (e.g. articulated lorries occasionally generated by Eel Pie Island) to facilitate access along the Embankment in liaison with the Council where there is reasonable need.

5

- With regards to long-stay cycle parking, Hopkins Architects have increased the overall total of cycle parking within both Wharf Lane and Water Lane buildings.
- Josta have formally confirmed to Hopkins that their proposed Josta racks will be fully operational within the confines of the existing cycle store sizes.
- Hopkins have also liaised with WSP and Skelly & Couch through Stage 4 over basement wall infrastructure to increase cycle store capacity.

6

- Short-Stay cycle parking will be located in well-overlooked locations, which are expected to have presence of CCTV and will be well lit.
- There are short-stay cycle parking hoops located at several locations within the proposed masterplan, including to the west of the Water Lane / King Street junction, and to the south of the Embankment, Wharf Lane and the Service Road.

7

- Short-Stay cycle parking will be provided in the form of stainless steel Sheffield Stands, secured with concrete fittings.
- This is considered to be acceptable materials for cycle stand implementation within the flood zone.