Lower Thames Crossing

6.3 Environmental Statement Appendices

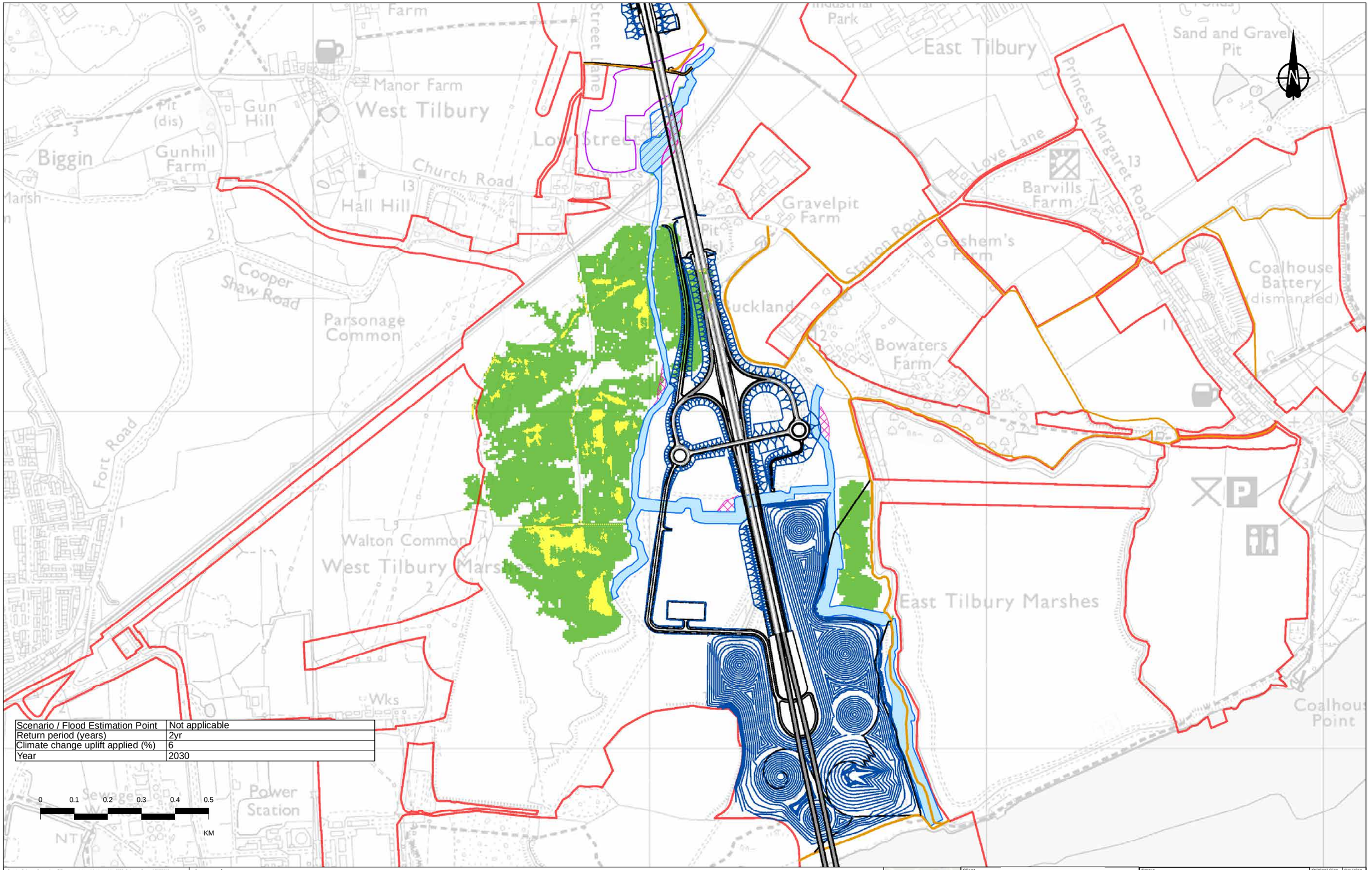
Appendix 14.6 - Flood Risk Assessment - Part 9 Annex G

APFP Regulation 5(2)(a)
Infrastructure Planning
(Applications: Prescribed Forms and Procedure)
Regulations 2009
Volume 6

DATE: October 2022

Planning Inspectorate Scheme Ref: TR010032
Application Document Ref: TR010032/APP/6.3

VERSION: 1.0



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	6
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Pre-development
Sheet 1 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00900

Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
Application Document Number	TR010032/APP/6.3	A3	P01
Drawing title	FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 2 of 15	Scale	1:10,000
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00901		

Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

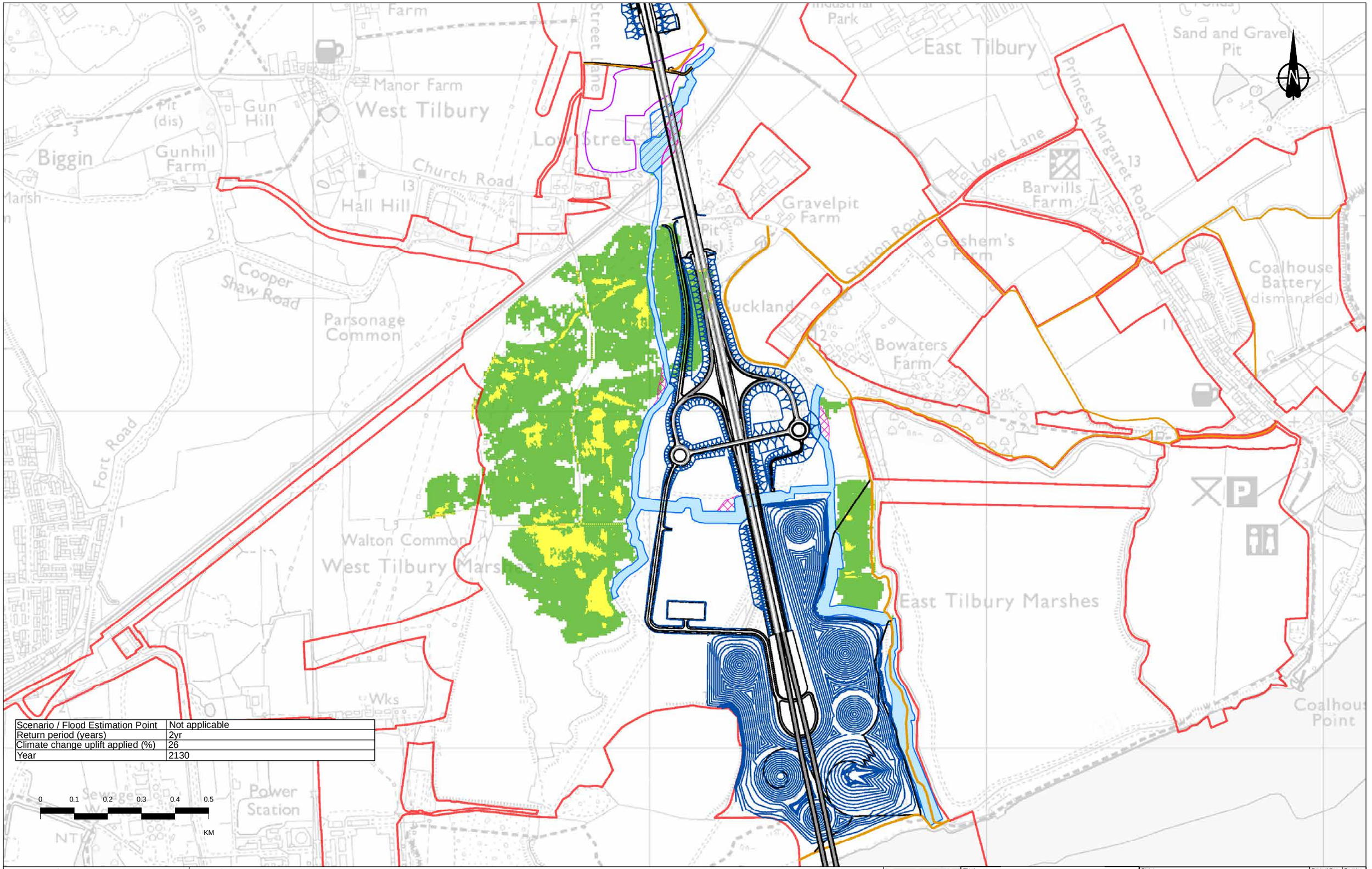
Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Pre-development
Sheet 3 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00902



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	26
Year	2130

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Basildon

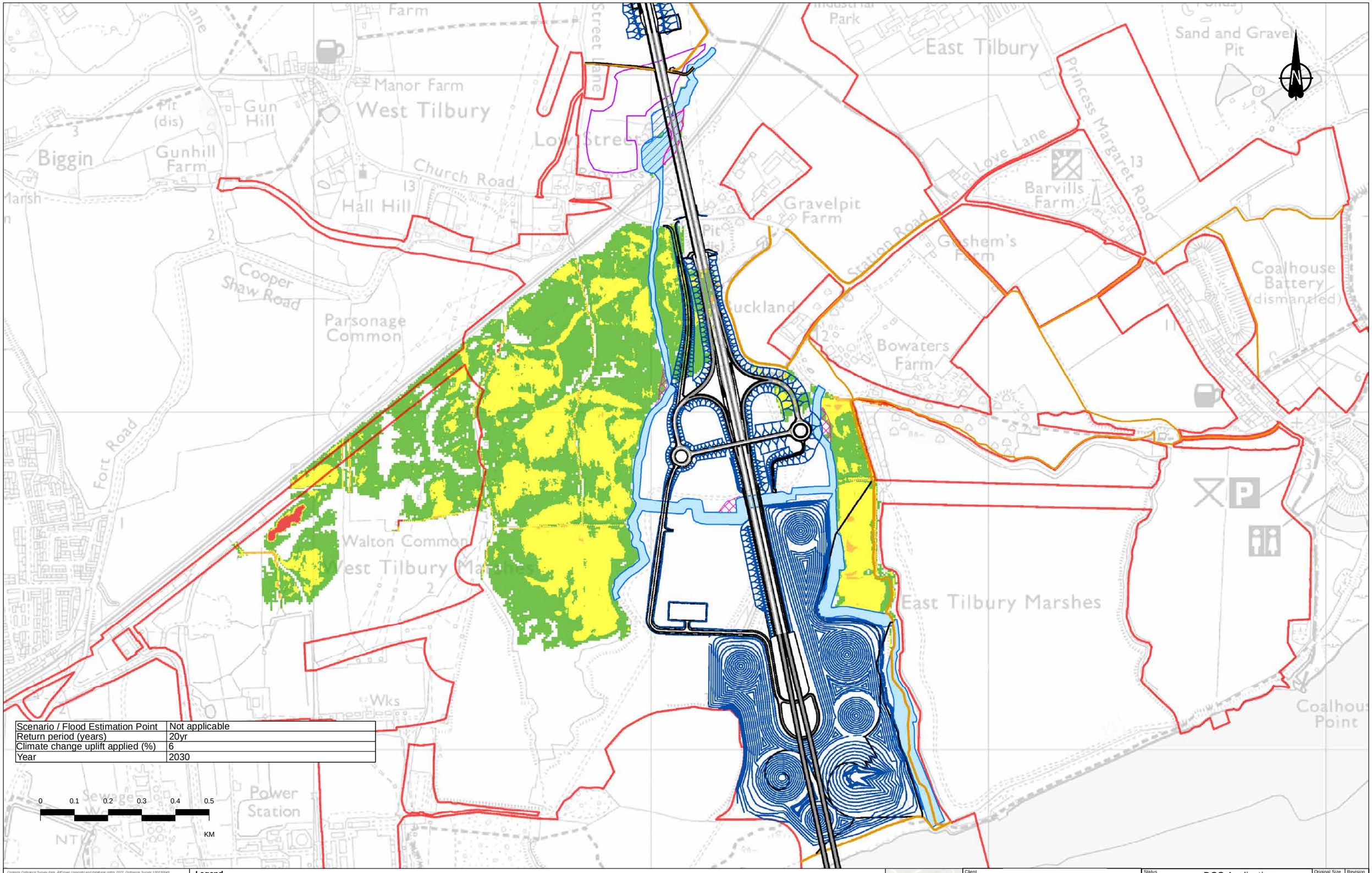
Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application		Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3		Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Pre-development
Sheet 4 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00903



Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	6
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Pre-development
Sheet 5 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00904

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 6 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00905

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application

Original Size: A3

Revision: P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Pre-development
Sheet 7 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00906

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 8 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00907

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 9 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00908

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 10 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00909

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 11 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00910

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application

Original Size: A3

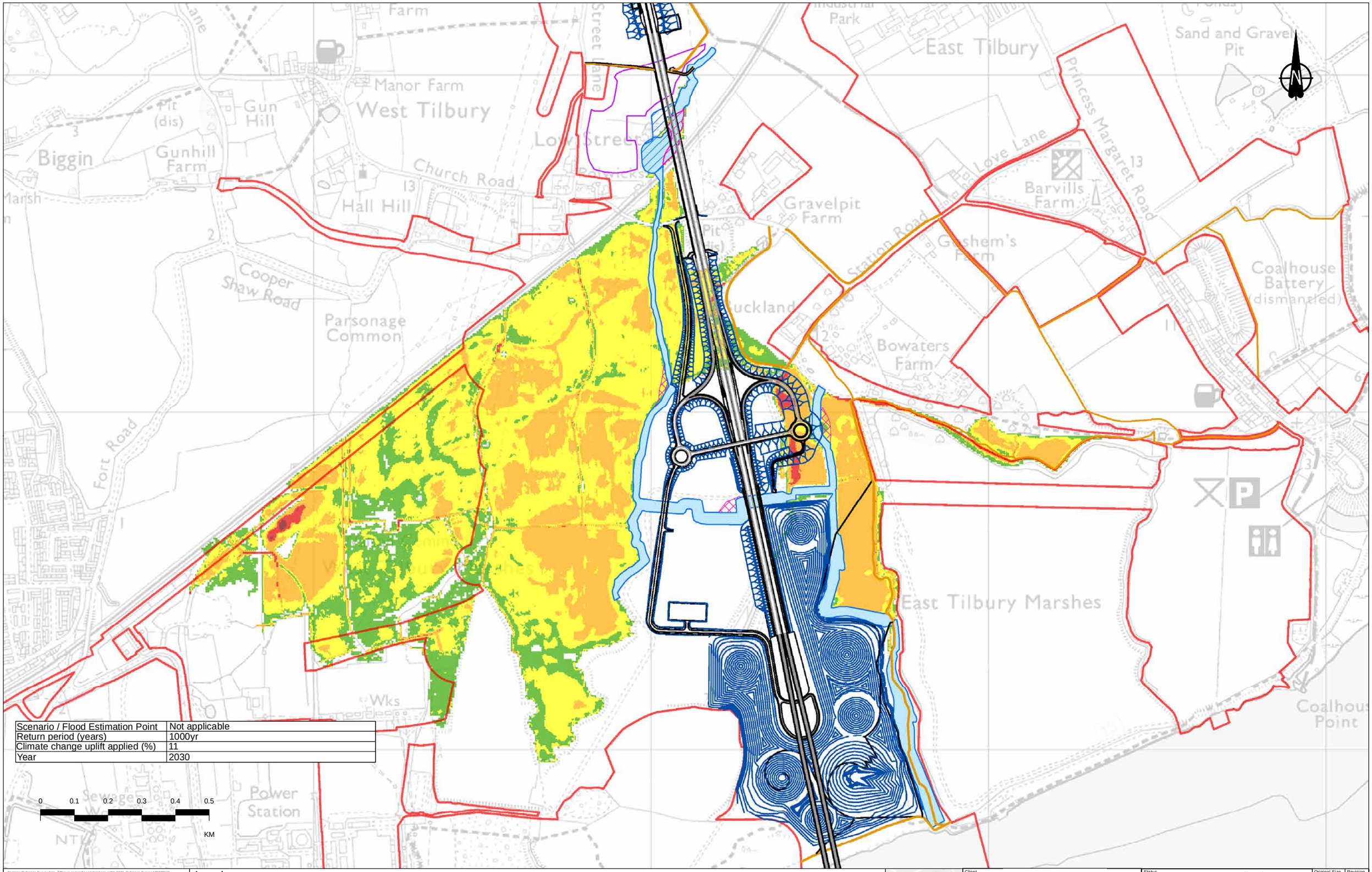
Revision: P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Pre-development
Sheet 12 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00911



Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	11
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

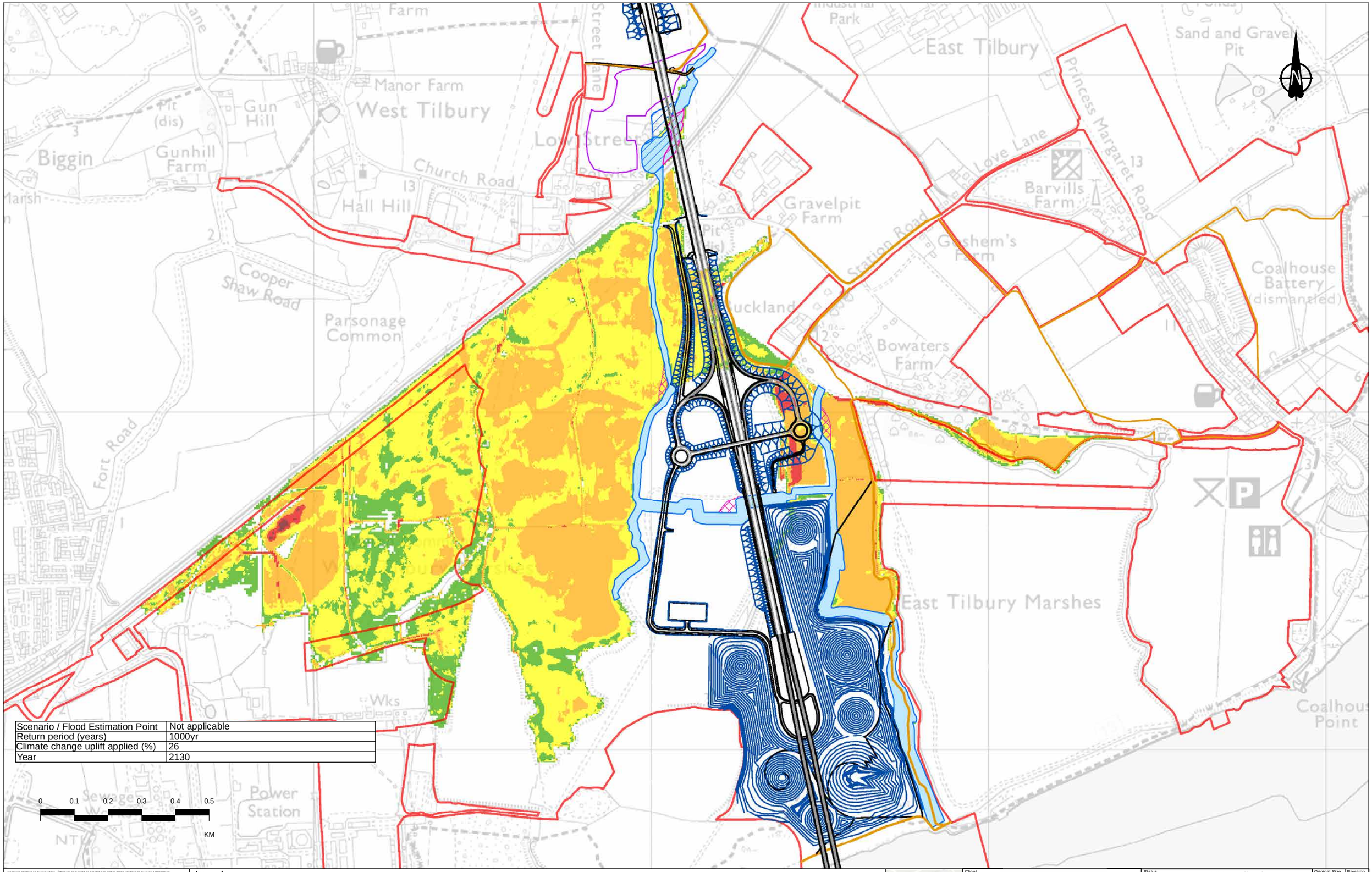
- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application
Original Size: A3
Revision: P01
Application Document Number: TR010032/APP/6.3
Scale: 1:10,000
Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 13 of 15
Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00912



Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	26
Year	2130

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application

Original Size: A3

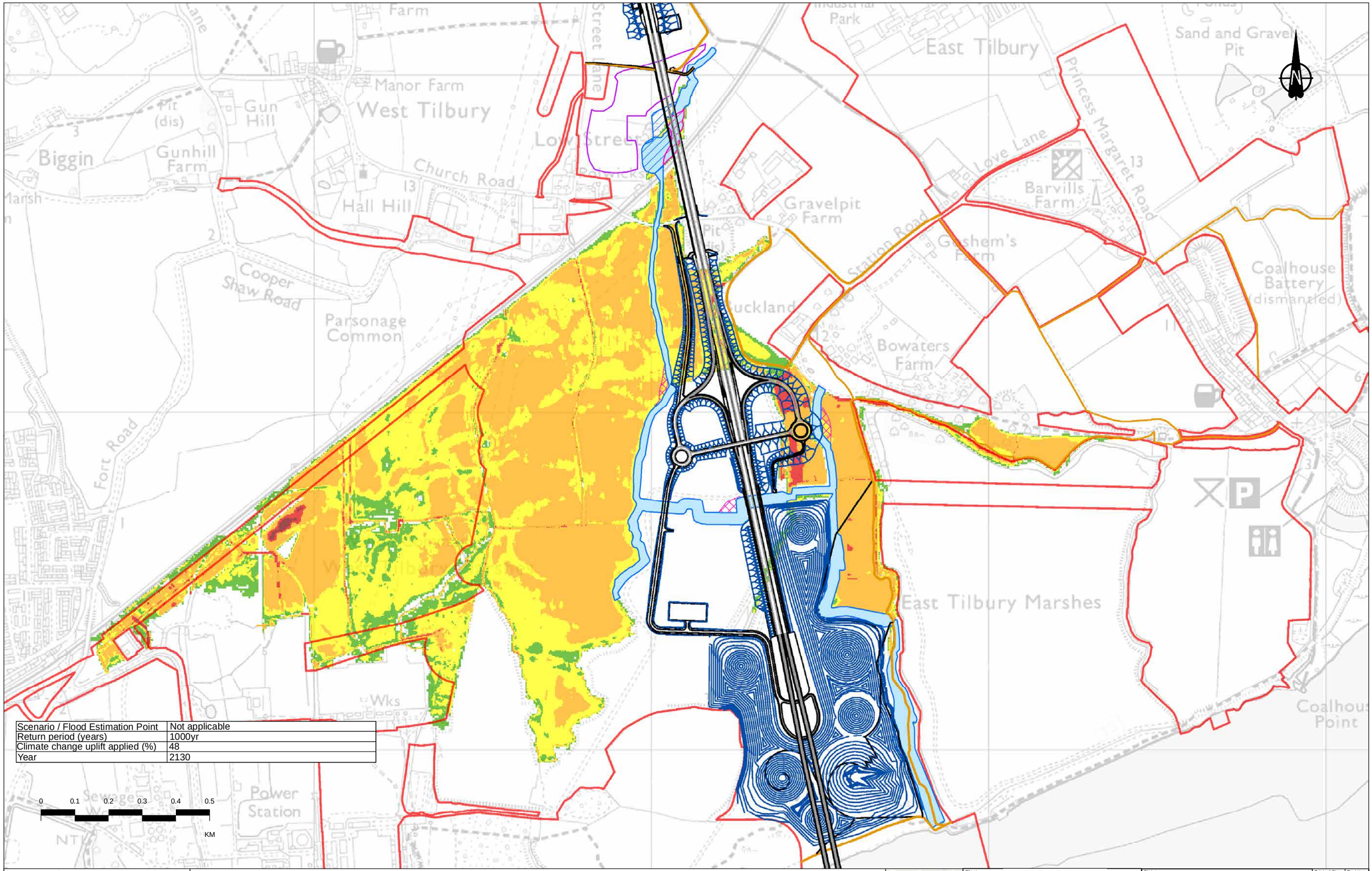
Revision: P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 14 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00913



Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	48
Year	2130

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Pre-development
Sheet 15 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00914

Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

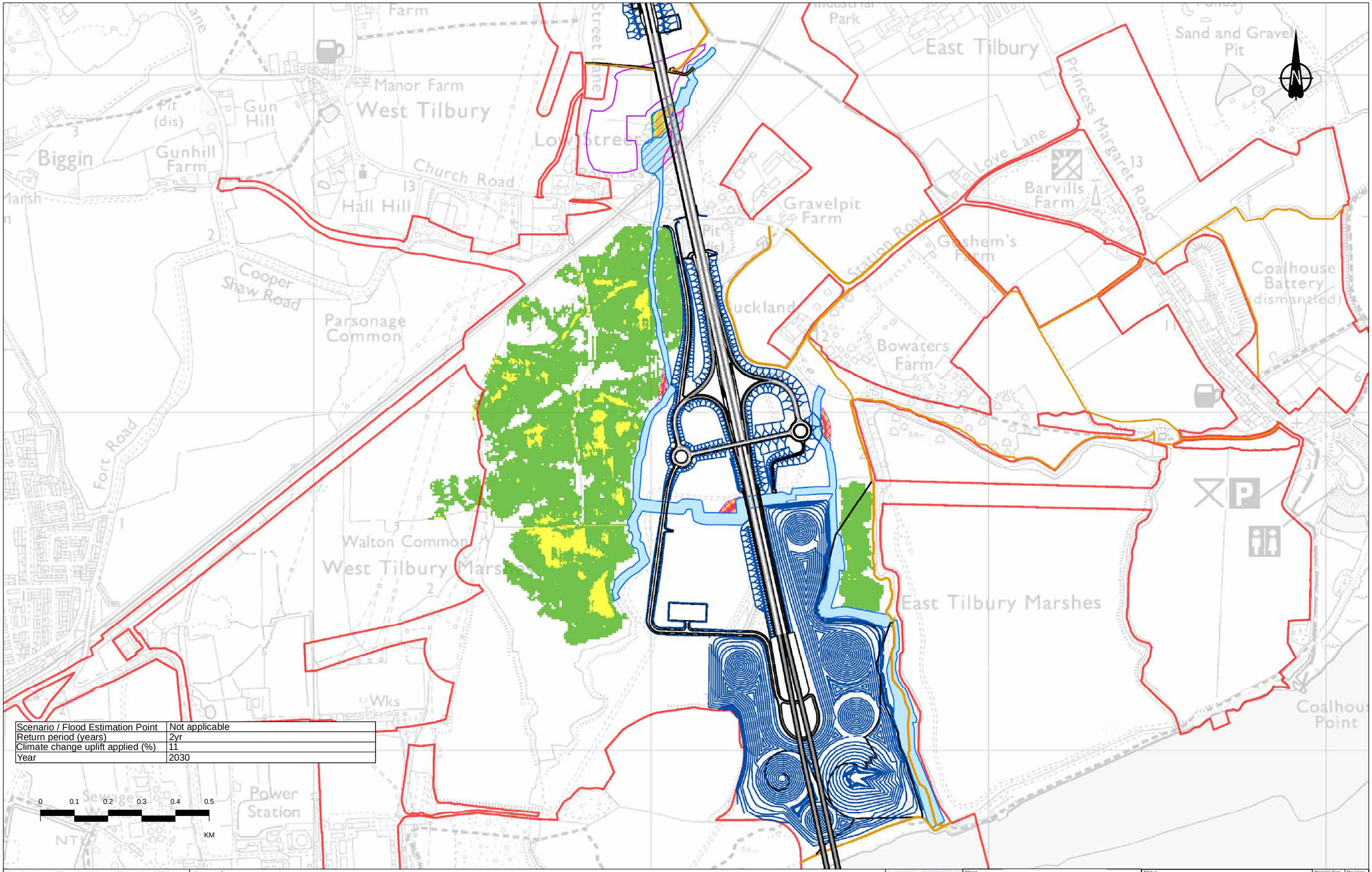
Project: LOWER THAMES CROSSING

Status: DCO Application | Original Size: A3 | Revision: P01

Application Document Number: TR010032/APP/6.3 | Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 1 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00915



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	11
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

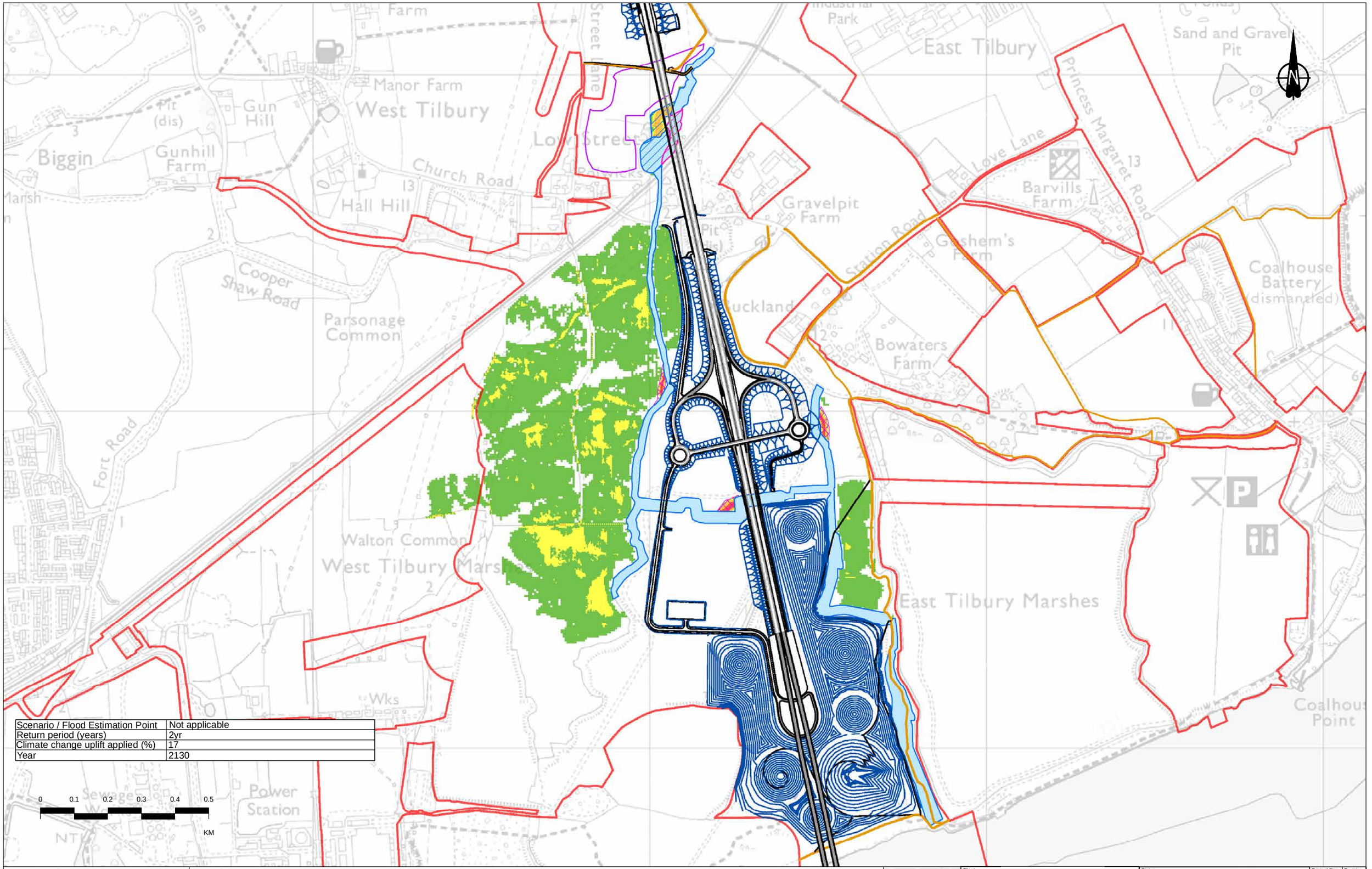
Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 2 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00916



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	17
Year	2130

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application

Original Size: A3

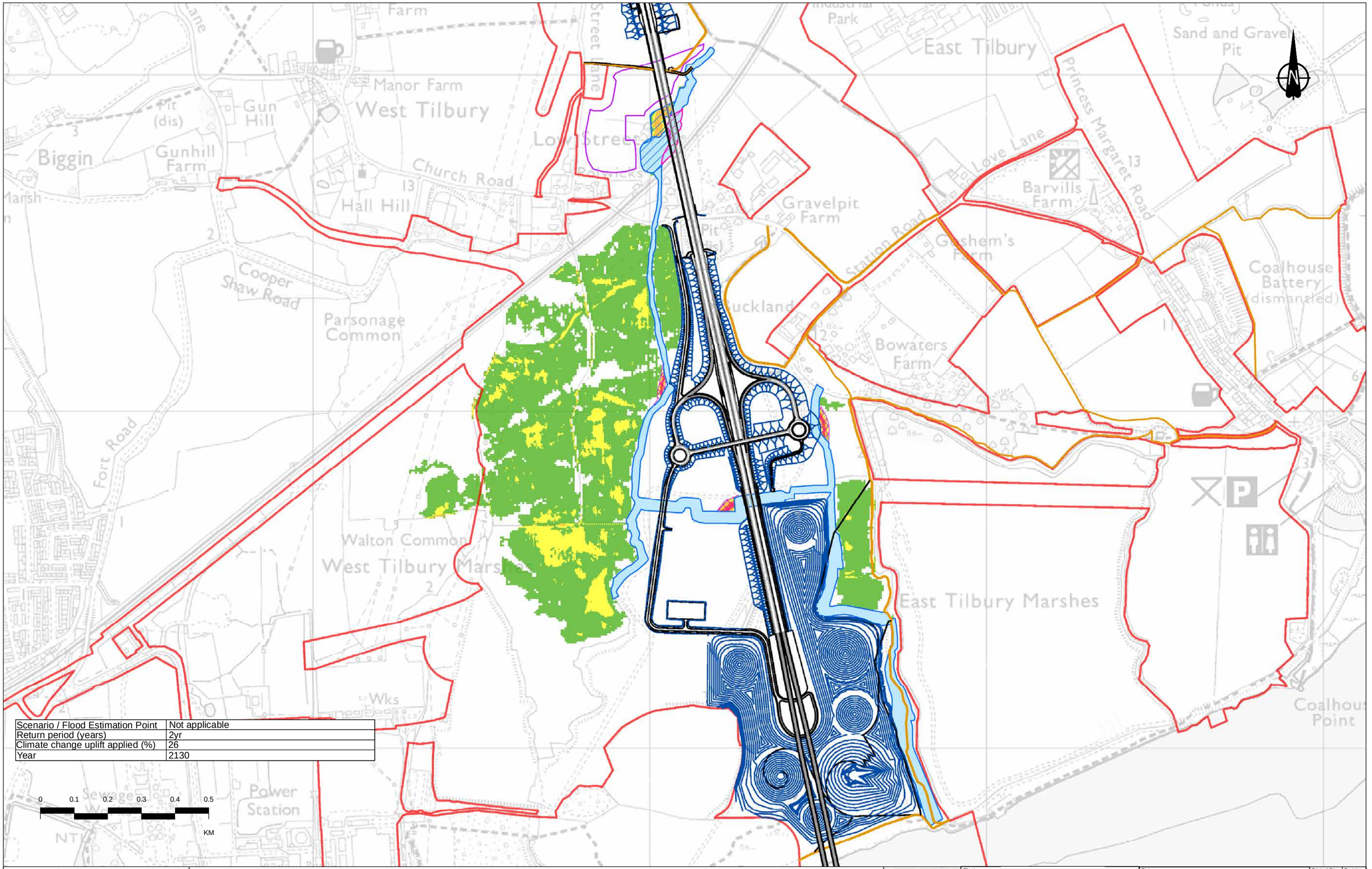
Revision: P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 3 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00917



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	26
Year	2130

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Basildon

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application

Original Size: A3

Revision: P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 4 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00918

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application

Original Size: A3

Revision: P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 5 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00919

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
Application Document Number	TR010032/APP/6.3	A3	P01
		Scale 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 6 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00920

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application

Original Size: A3

Revision: P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 7 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00921

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 8 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00922

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

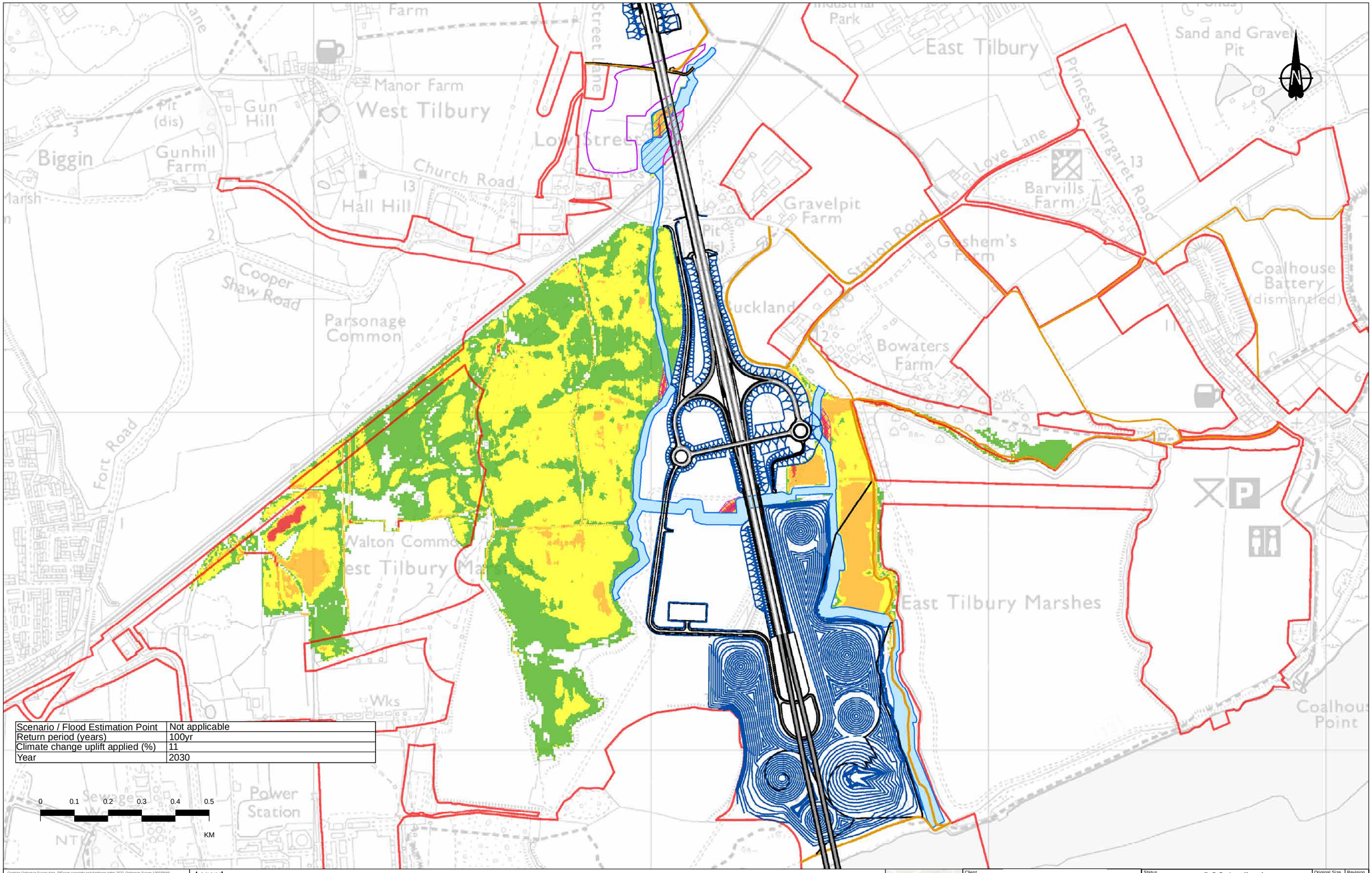
Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 9 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00923



Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	11
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

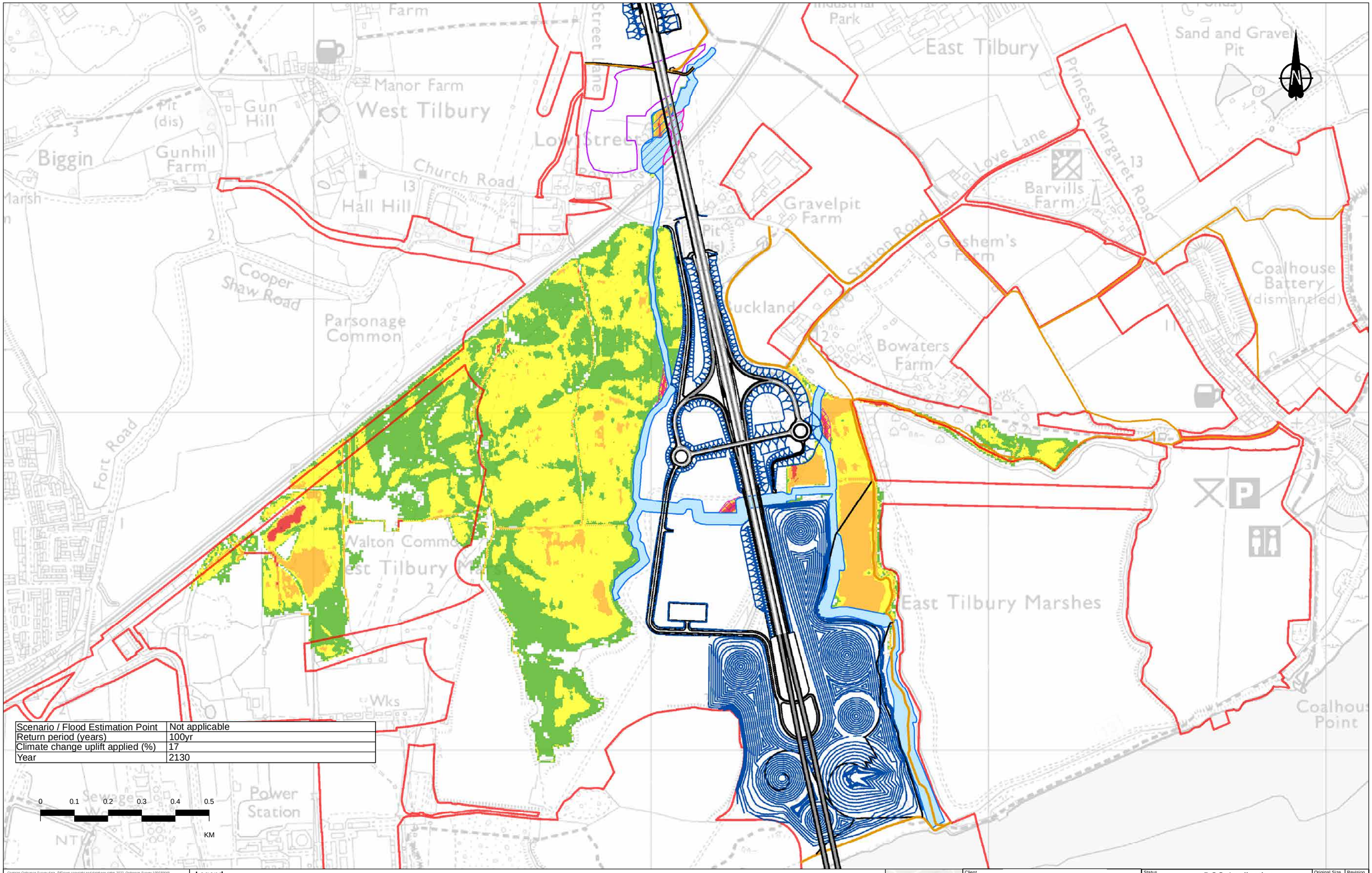
Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 10 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00924



Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	17
Year	2130

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application

Original Size: A3

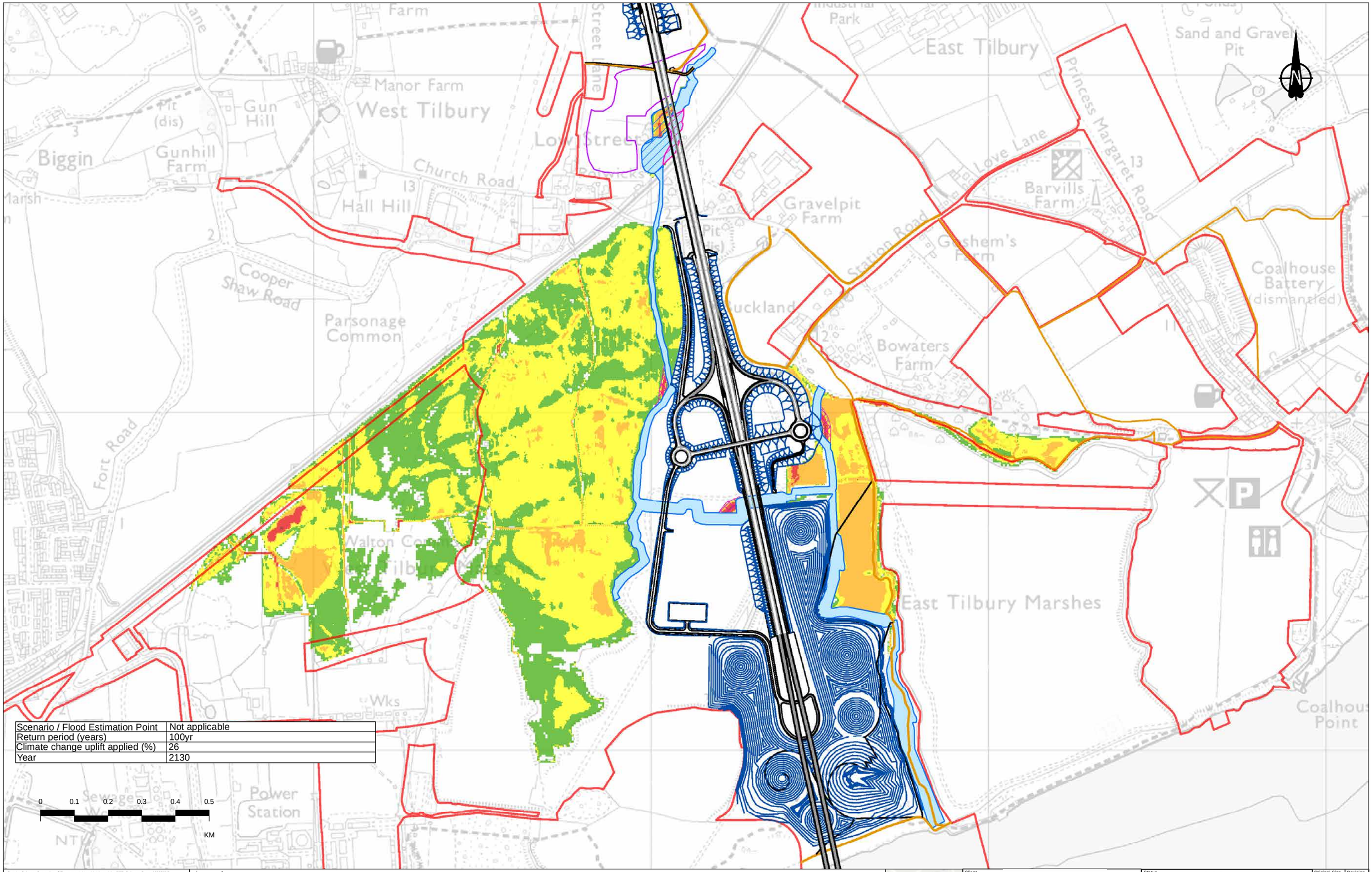
Revision: P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 11 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00925



Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 12 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00926

Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
Application Document Number	TR010032/APP/6.3	A3	P01
		Scale 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 13 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00927

Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
Application Document Number	TR010032/APP/6.3	A3	P01
		Scale 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 14 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00928

Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	48
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

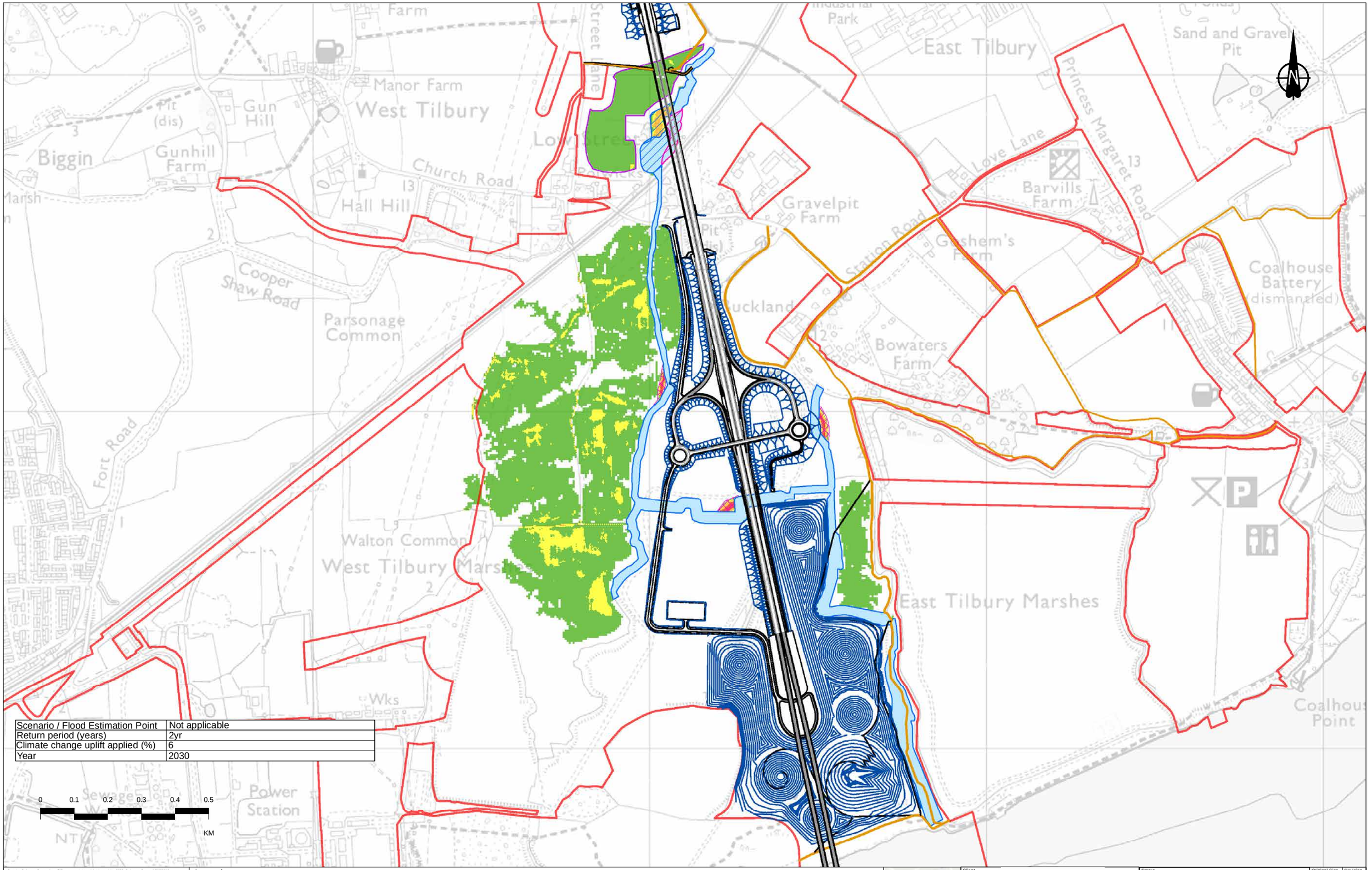
Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (without mitigation)
Sheet 15 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00929



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	6
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

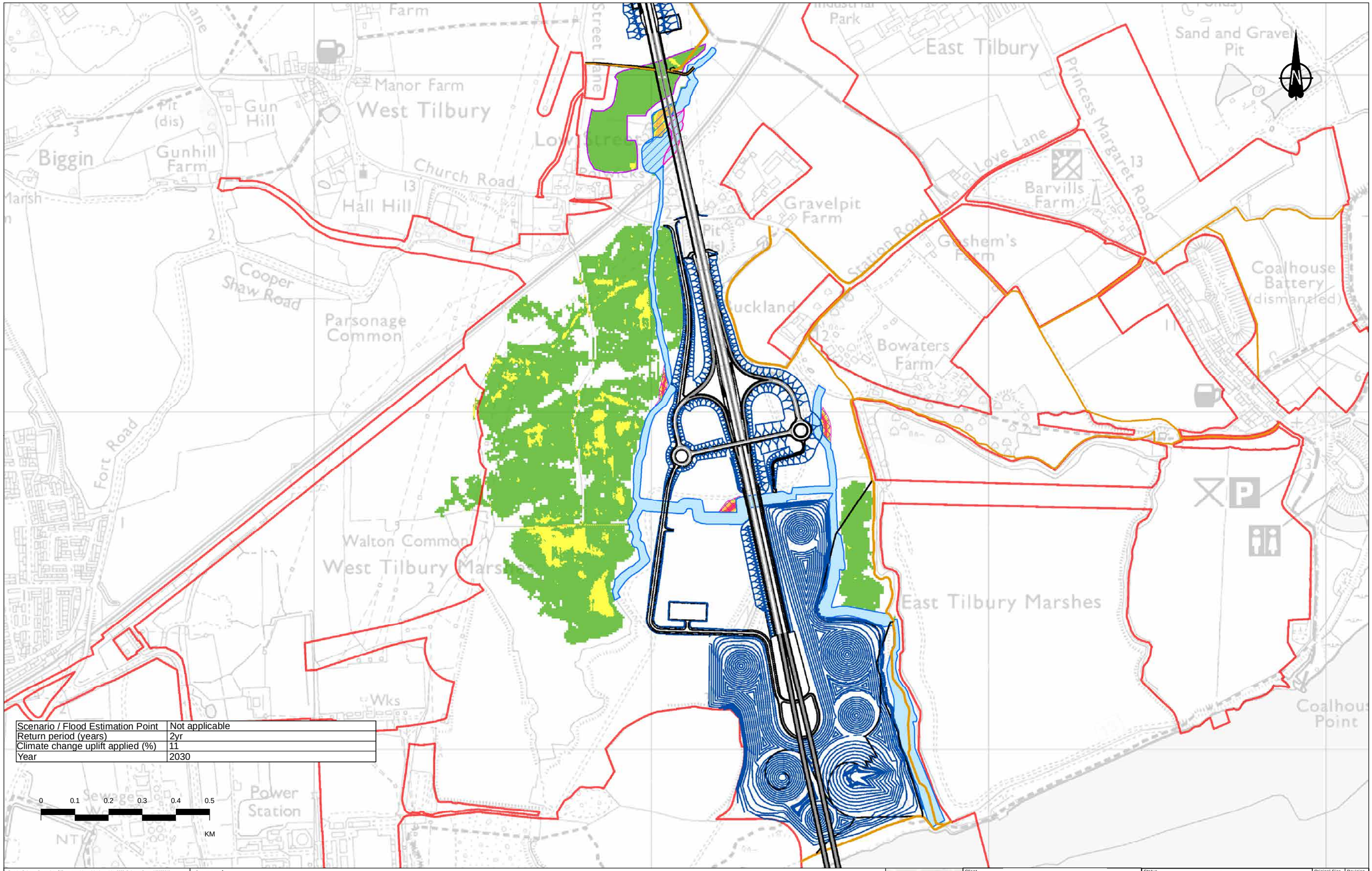
Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 1 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00930



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	11
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

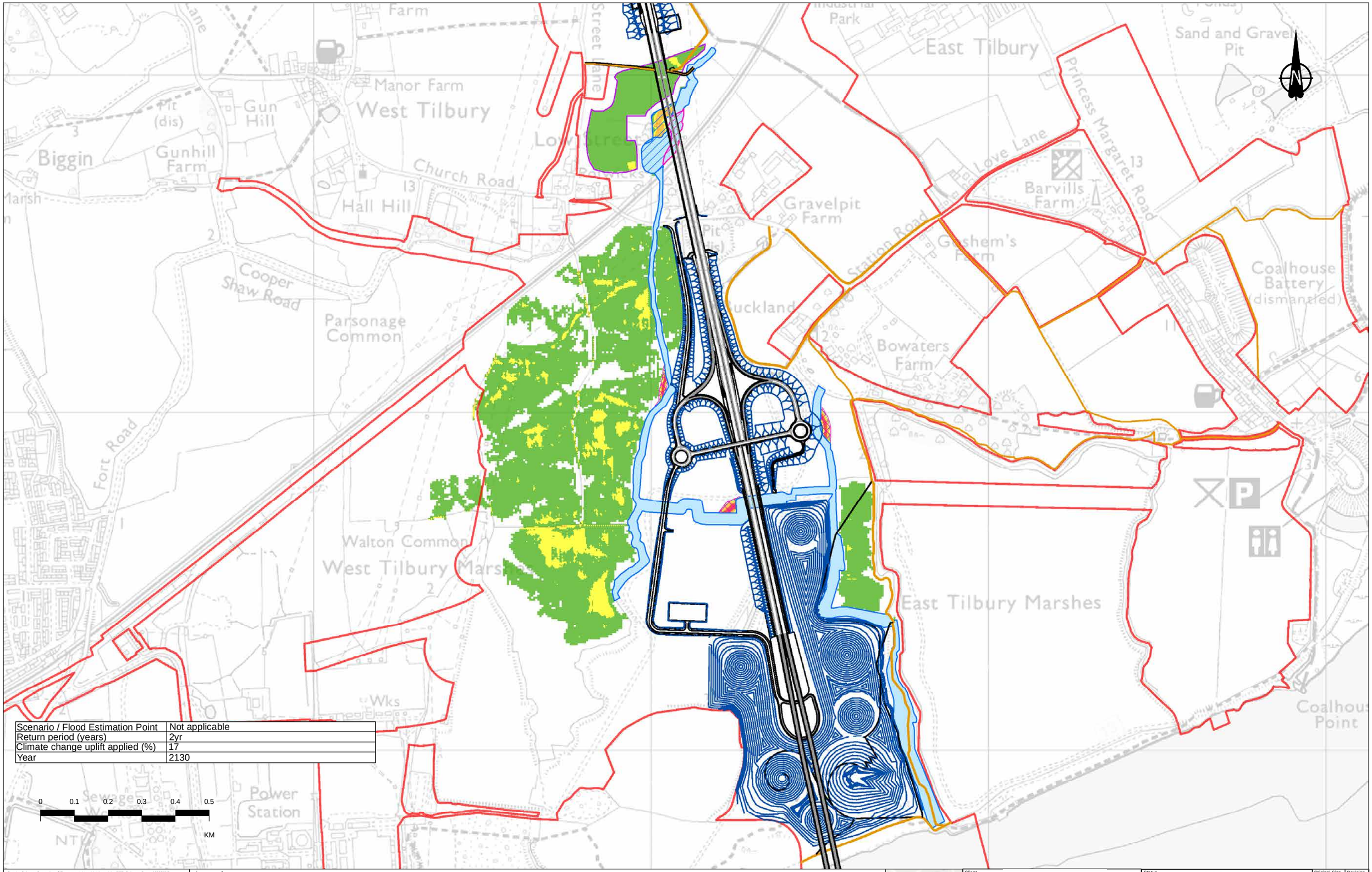
Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 2 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00931



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	17
Year	2130

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

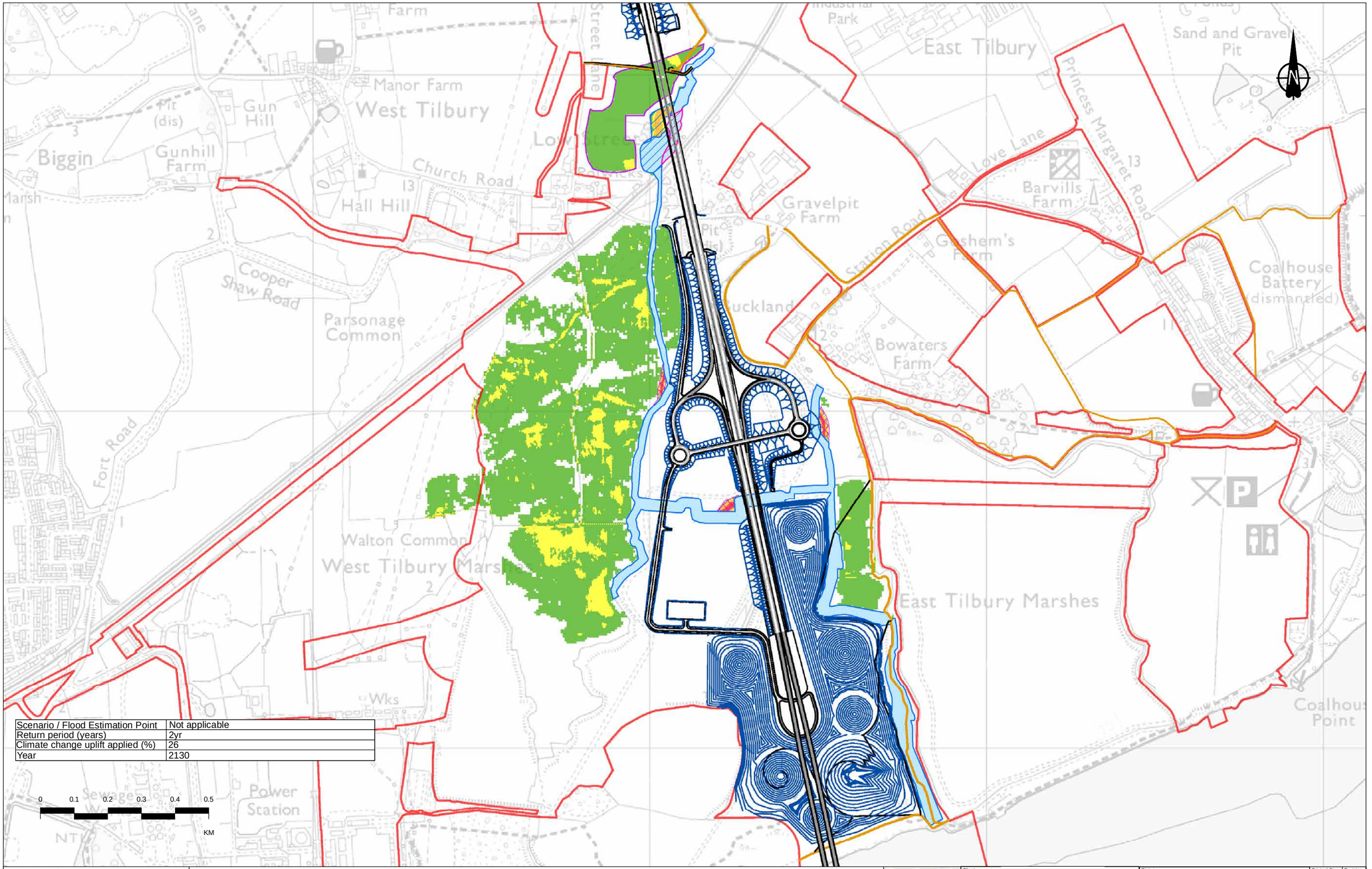
Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 3 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00932



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	26
Year	2130

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

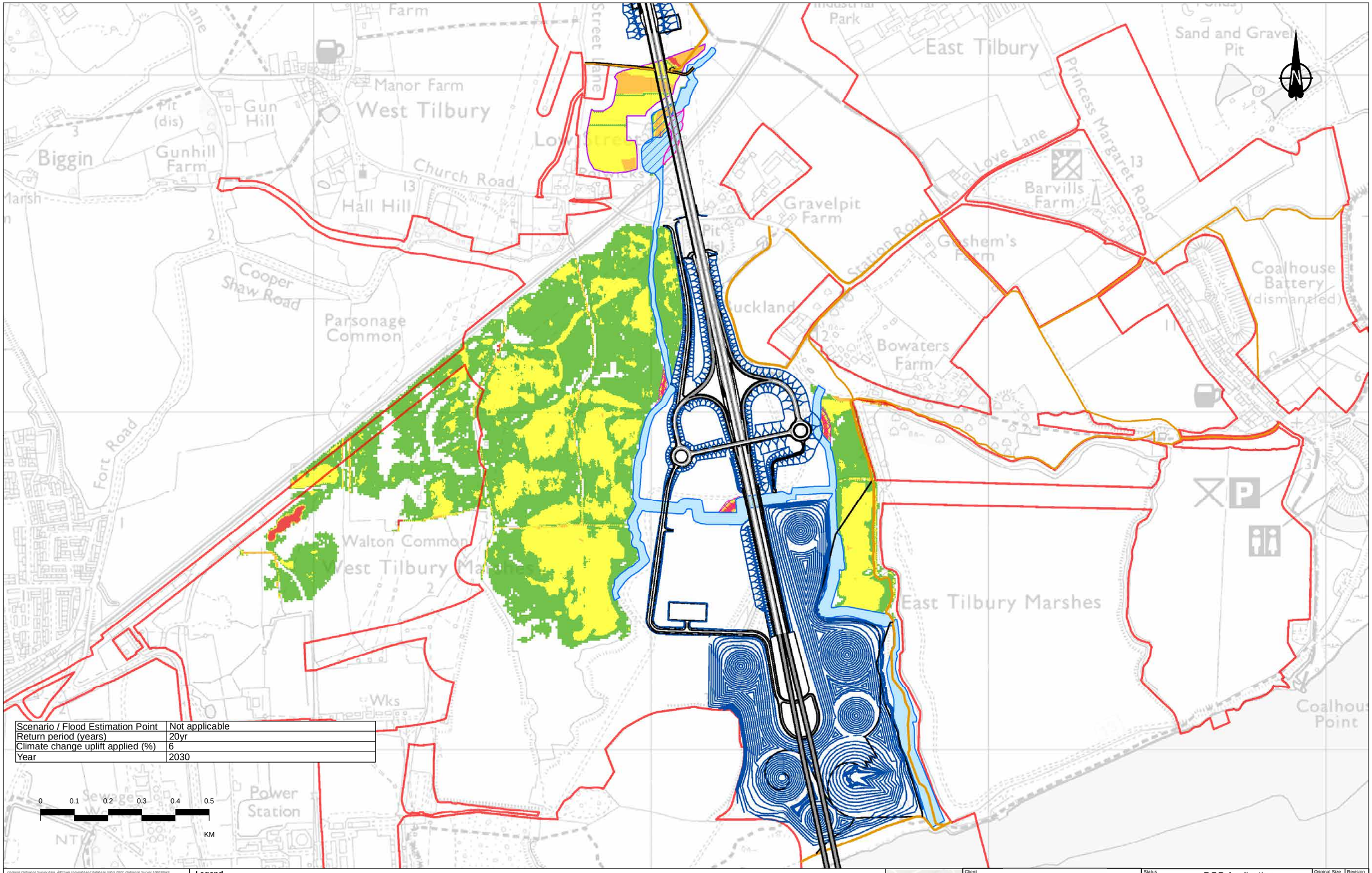
Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 4 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00933



Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	6
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

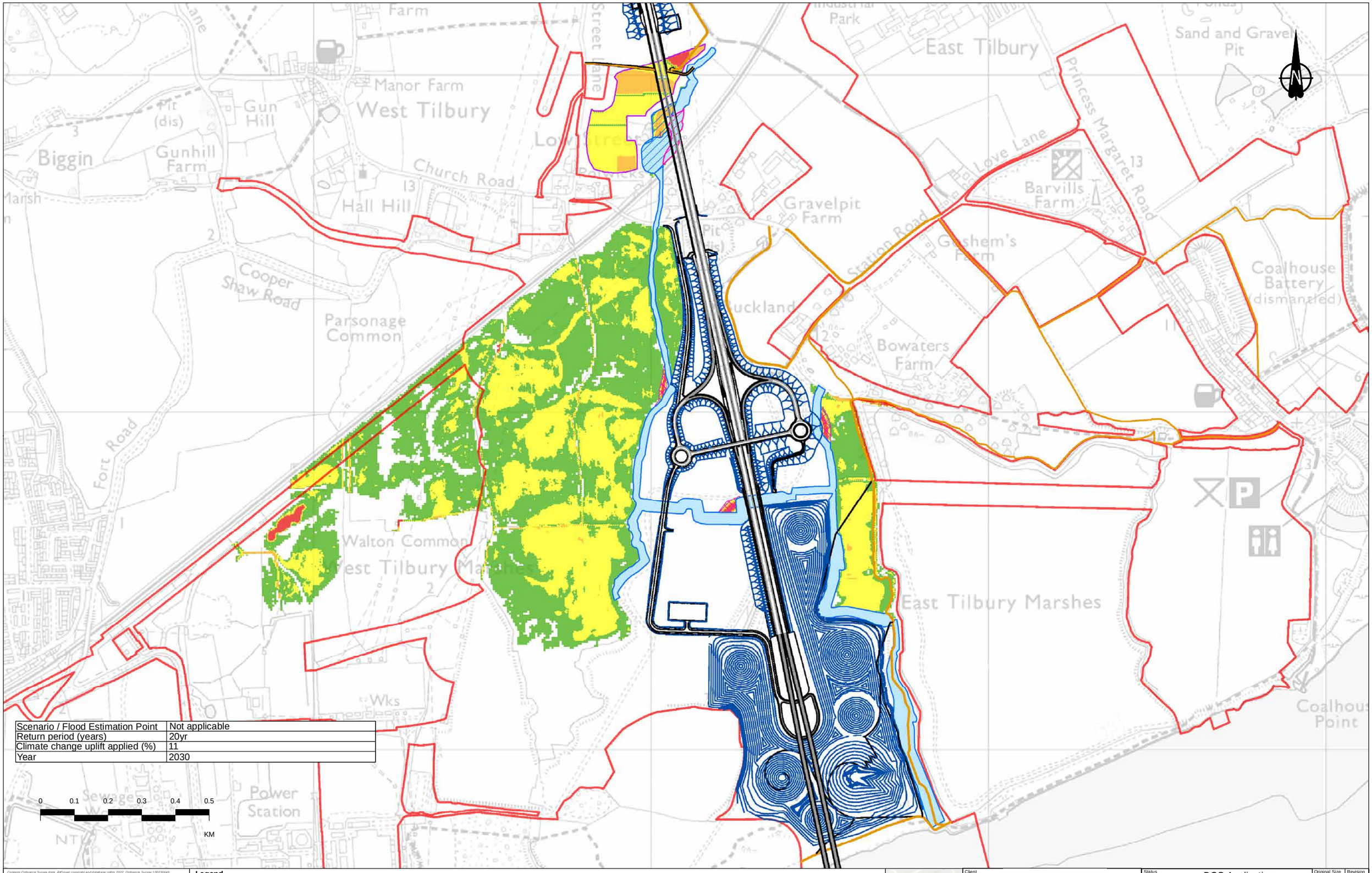
Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size A3	Revision P01
Application Document Number	TR010032/APP/6.3	Scale 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 5 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00934



Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	11
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 6 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00935

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 7 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00936

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

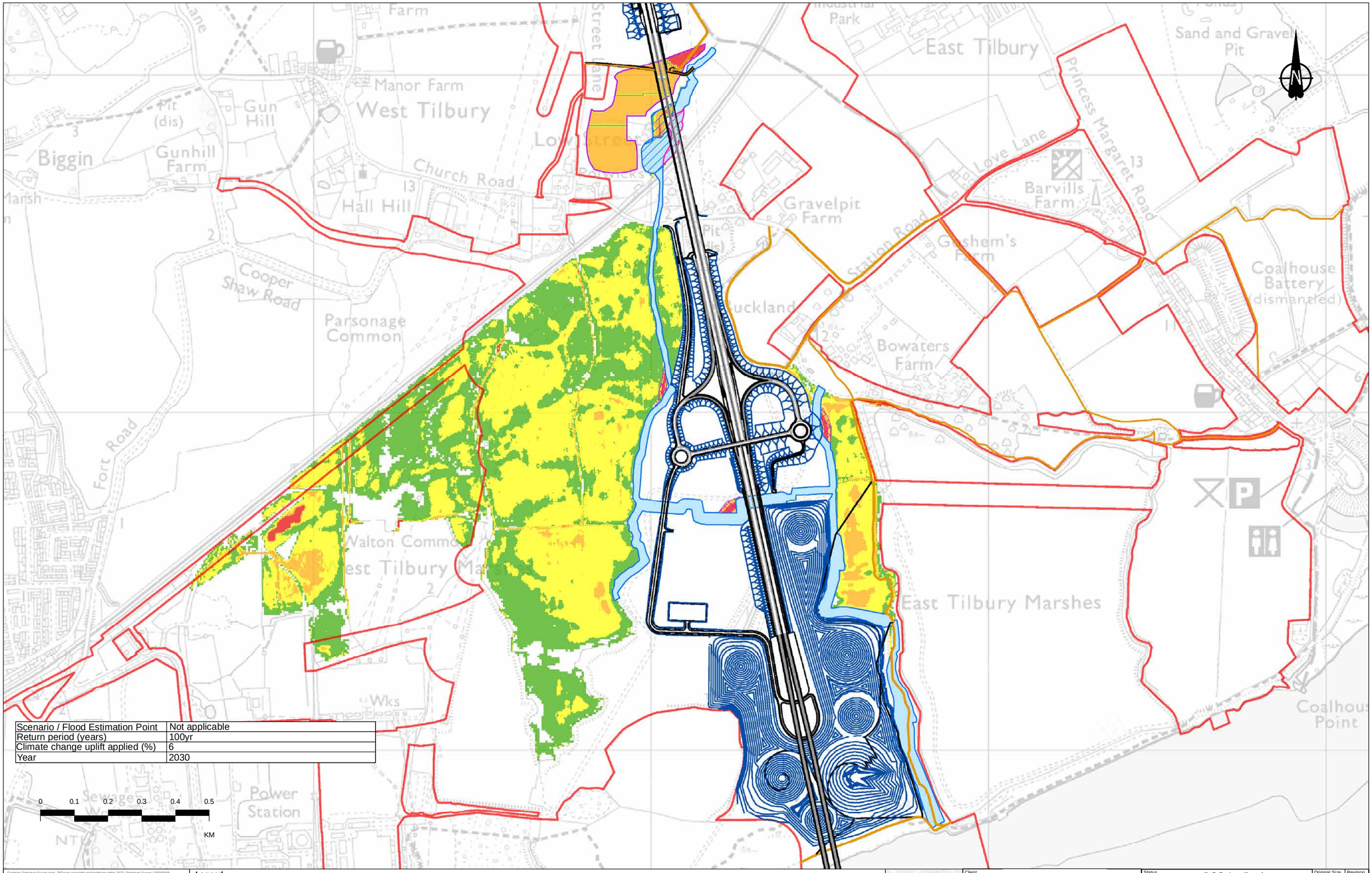
Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 8 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00937



Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	6
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 9 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00938

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 10 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00939

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

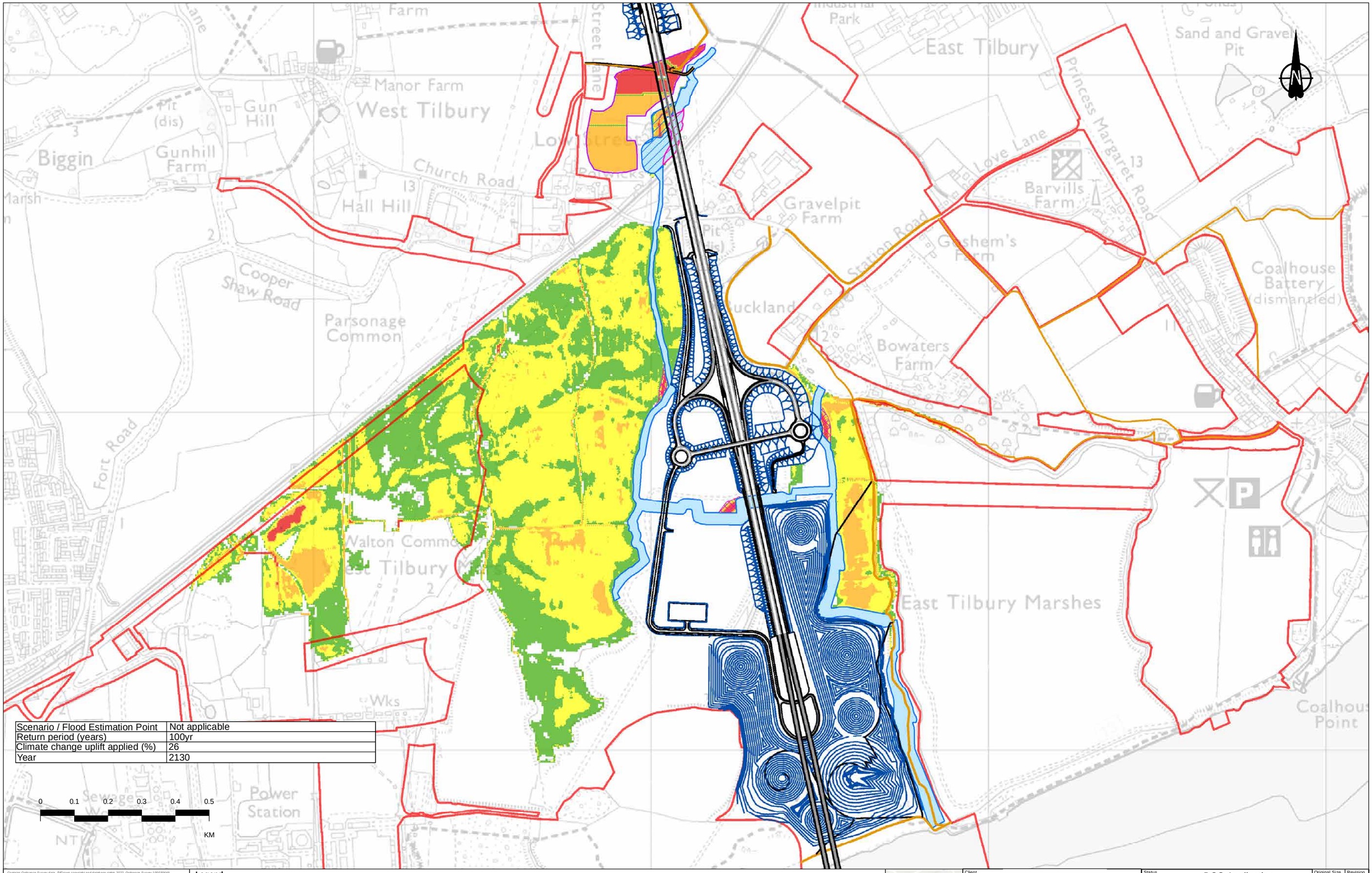
Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 11 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00940



Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	26
Year	2130

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

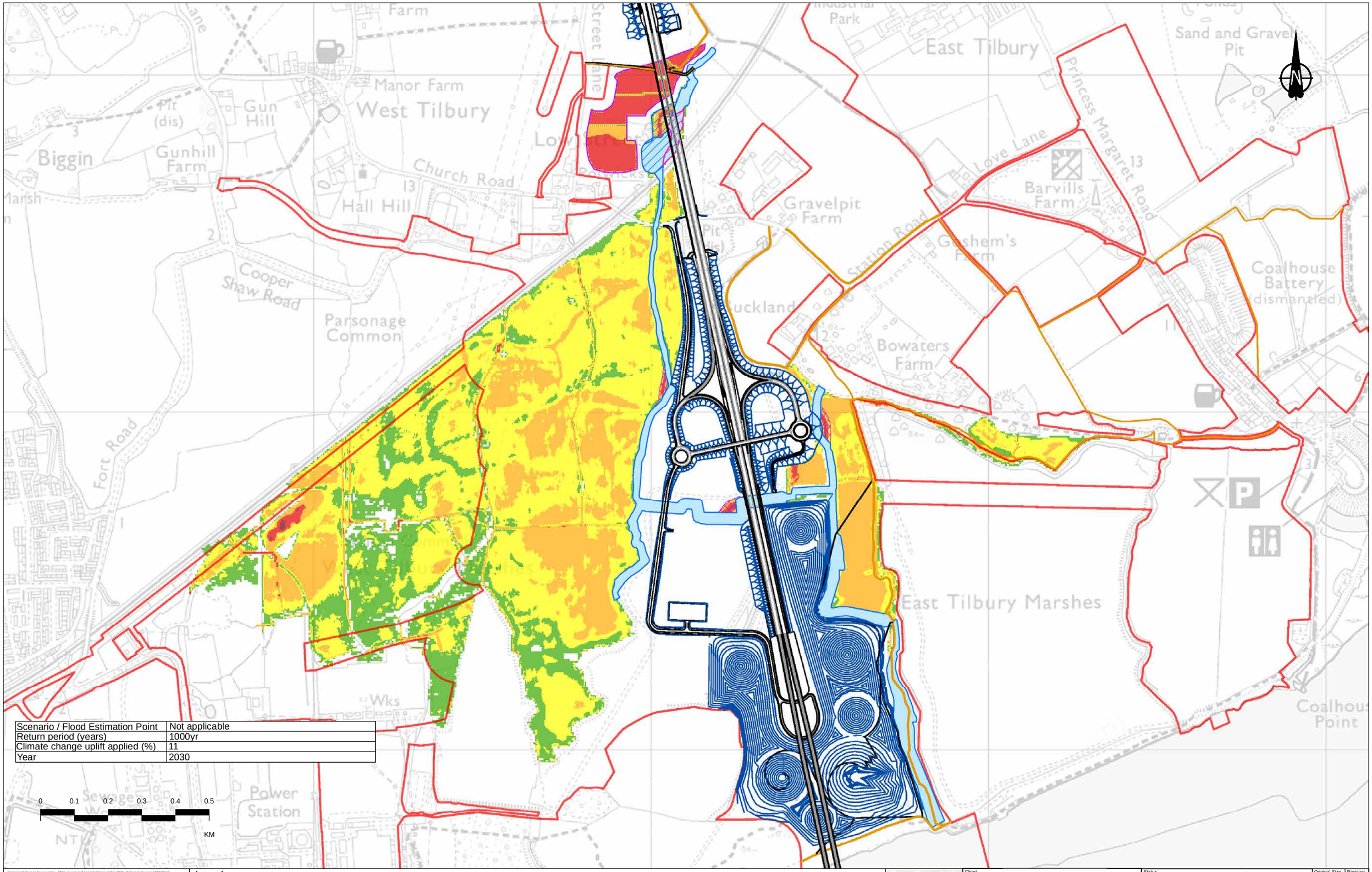
Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 12 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00941



Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	11
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

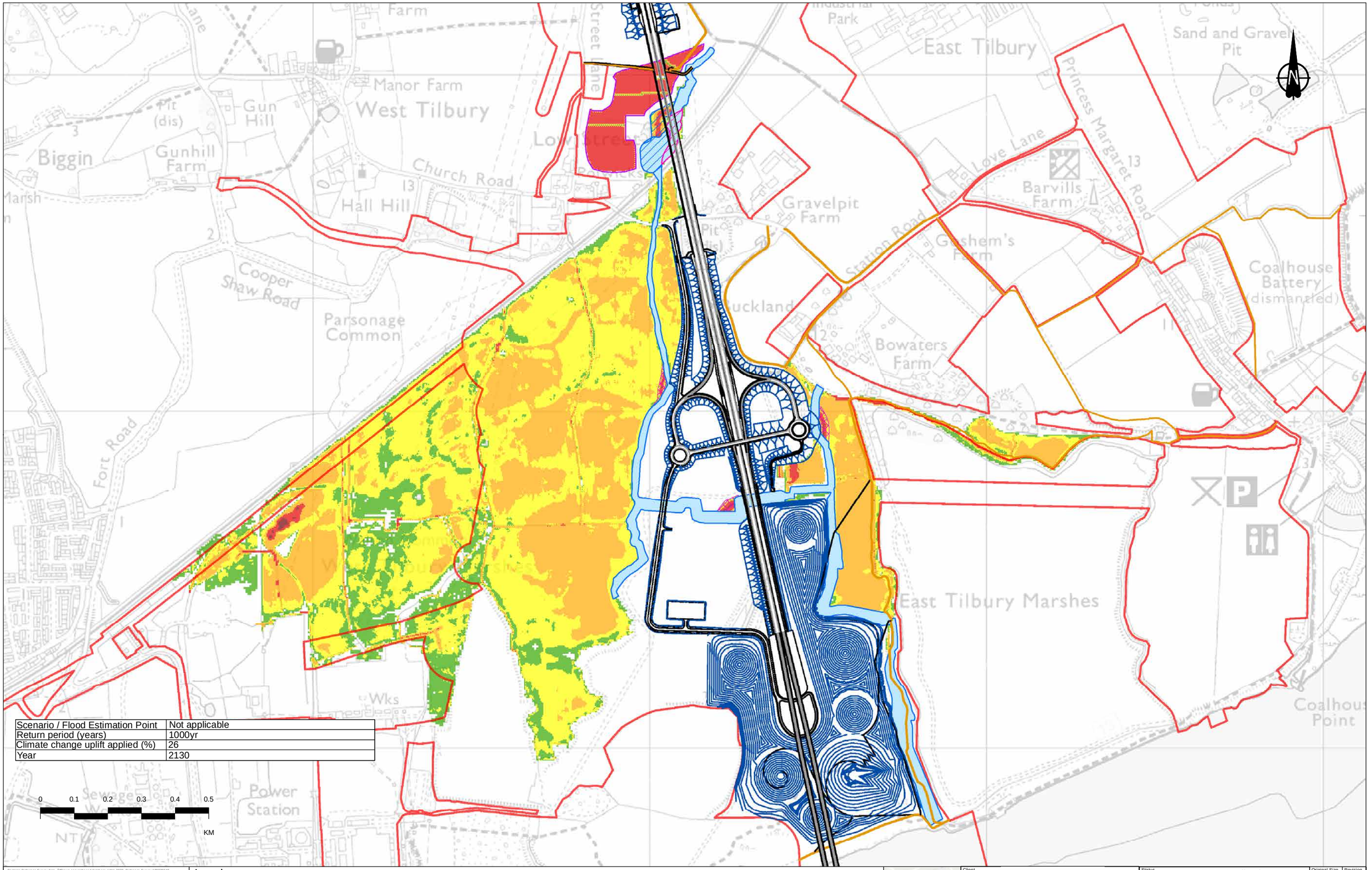
- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application
Original Size: A3
Revision: P01
Application Document Number: TR010032/APP/6.3
Scale: 1:10,000
Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Post-development (with mitigation) Sheet 13 of 15
Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00942



Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	26
Year	2130

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application | Original Size: A3 | Revision: P01

Application Document Number: TR010032/APP/6.3 | Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 14 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00943

Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	48
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 15 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00944

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

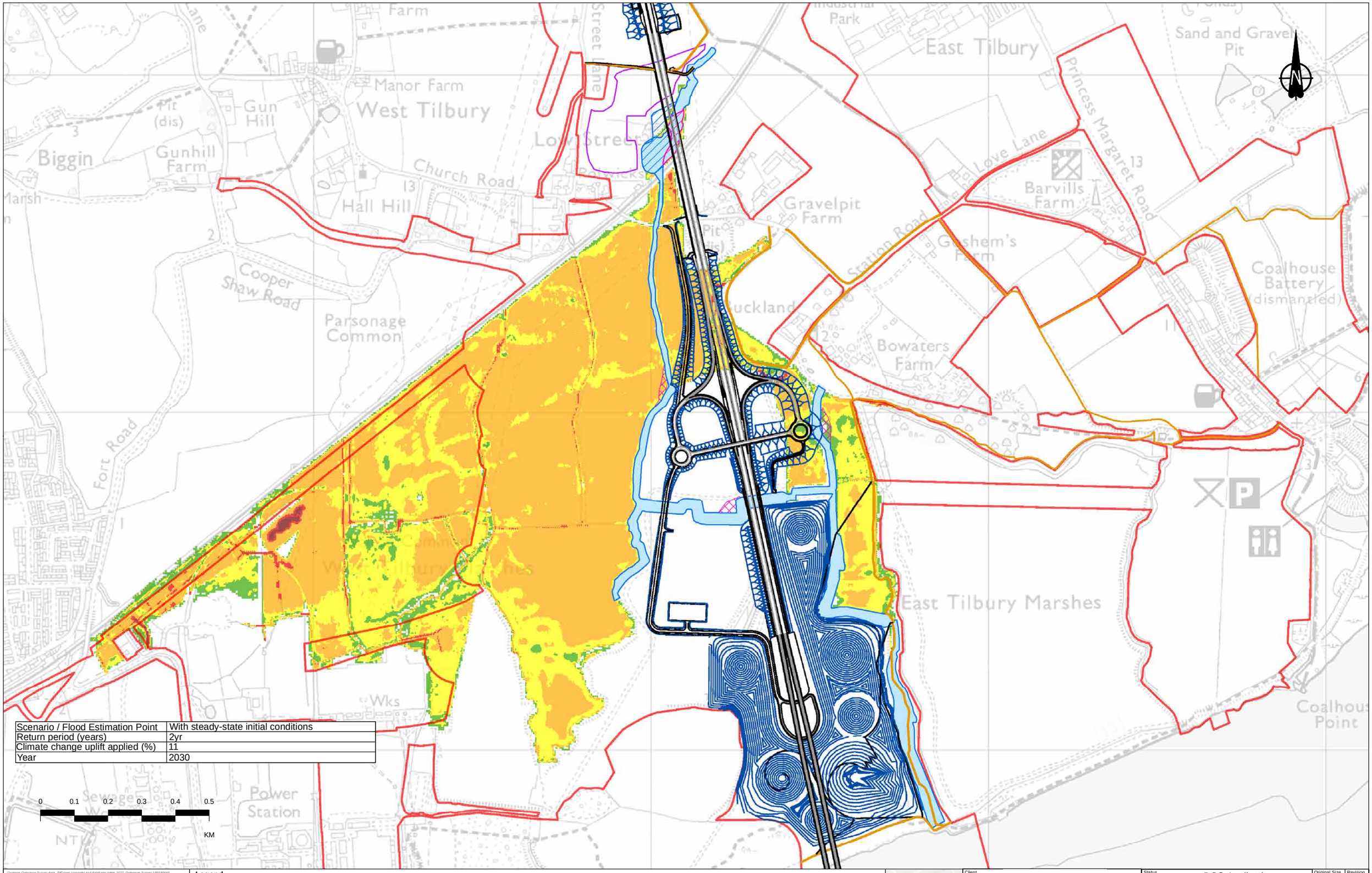
Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 1 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00945



Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	11
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

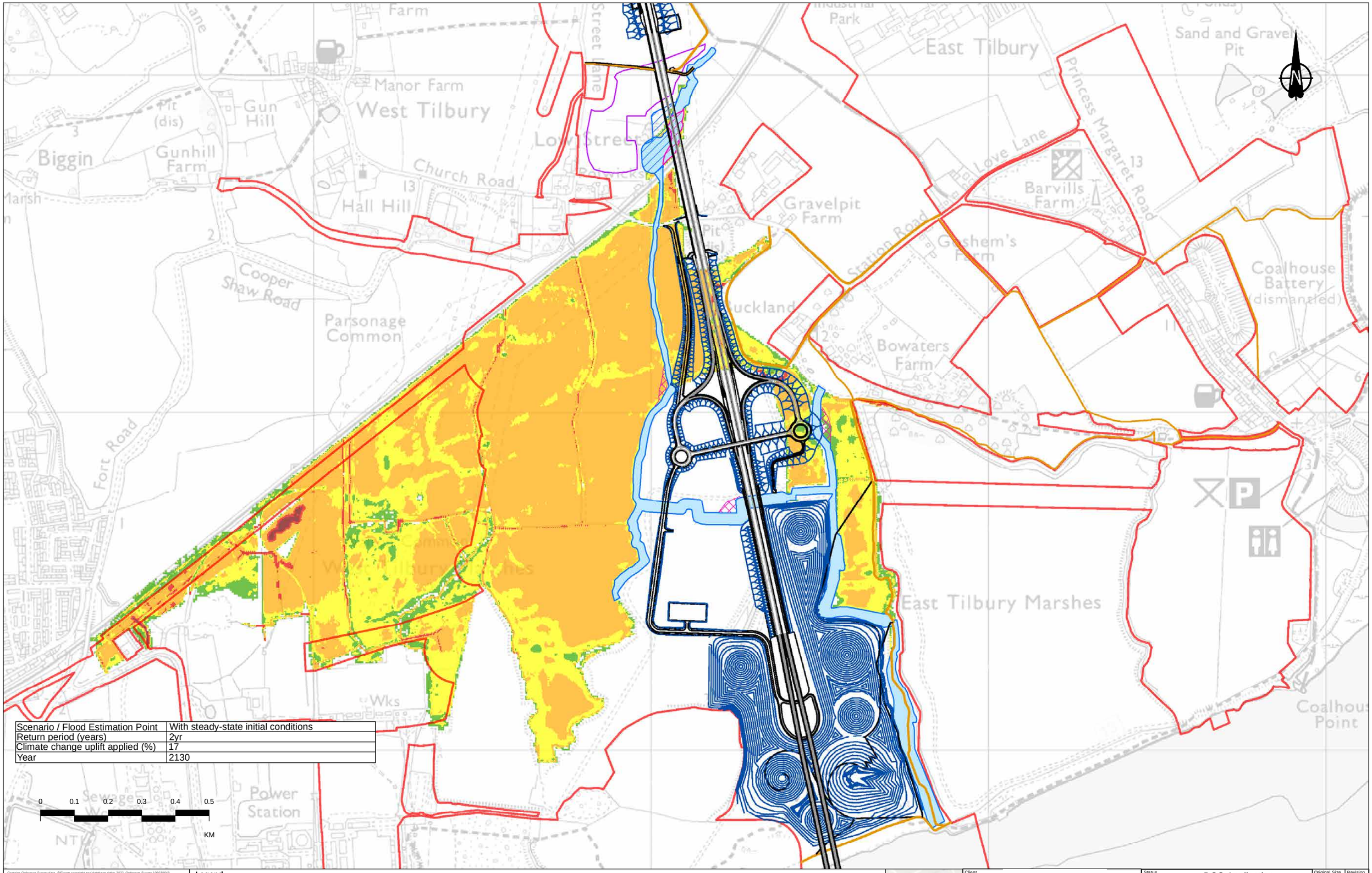
- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 2 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00946



Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	17
Year	2130

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 3 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00947

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

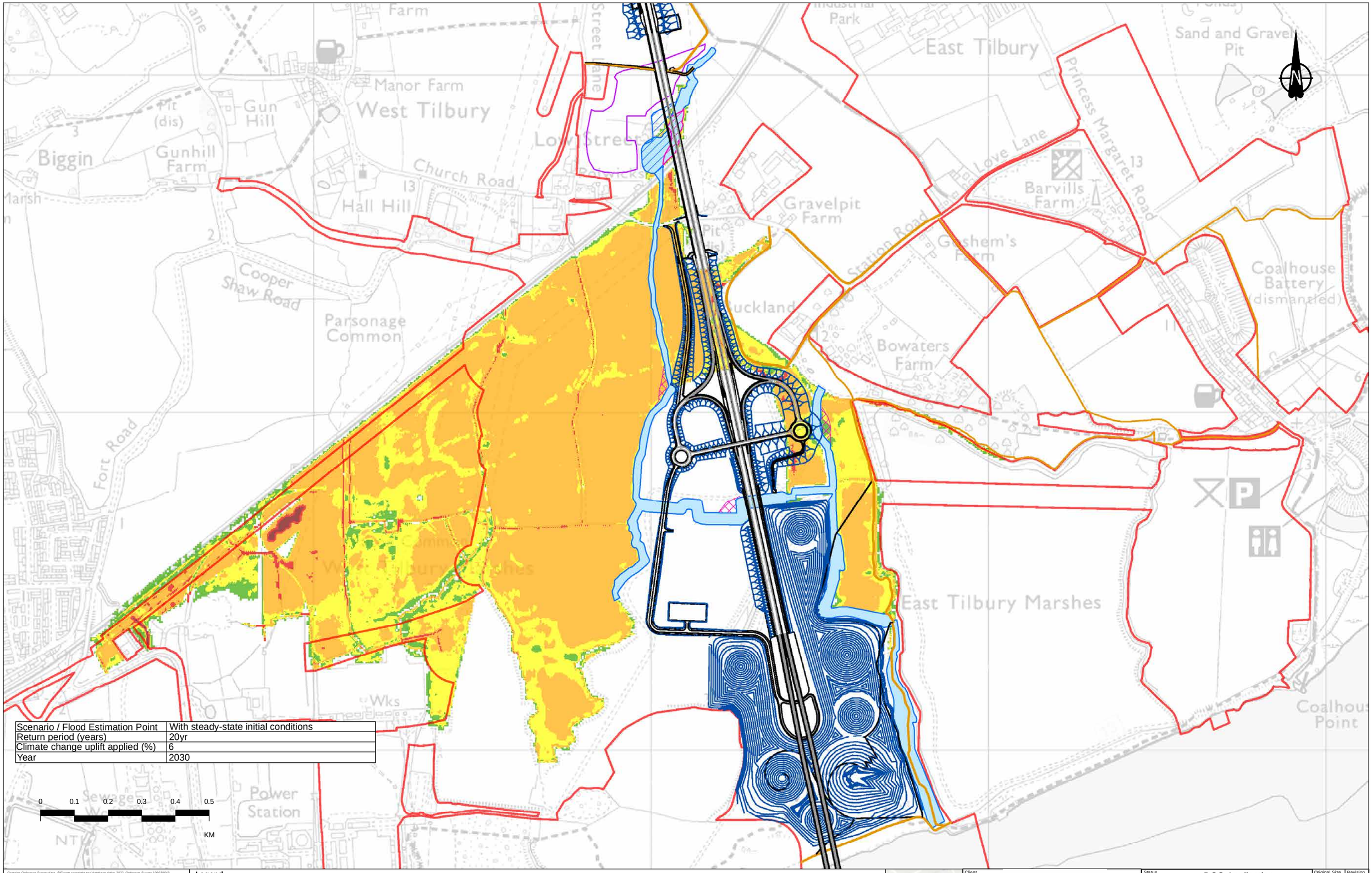
Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 4 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00948



Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	6
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

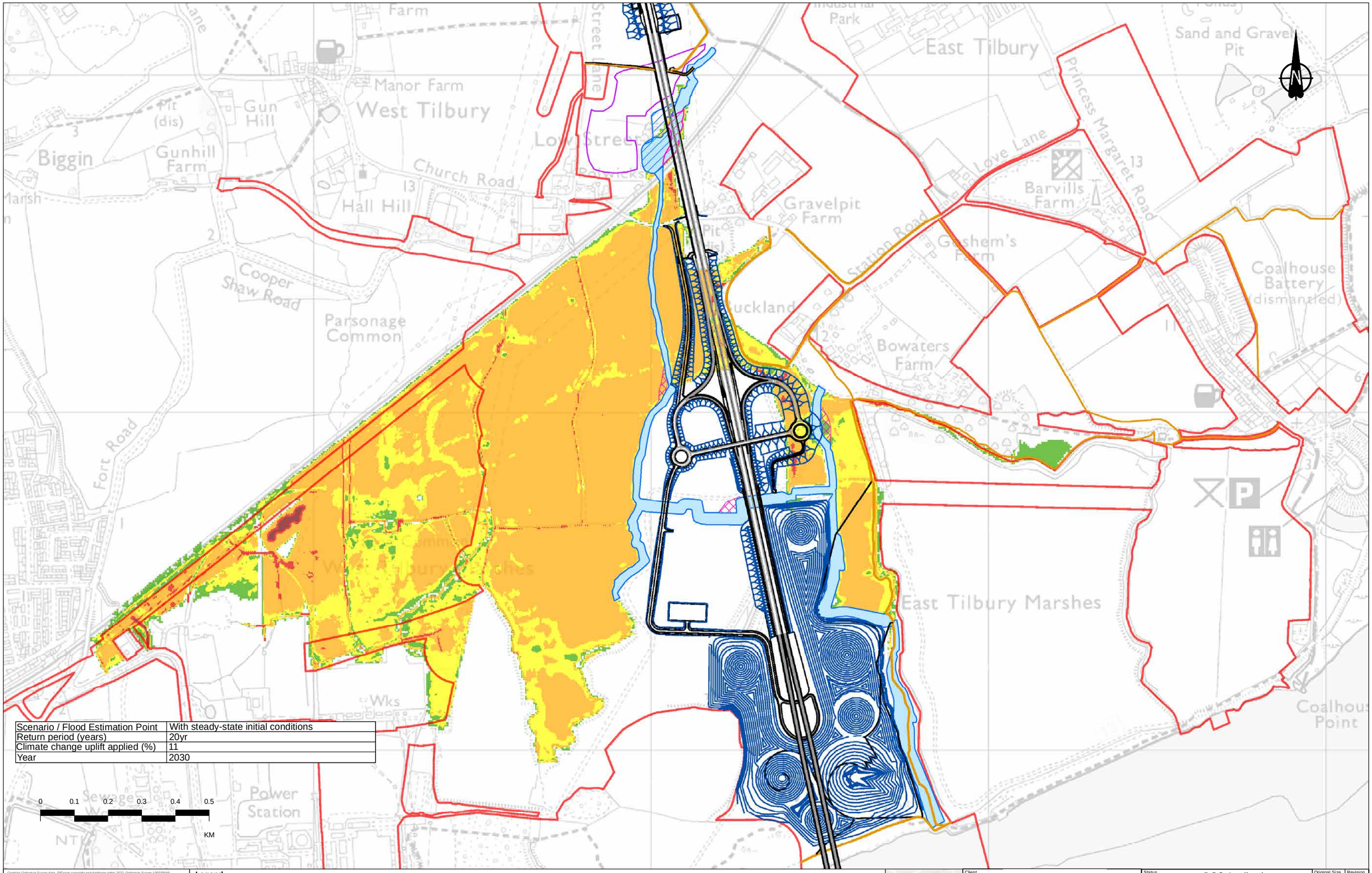
Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 5 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00949



Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

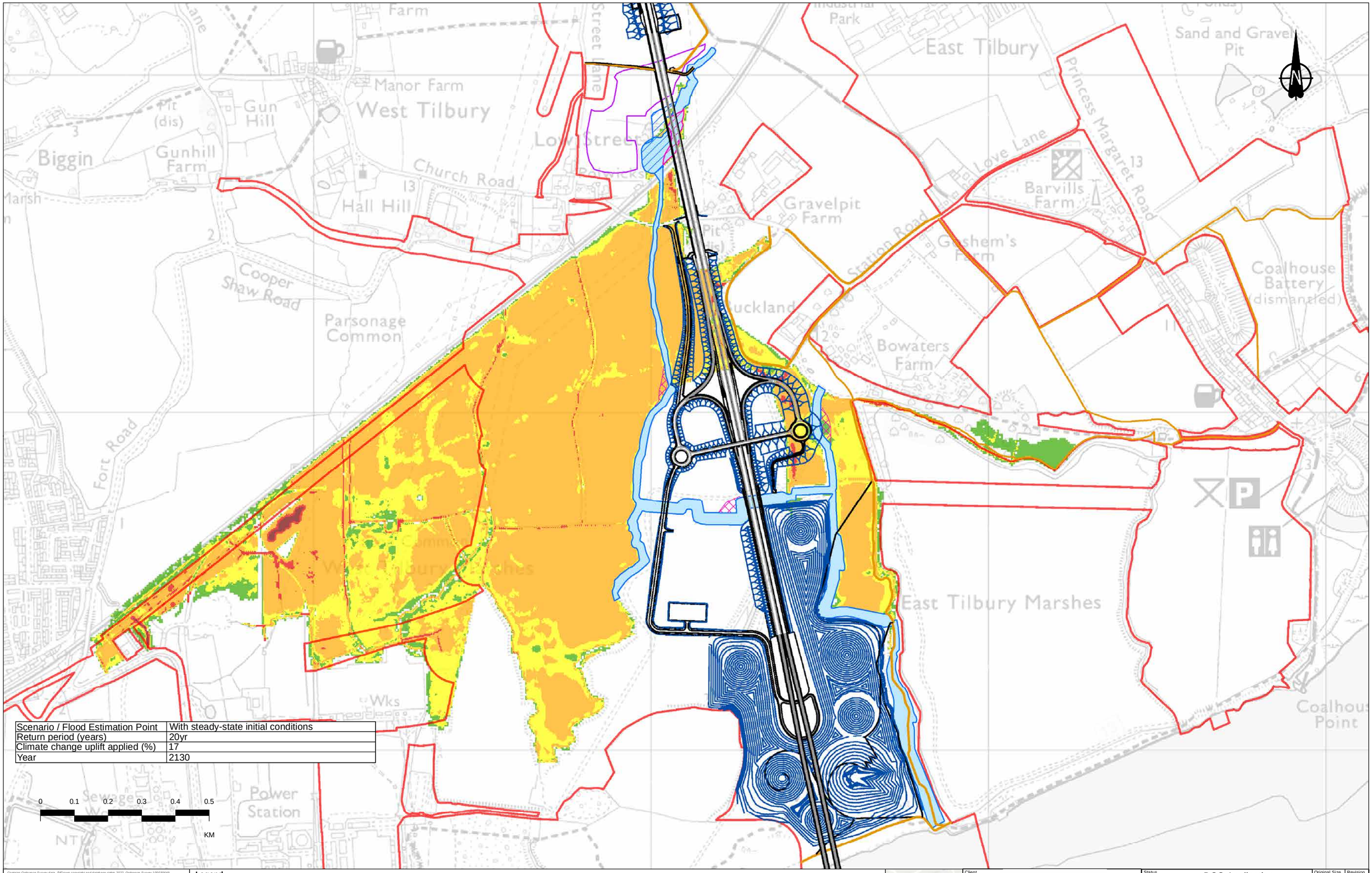
- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 6 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00950



Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	17
Year	2130

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 7 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00951

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 8 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00952

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application | Original Size: A3 | Revision: P01

Application Document Number: TR010032/APP/6.3 | Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Pre-development
Sheet 9 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00953

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 10 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00954

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

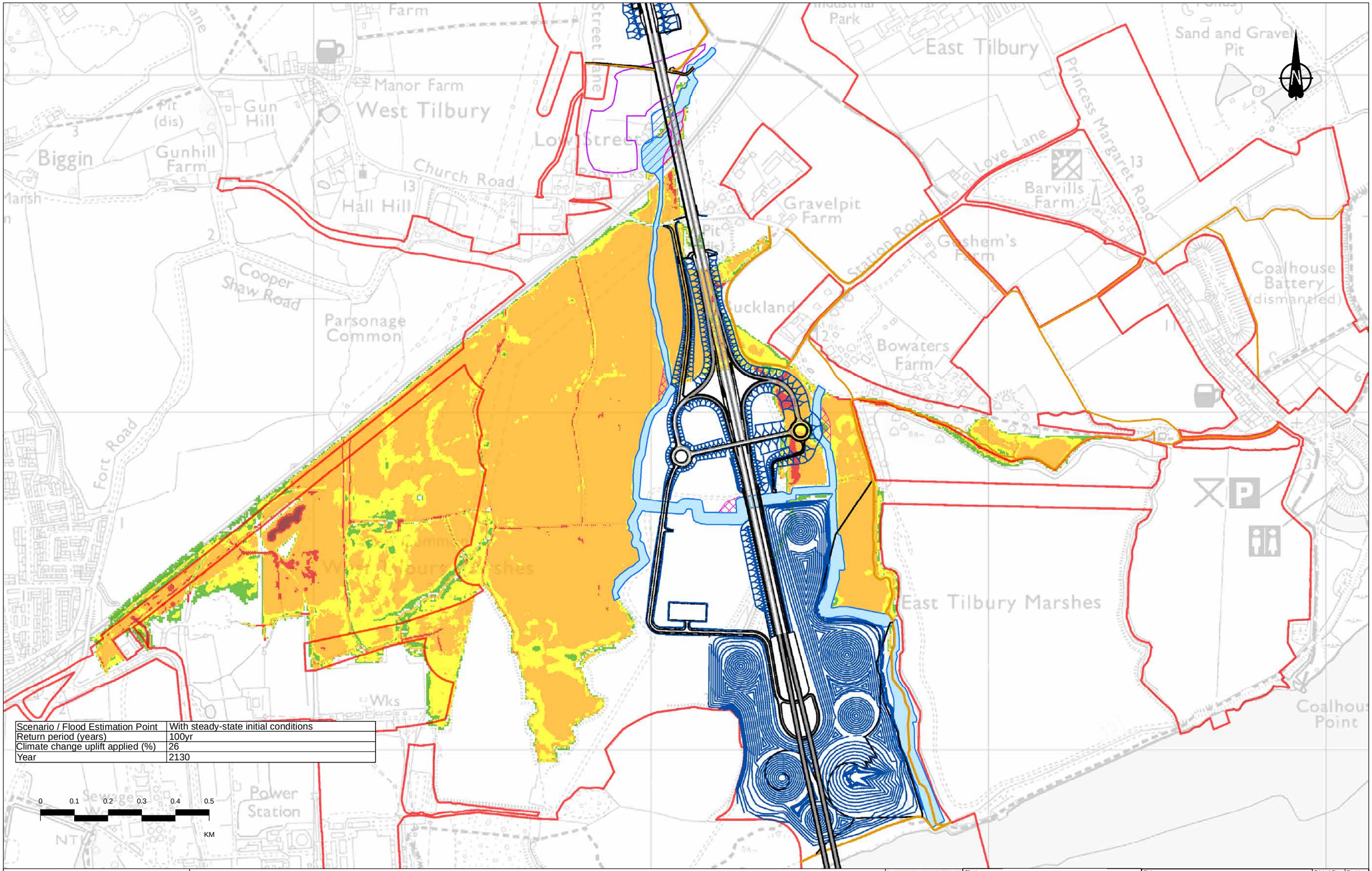
Project: LOWER THAMES CROSSING

Status: DCO Application | Original Size: A3 | Revision: P01

Application Document Number: TR010032/APP/6.3 | Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Pre-development
Sheet 11 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00955



Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	26
Year	2130

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application | Original Size: A3 | Revision: P01

Application Document Number: TR010032/APP/6.3 | Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Pre-development
Sheet 12 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00956

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	1000yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood depth Pre-development Sheet 13 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00957

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	1000yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application | Original Size: A3 | Revision: P01

Application Document Number: TR010032/APP/6.3 | Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Pre-development
Sheet 14 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00958

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	1000yr
Climate change uplift applied (%)	48
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

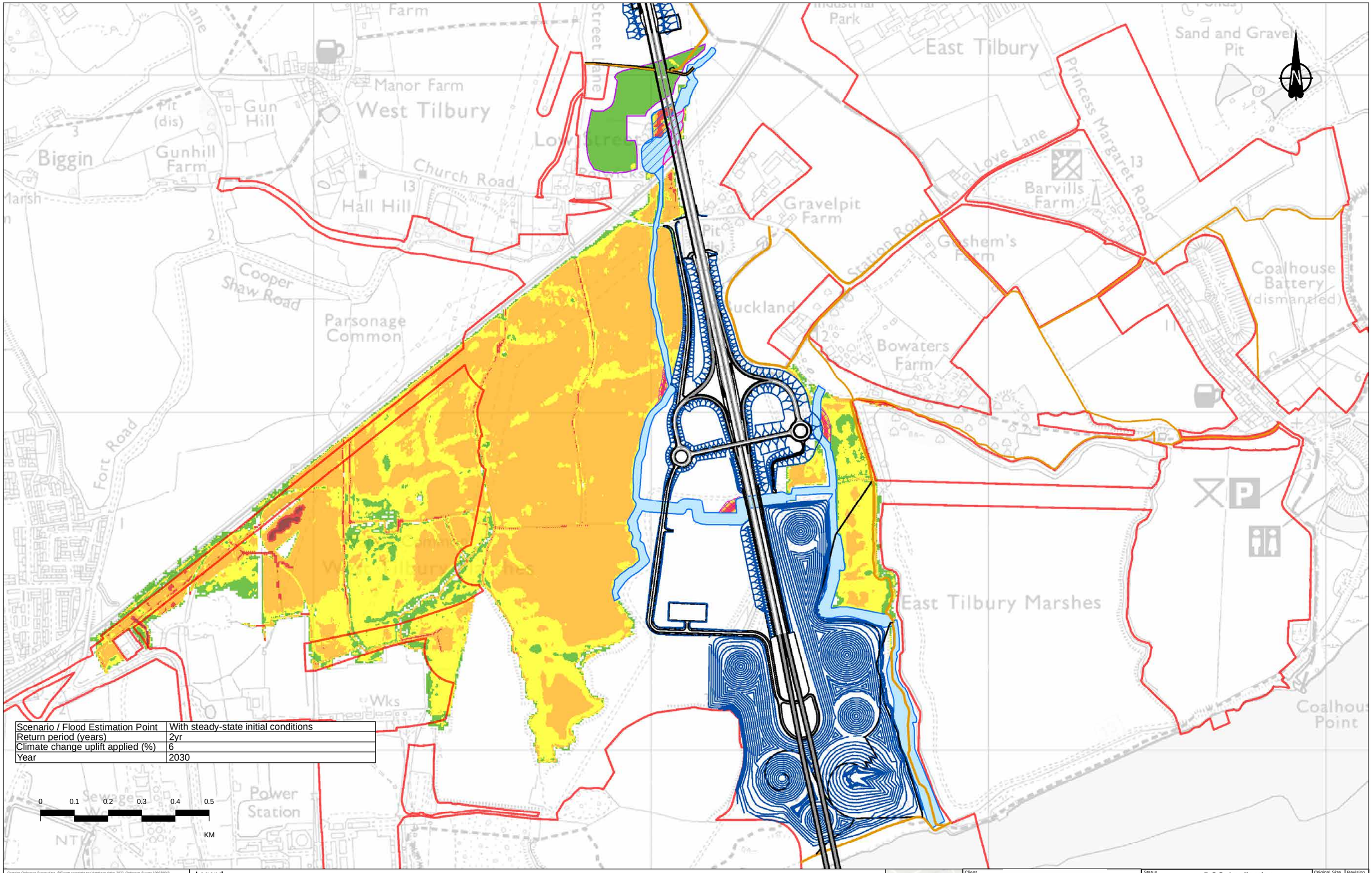
Project: LOWER THAMES CROSSING

Status: DCO Application | Original Size: A3 | Revision: P01

Application Document Number: TR010032/APP/6.3 | Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Pre-development
Sheet 15 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00959



Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	6
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

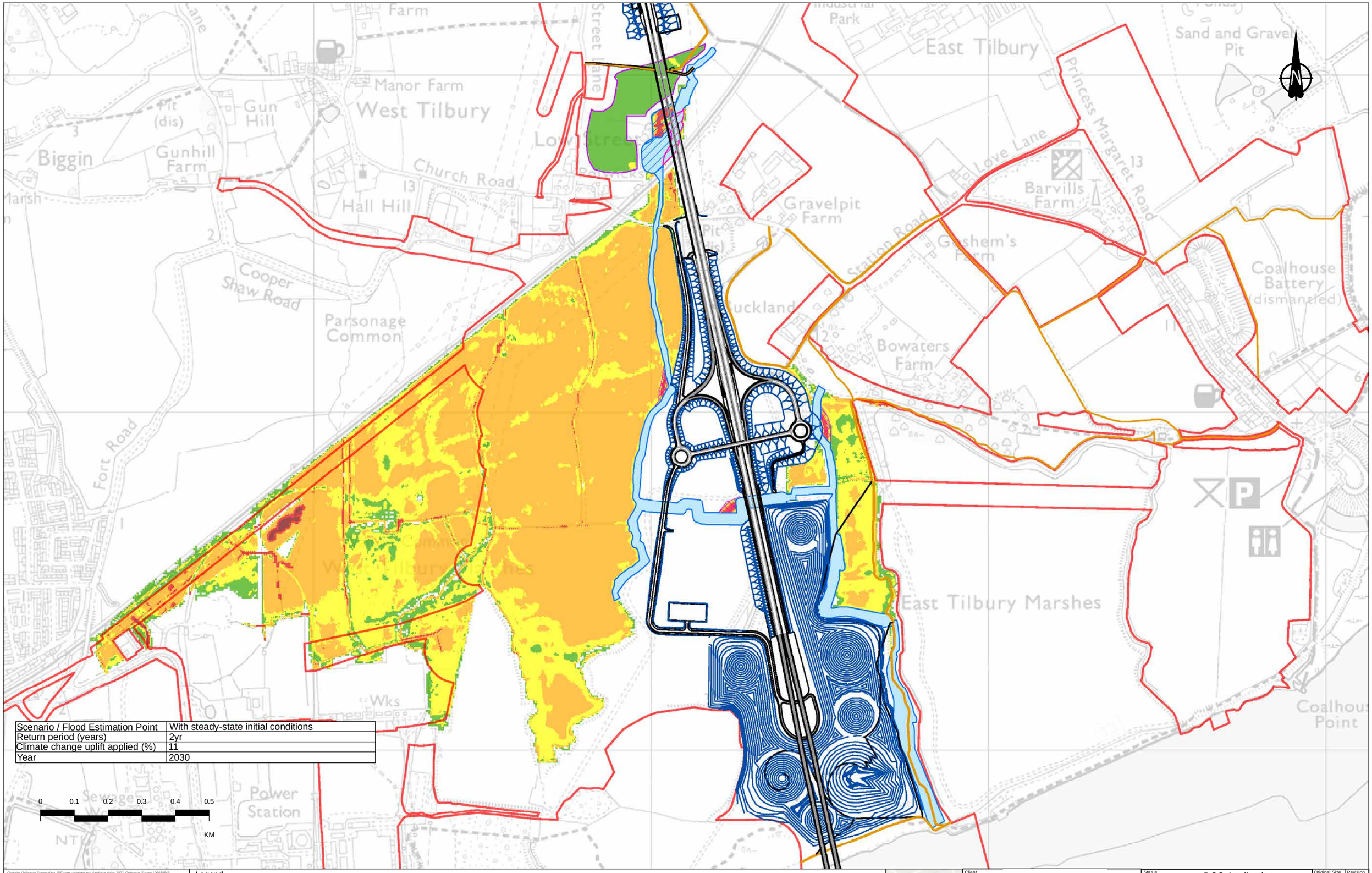
Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 1 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00960



Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	11
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

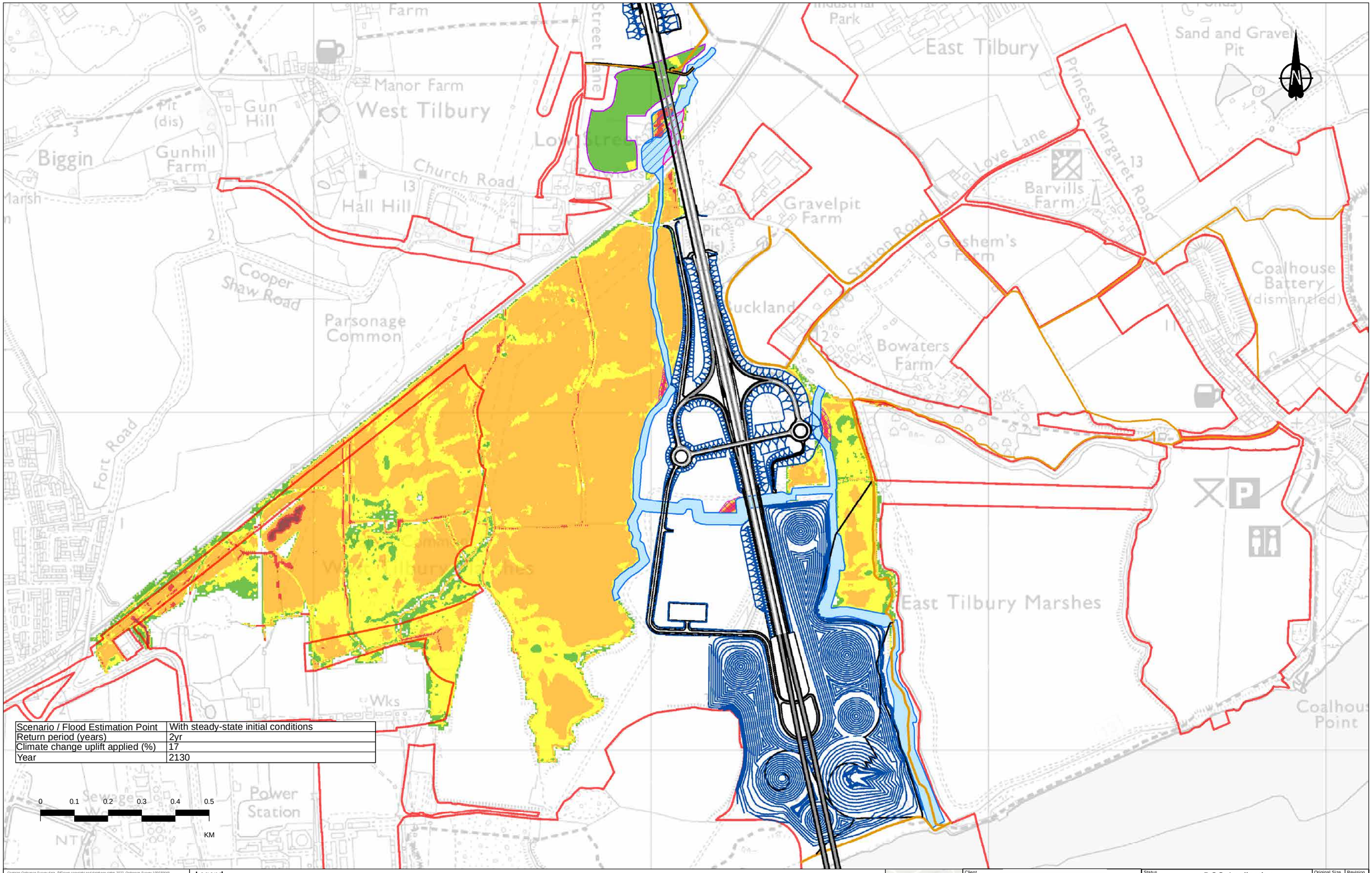
Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 2 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00961



Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 3 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00962

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

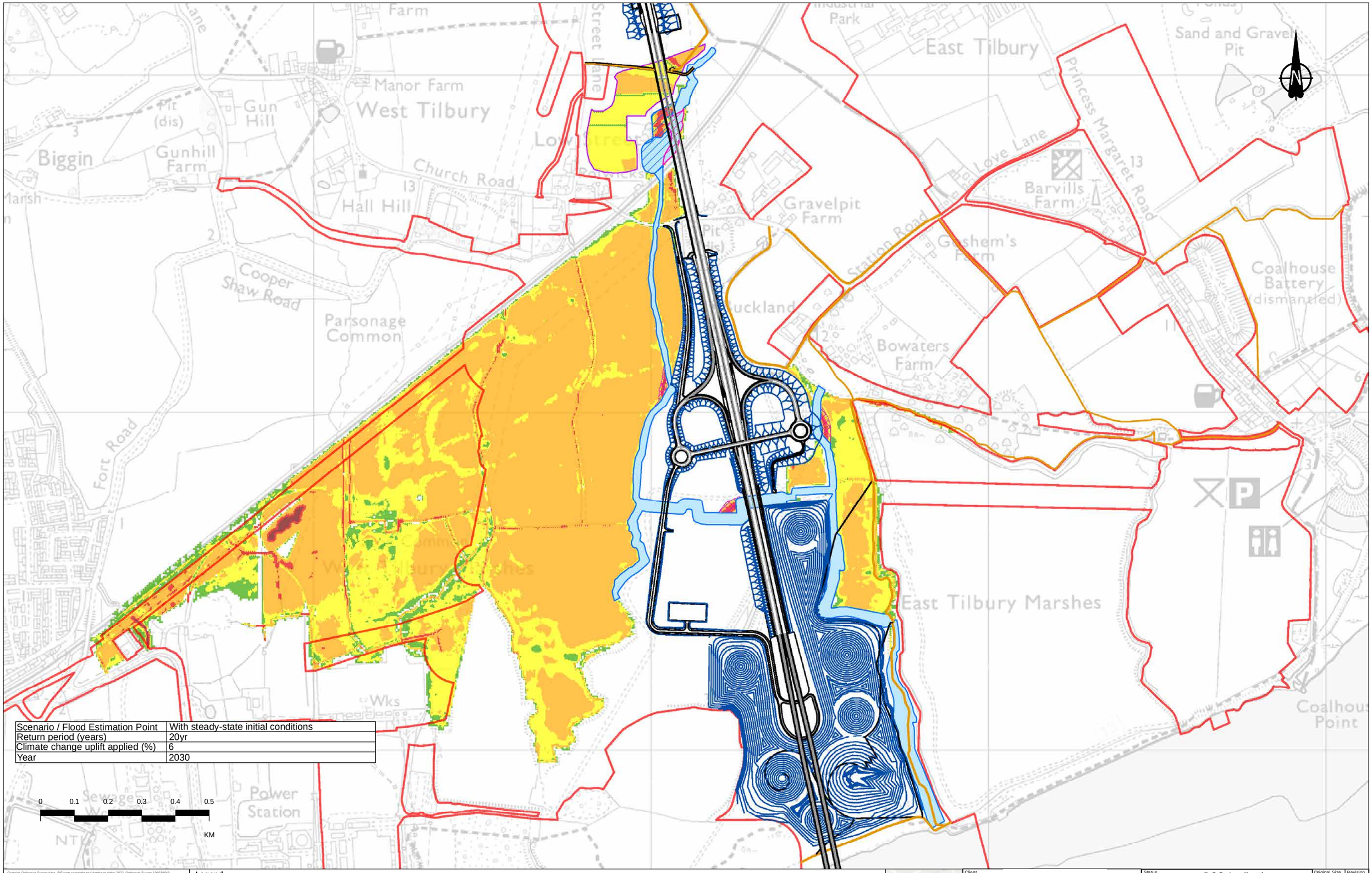
Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 4 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00963



Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	6
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

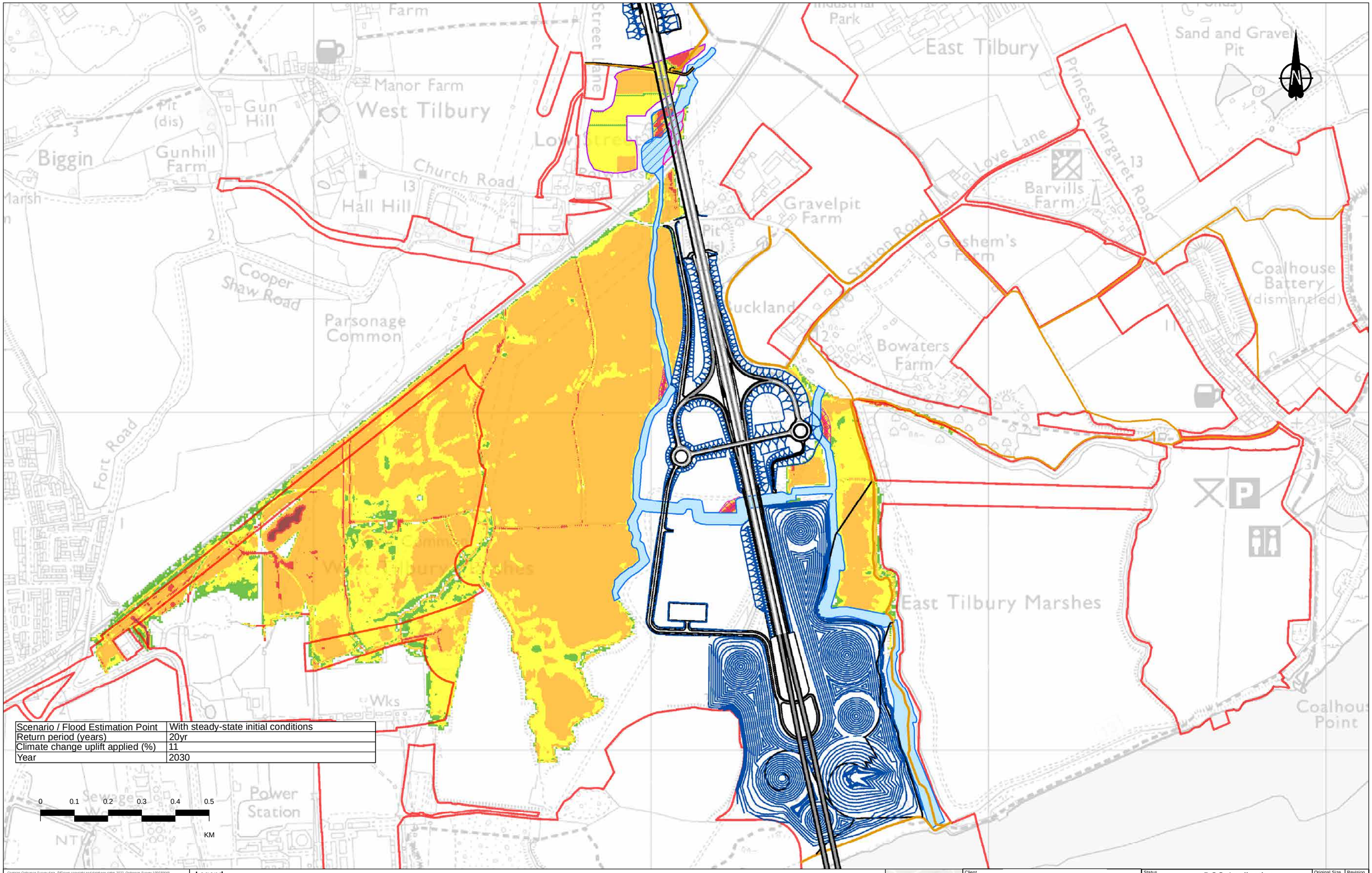
Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 5 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00964



Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	11
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

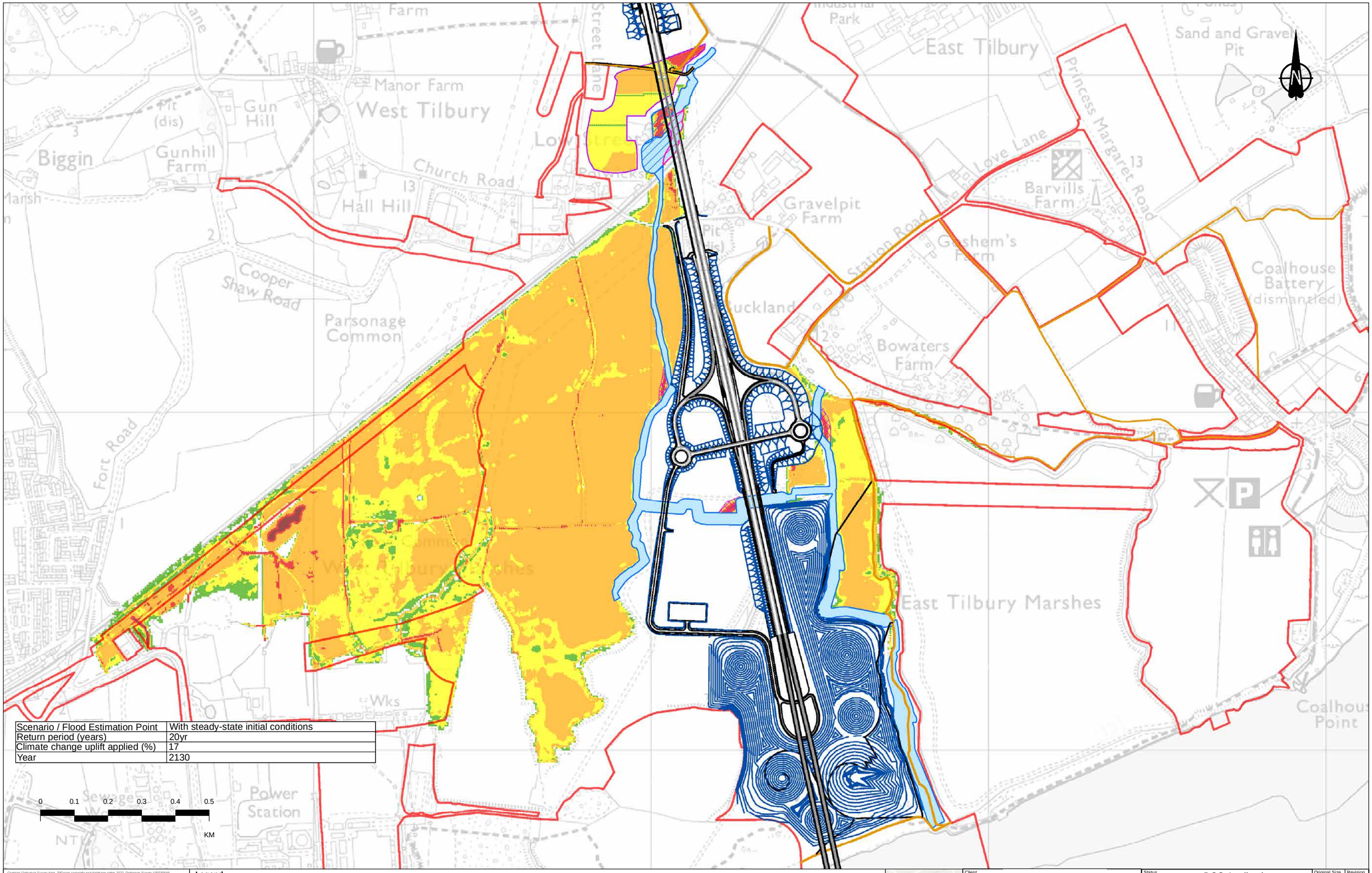
Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 6 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00965



Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	17
Year	2130

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 7 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00966

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 8 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00967

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 9 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00968

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 10 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00969

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 11 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00970

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 12 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00971

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	1000yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 13 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00972

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	1000yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 14 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00973

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	1000yr
Climate change uplift applied (%)	48
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood depth (m)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2.0
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

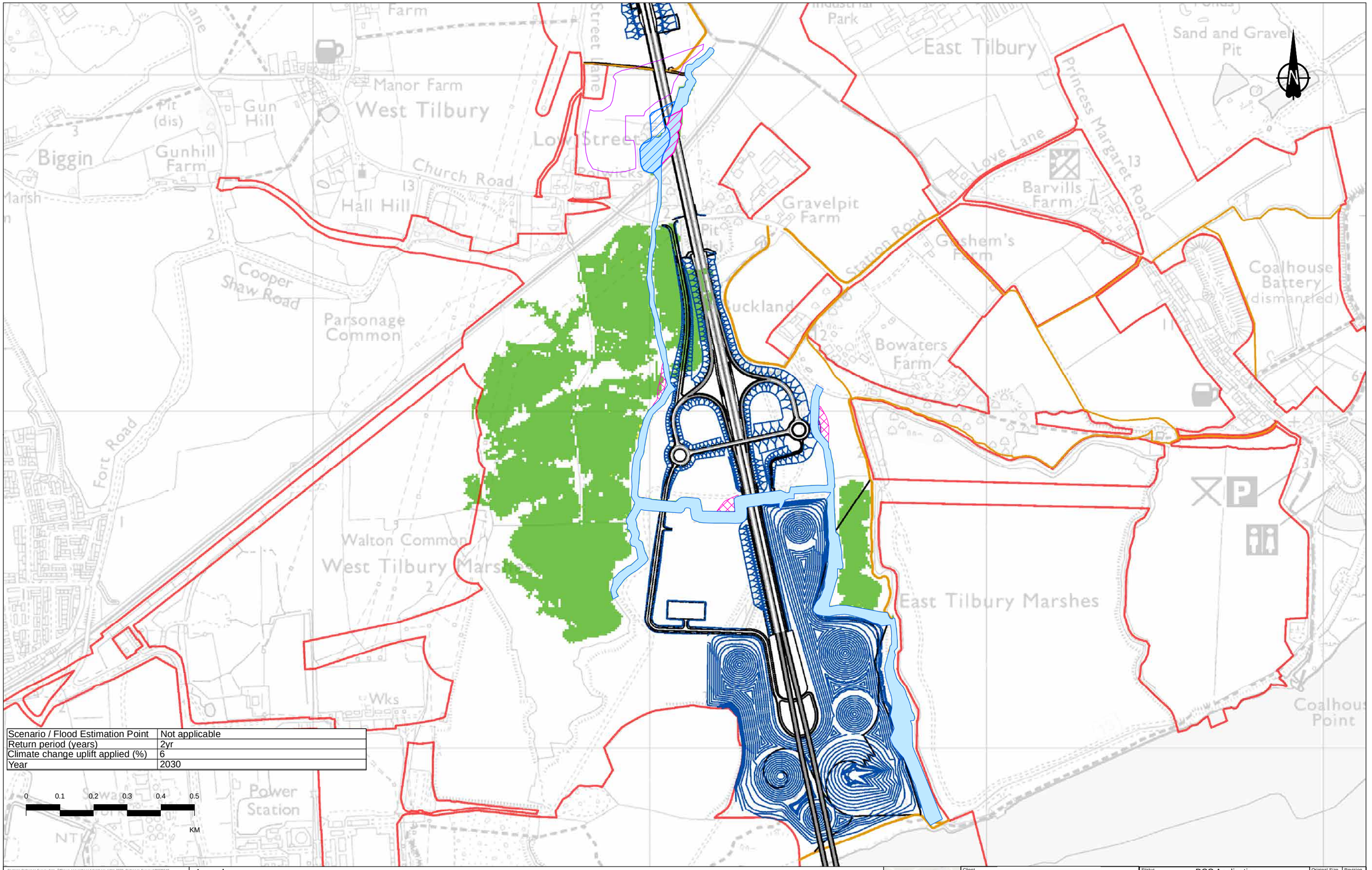
Project: LOWER THAMES CROSSING

Status: DCO Application | Original Size: A3 | Revision: P01

Application Document Number: TR010032/APP/6.3 | Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood depth
Post-development (with mitigation)
Sheet 15 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00974



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	6
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 1 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00975

Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
Application Document Number	TR010032/APP/6.3	A3	P01
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 2 of 15	Scale	1:10,000
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00976		

Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

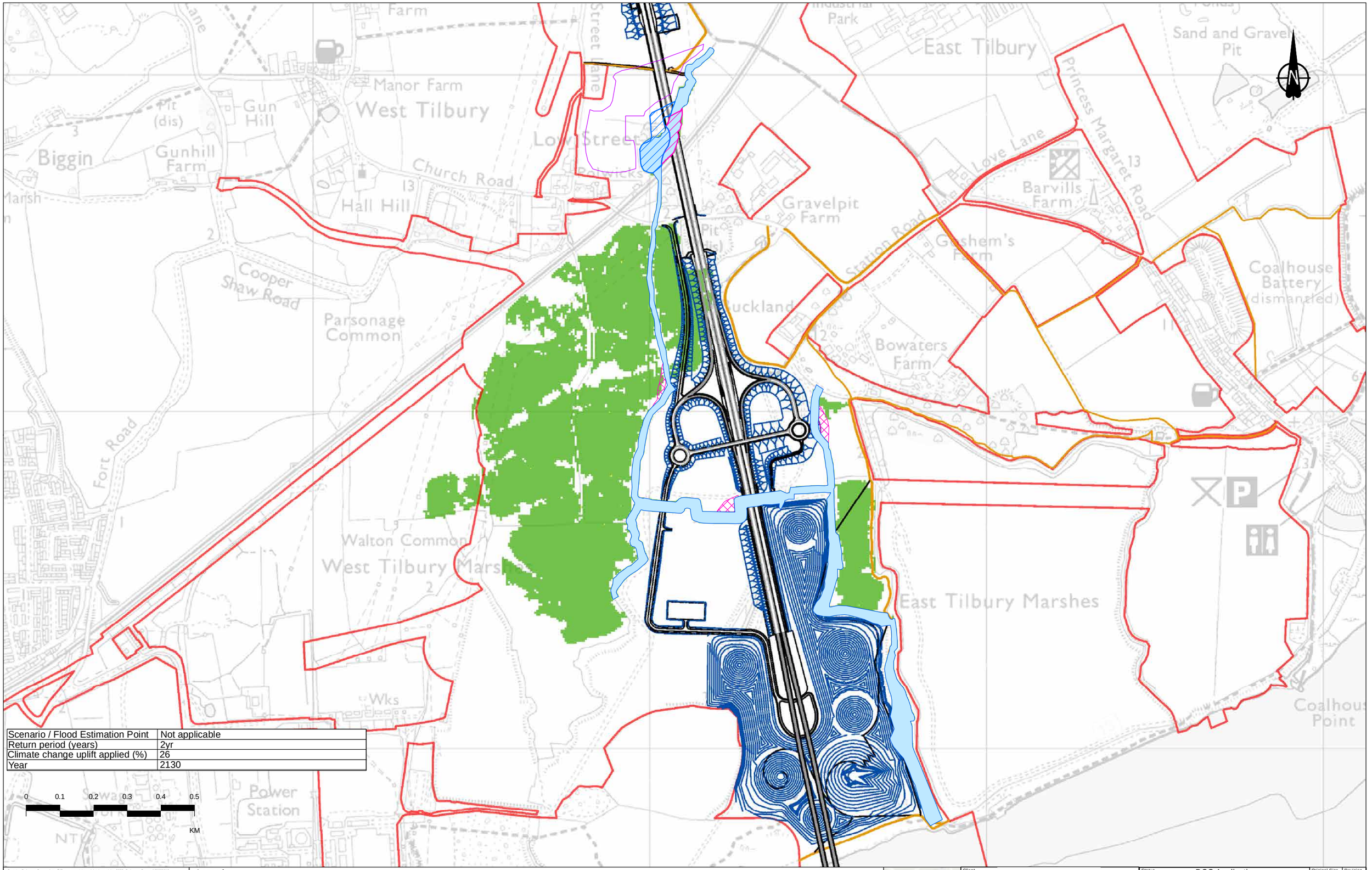
- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 3 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00977



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	26
Year	2130

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 4 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00978

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 5 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00979

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

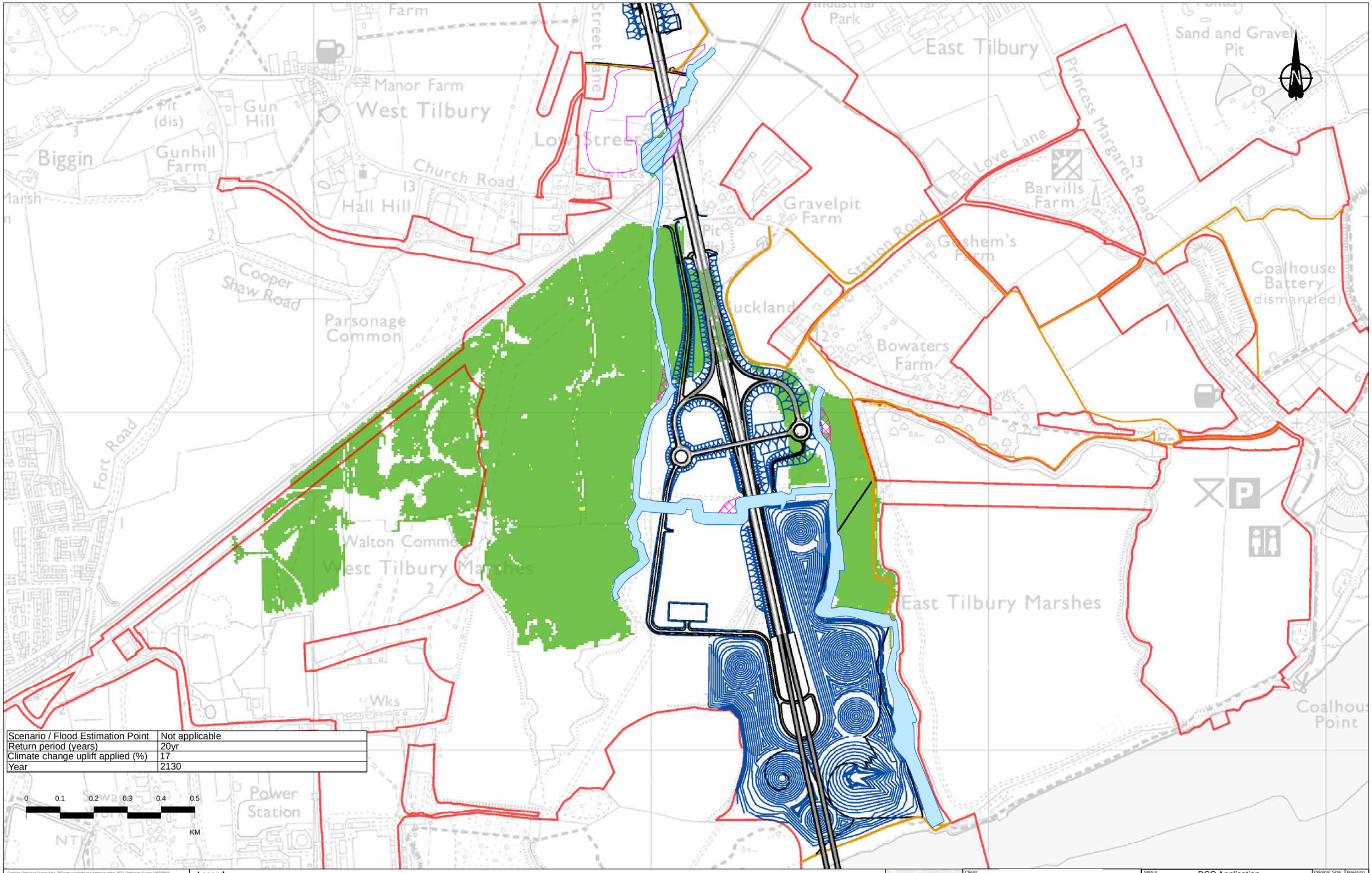
Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Pre-development
Sheet 6 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00980



Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 7 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00981

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
		A3	P01
Application Document Number	TR010032/APP/6.3	Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Pre-development
Sheet 8 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00982

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

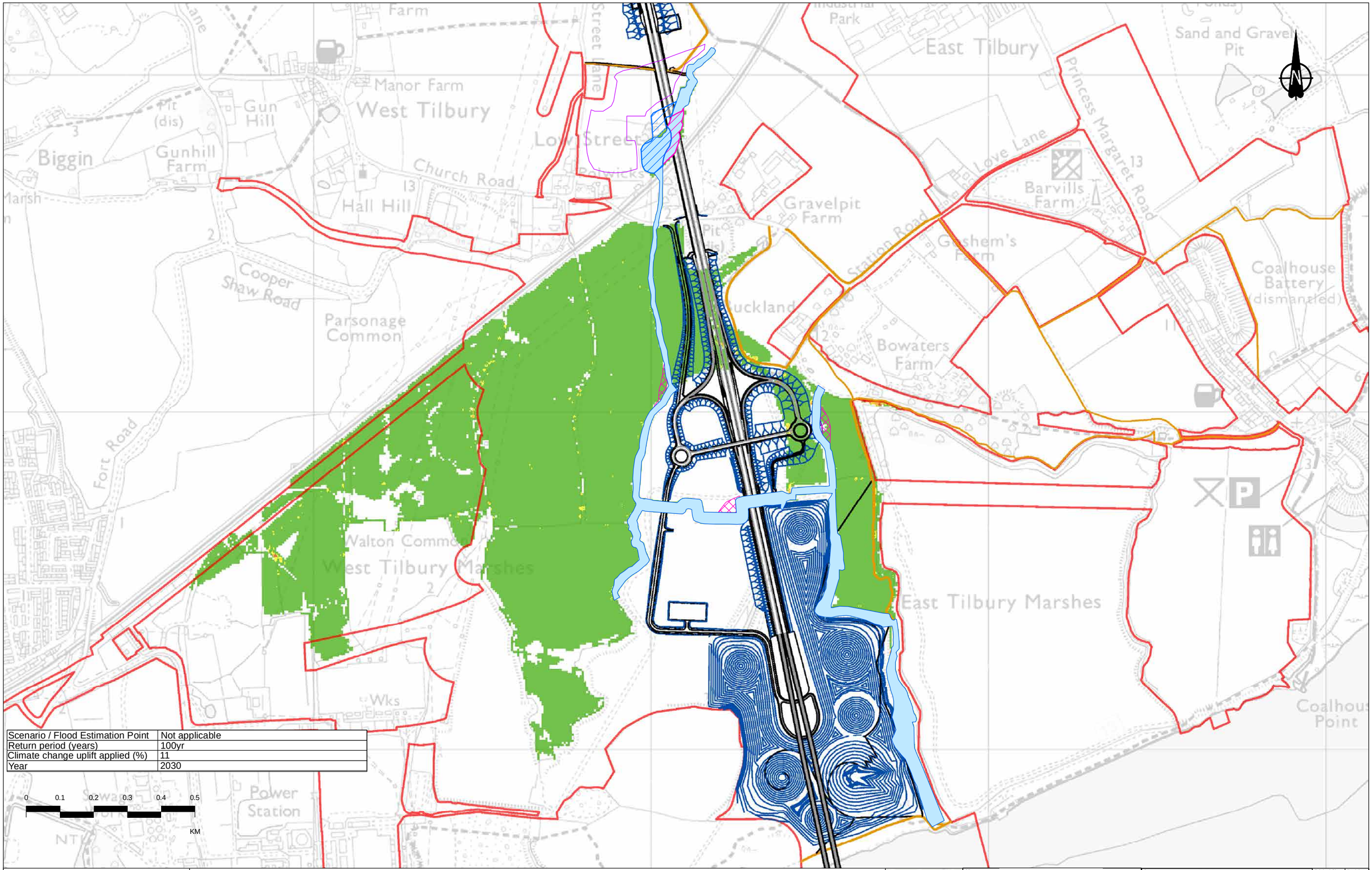
Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
		A3	P01
Application Document Number	TR010032/APP/6.3	Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Pre-development
Sheet 9 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00983



Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	11
Year	2030

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Pre-development
Sheet 10 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00984

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

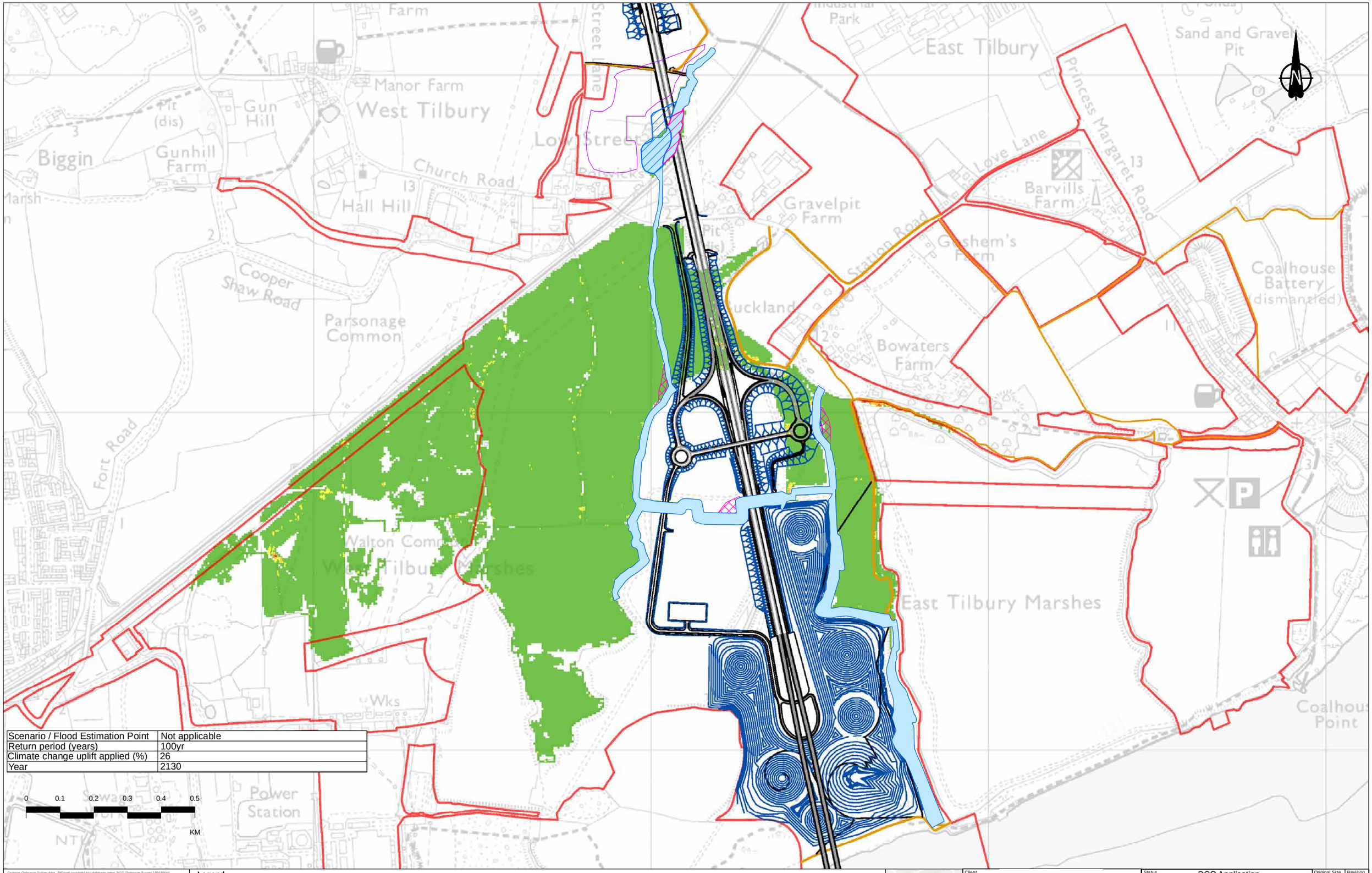
Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 11 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00985



Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	26
Year	2130

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 12 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00986

Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 13 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00987

Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application

Original Size: A3

Revision: P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Pre-development
Sheet 14 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00988

Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	48
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

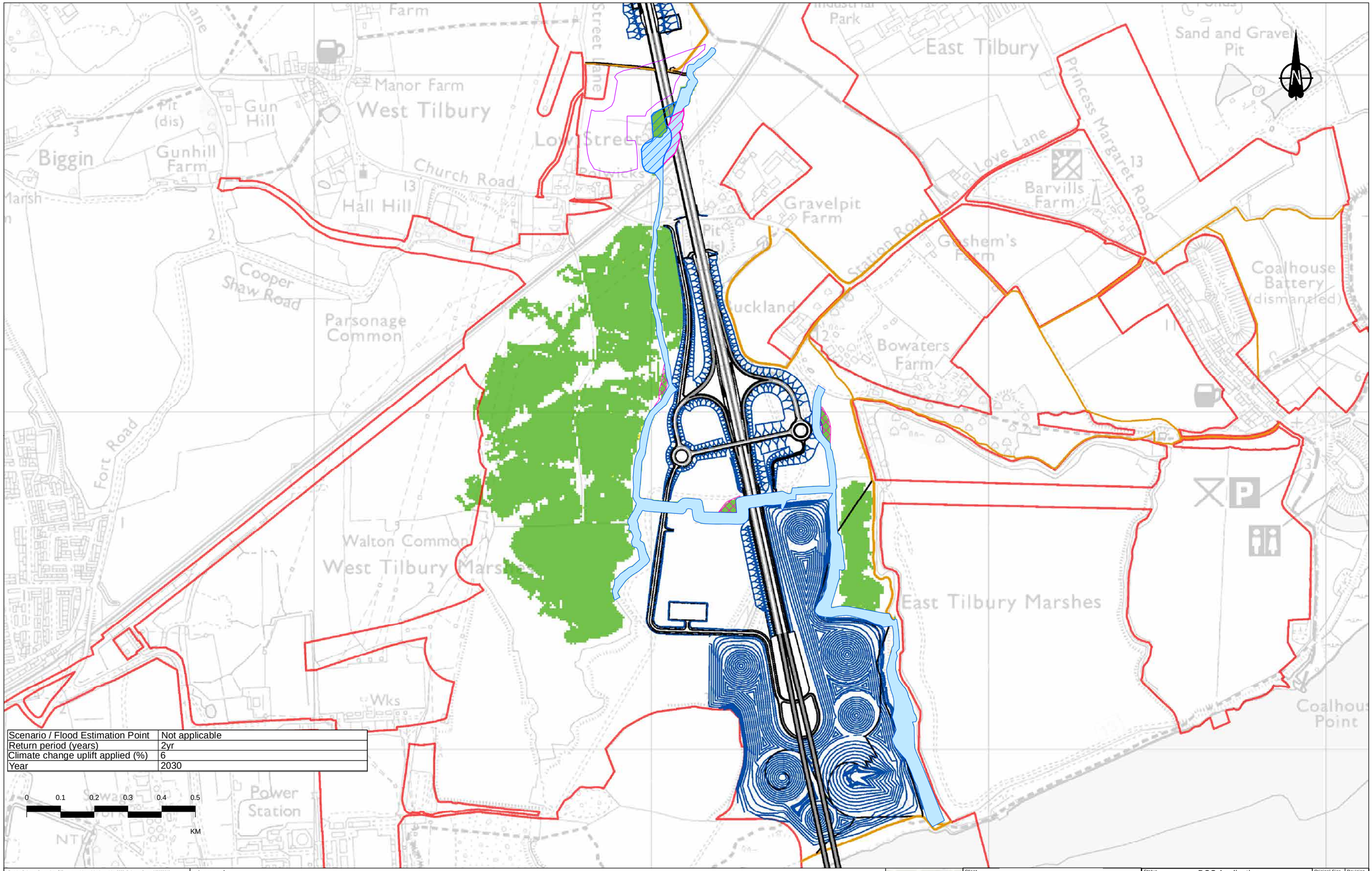
Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application		Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3		Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Pre-development
Sheet 15 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00989



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (without mitigation)
Sheet 1 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00990

Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
		A3	P01
Application Document Number	TR010032/APP/6.3	Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (without mitigation)
Sheet 2 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00991

Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
Application Document Number	TR010032/APP/6.3	A3	P01
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Post-development (without mitigation) Sheet 3 of 15	Scale	1:10,000
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00992		

Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
		A3	P01
Application Document Number	TR010032/APP/6.3	Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (without mitigation)
Sheet 4 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00993

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (without mitigation)
Sheet 5 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00994

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
		A3	P01
Application Document Number	TR010032/APP/6.3	Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (without mitigation)
Sheet 6 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00995

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
		A3	P01
Application Document Number	TR010032/APP/6.3	Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (without mitigation)
Sheet 7 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00996

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (without mitigation)
Sheet 8 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00997

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (without mitigation)
Sheet 9 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00998

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
		A3	P01
Application Document Number	TR010032/APP/6.3	Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (without mitigation)
Sheet 10 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-00999

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (without mitigation)
Sheet 11 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01000

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (without mitigation)
Sheet 12 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01001

Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Post-development (without mitigation) Sheet 13 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01002

Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Post-development (without mitigation) Sheet 14 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01003

Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	48
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Post-development (without mitigation) Sheet 15 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01004

Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Post-development (with mitigation) Sheet 1 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01005

Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Post-development (with mitigation) Sheet 2 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01006

Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Post-development (with mitigation) Sheet 3 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01007

Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

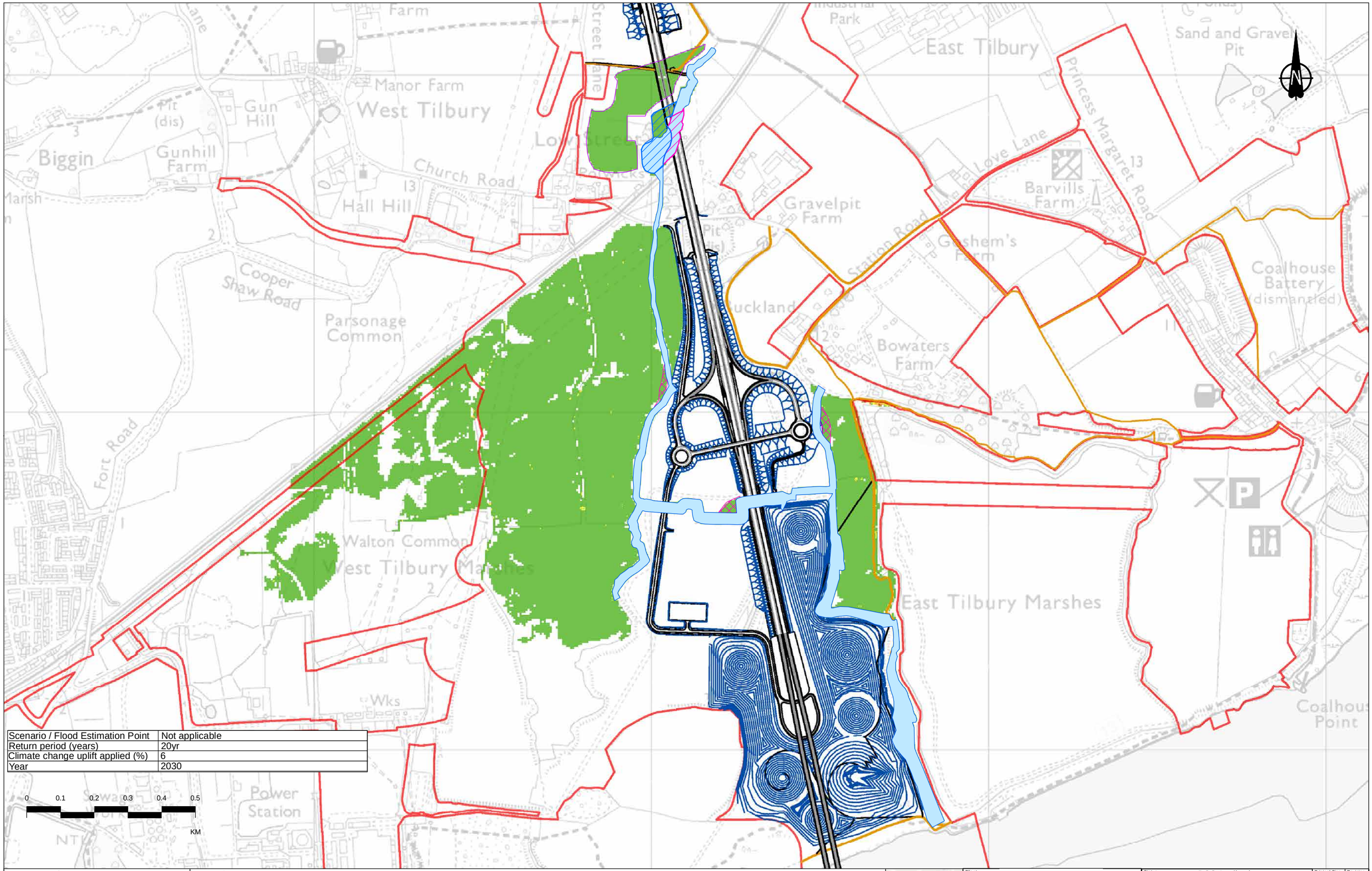
- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Post-development (with mitigation) Sheet 4 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01008



Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application

Original Size: A3

Revision: P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 5 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01009

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 6 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01010

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 7 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01011

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5 KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
		A3	P01
Application Document Number	TR010032/APP/6.3	Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 8 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01012

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 9 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01013

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 10 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01014

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 11 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01015

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Post-development (with mitigation) Sheet 12 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01016

Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 13 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01017

Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

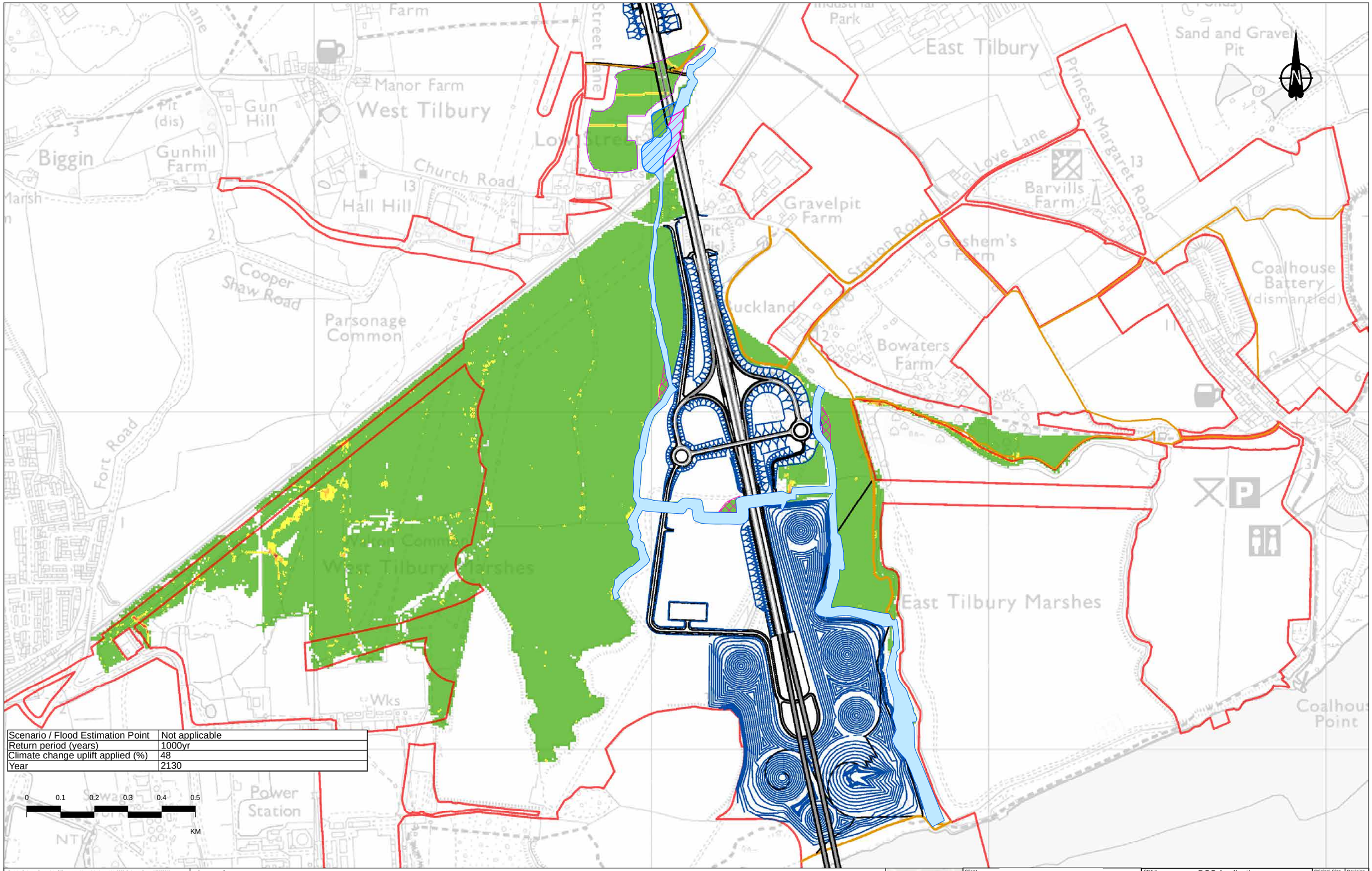
Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 14 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01018



Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	48
Year	2130

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

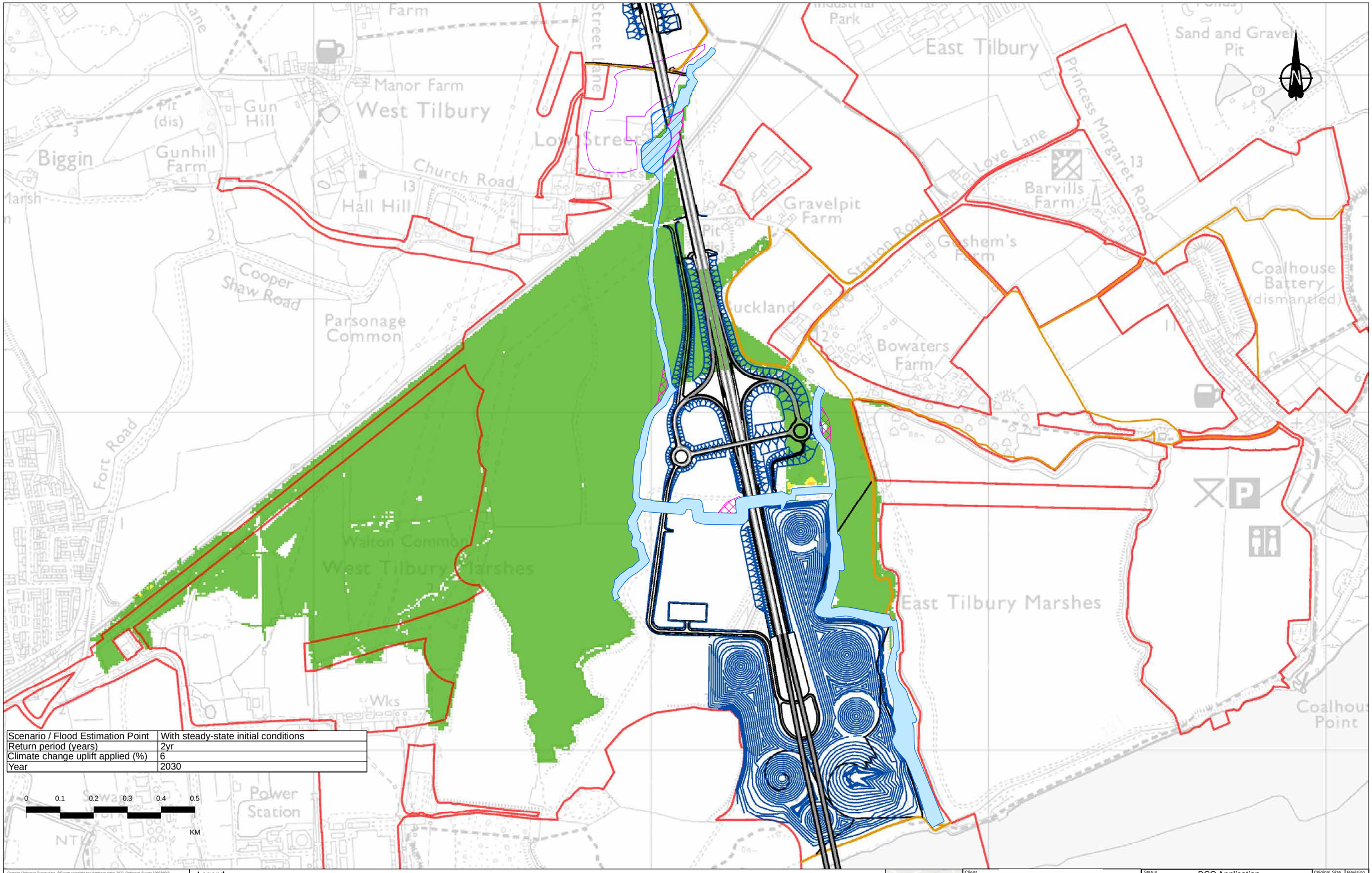
Project: LOWER THAMES CROSSING

Status: DCO Application | Original Size: A3 | Revision: P01

Application Document Number: TR010032/APP/6.3 | Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 15 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01019



Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Pre-development
Sheet 1 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01020

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Pre-development
Sheet 2 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01021

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application | Original Size: A3 | Revision: P01

Application Document Number: TR010032/APP/6.3 | Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Pre-development
Sheet 3 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01022

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application | Original Size: A3 | Revision: P01

Application Document Number: TR010032/APP/6.3 | Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Pre-development
Sheet 4 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01023

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 5 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01024

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 6 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01025

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 7 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01026

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Pre-development
Sheet 8 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01027

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application

Original Size: A3

Revision: P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Pre-development
Sheet 9 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01028

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 10 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01029

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 11 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01030

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 12 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01031

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	1000yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 13 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01032

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	1000yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 14 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01033

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	1000yr
Climate change uplift applied (%)	48
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood velocity Pre-development Sheet 15 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01034

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
Application Document Number	TR010032/APP/6.3	A3	P01
		Scale 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 1 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01035

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 2 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01036

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 3 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01037

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	2yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 4 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01038

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
		A3	P01
Application Document Number	TR010032/APP/6.3	Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 5 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01039

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 6 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01040

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 7 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01041

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	20yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 8 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01042

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 9 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01043

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 10 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01044

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
Application Document Number	TR010032/APP/6.3	A3	P01
		Scale 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 11 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01045

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	100yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 12 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01046

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	1000yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 13 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01047

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	1000yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 14 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01048

Scenario / Flood Estimation Point	With steady-state initial conditions
Return period (years)	1000yr
Climate change uplift applied (%)	48
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	AK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation storage area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood velocity (m/s)

- 0 - 0.25
- 0.25 - 0.5
- 0.5 - 1.0
- 1.0 - 2
- > 2.0

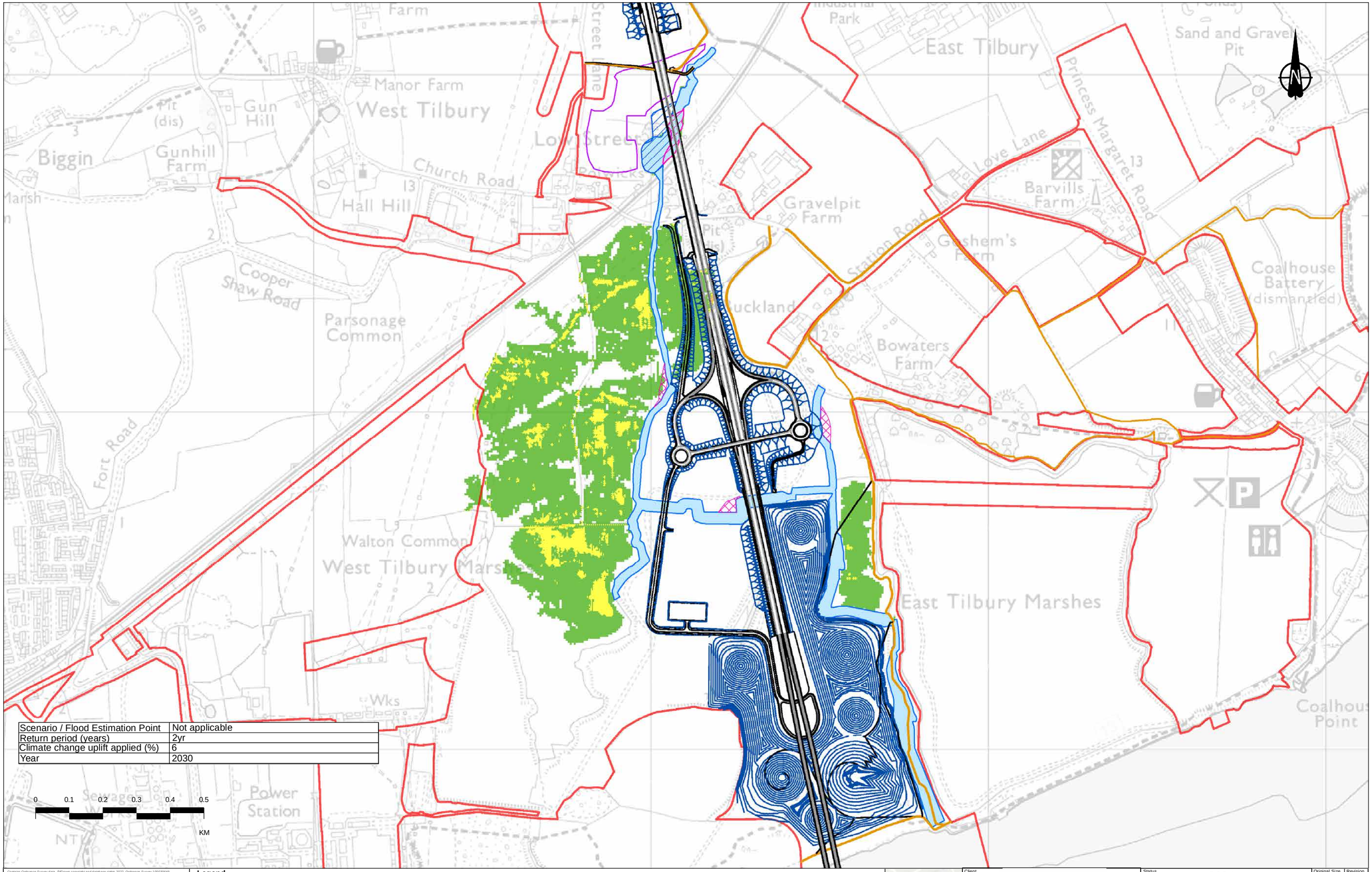
Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
Application Document Number	TR010032/APP/6.3	A3	P01
		Scale 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood velocity
Post-development (with mitigation)
Sheet 15 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01049



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood hazard category

- Very low hazard
- Danger for some
- Danger for most
- Danger for all

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

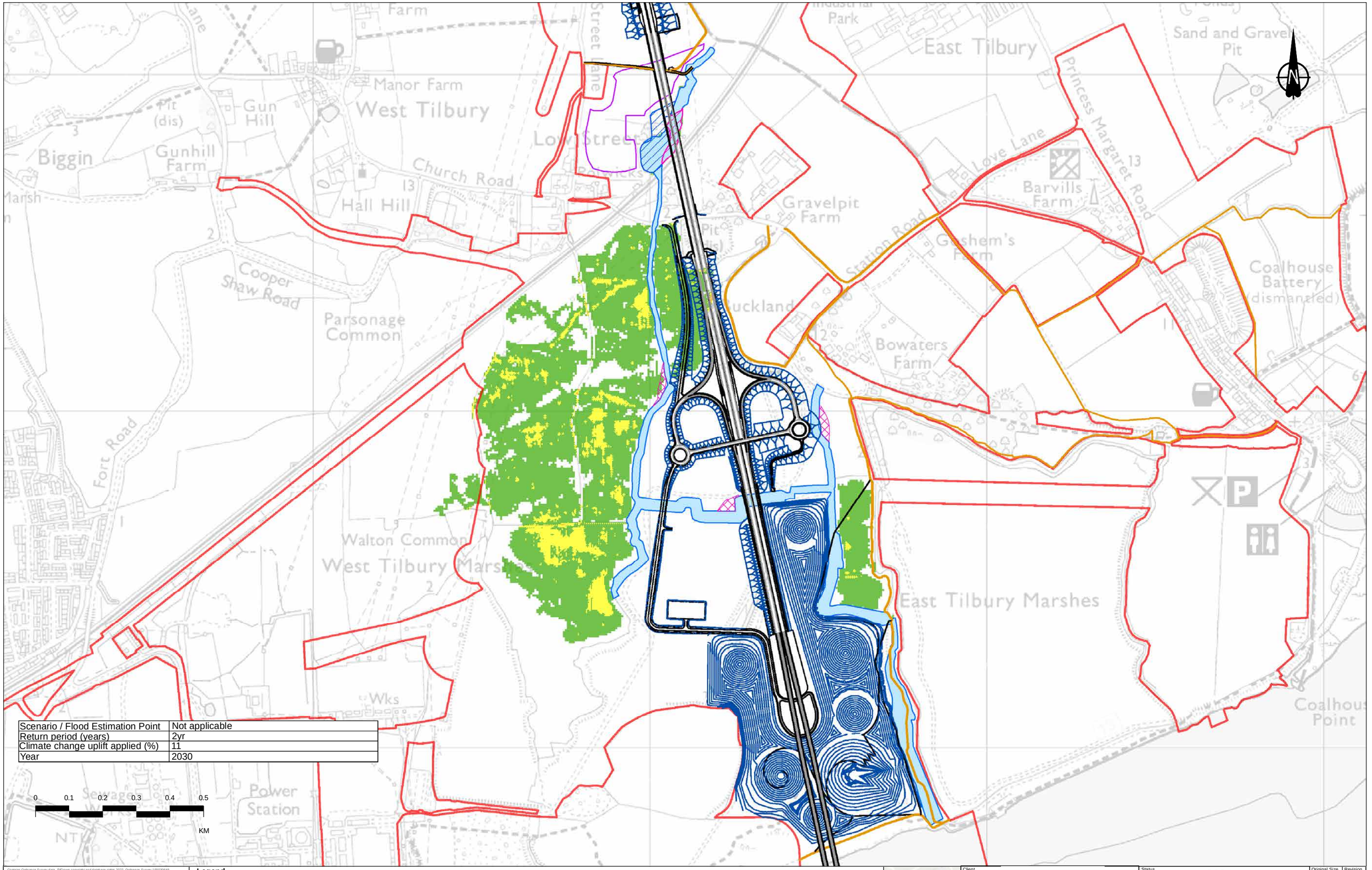
Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood hazard category Pre-development Sheet 1 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01050



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood hazard category

- Very low hazard
- Danger for some
- Danger for most
- Danger for all

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

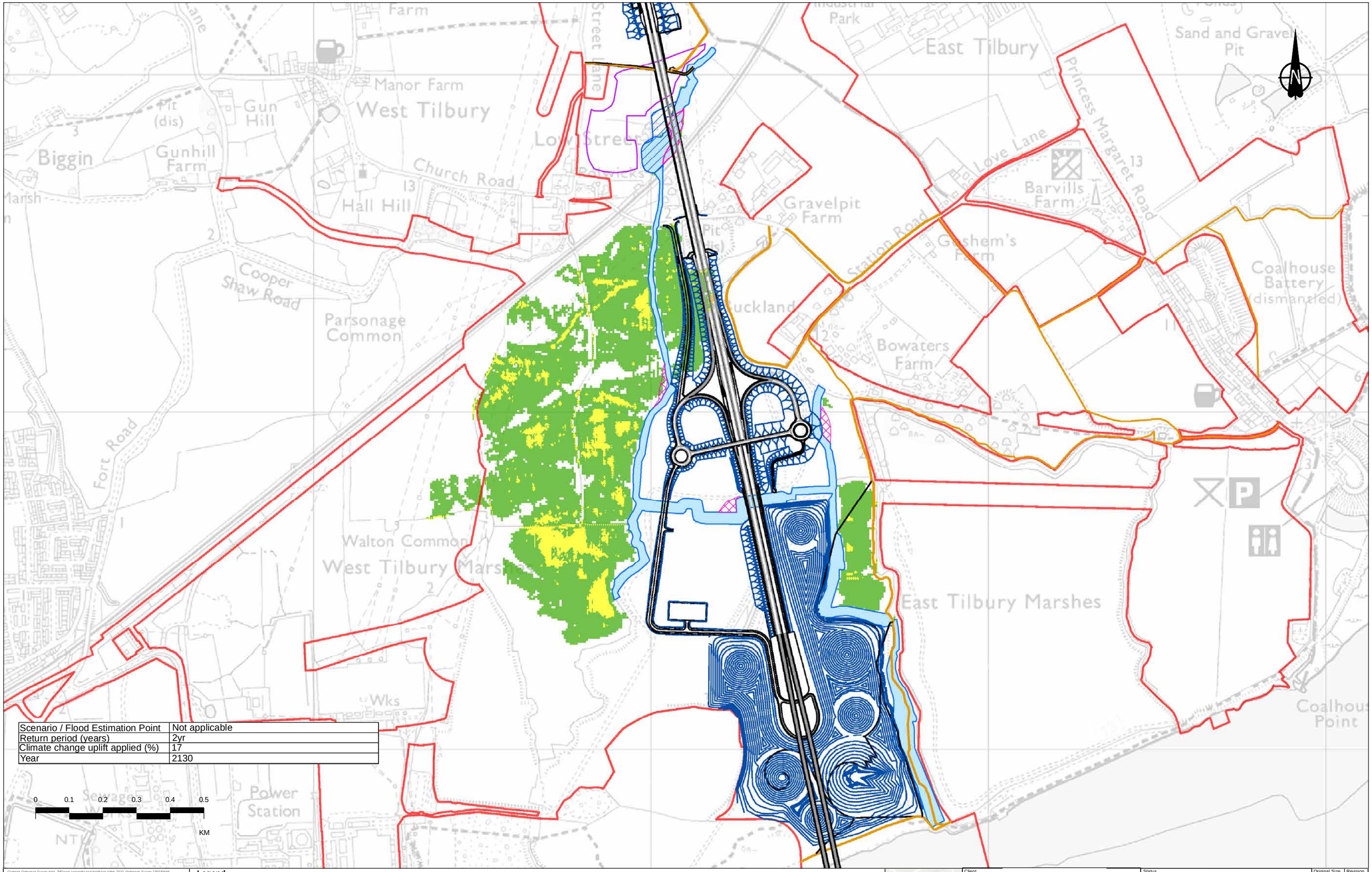
Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application	Original Size: A3	Revision: P01
Application Document Number: TR010032/APP/6.3	Scale: 1:10,000	

Drawing title: FRA - Tilbury Modelling Results
Maximum flood hazard category
Pre-development
Sheet 2 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01051



Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood hazard category

- Very low hazard
- Danger for some
- Danger for most
- Danger for all

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application

Original Size: A3

Revision: P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood hazard category Pre-development Sheet 3 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01052

Scenario / Flood Estimation Point	Not applicable
Return period (years)	2yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood hazard category

- Very low hazard
- Danger for some
- Danger for most
- Danger for all

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood hazard category
Pre-development
Sheet 4 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01053

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood hazard category

- Very low hazard
- Danger for some
- Danger for most
- Danger for all

Client: national highways

Project: LOWER THAMES CROSSING

Status: DCO Application

Original Size: A3

Revision: P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results
Maximum flood hazard category
Pre-development
Sheet 5 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01054

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood hazard category

- Very low hazard
- Danger for some
- Danger for most
- Danger for all

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood hazard category Pre-development Sheet 6 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01055

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	17
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood hazard category

- Very low hazard
- Danger for some
- Danger for most
- Danger for all

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood hazard category Pre-development Sheet 7 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01056

Scenario / Flood Estimation Point	Not applicable
Return period (years)	20yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood hazard category

- Very low hazard
- Danger for some
- Danger for most
- Danger for all

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood hazard category Pre-development Sheet 8 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01057

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	6
Year	2030

0 0.1 0.2 0.3 0.4 0.5 KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood hazard category

- Very low hazard
- Danger for some
- Danger for most
- Danger for all

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood hazard category Pre-development Sheet 9 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01058

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood hazard category

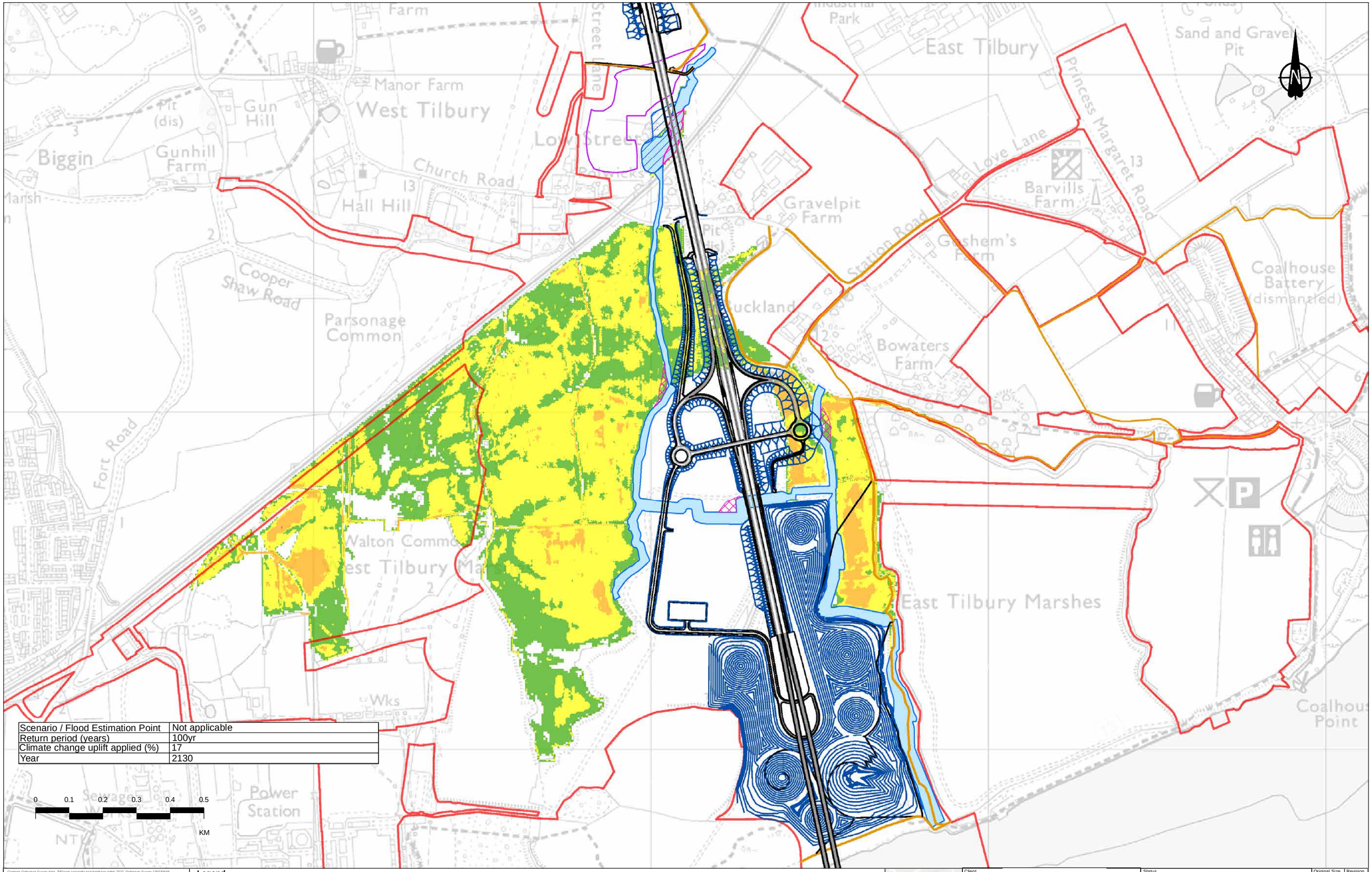
- Very low hazard
- Danger for some
- Danger for most
- Danger for all

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood hazard category Pre-development Sheet 10 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01059



Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	17
Year	2130

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S0	02/08/2022	DCO Application	KK	RB	BF

Legend

- 1D Channel
- 1D Channel diversions
- Compensation area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood hazard category

- Very low hazard
- Danger for some
- Danger for most
- Danger for all

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood hazard category Pre-development Sheet 11 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01060

Scenario / Flood Estimation Point	Not applicable
Return period (years)	100yr
Climate change uplift applied (%)	26
Year	2130

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood hazard category

- Very low hazard
- Danger for some
- Danger for most
- Danger for all

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000
Drawing title	FRA - Tilbury Modelling Results Maximum flood hazard category Pre-development Sheet 12 of 15
Drawing number	HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01061

Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	11
Year	2030

0 0.1 0.2 0.3 0.4 0.5

KM

Legend

- 1D Channel
- 1D Channel diversions
- Compensation area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood hazard category

- Very low hazard
- Danger for some
- Danger for most
- Danger for all

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

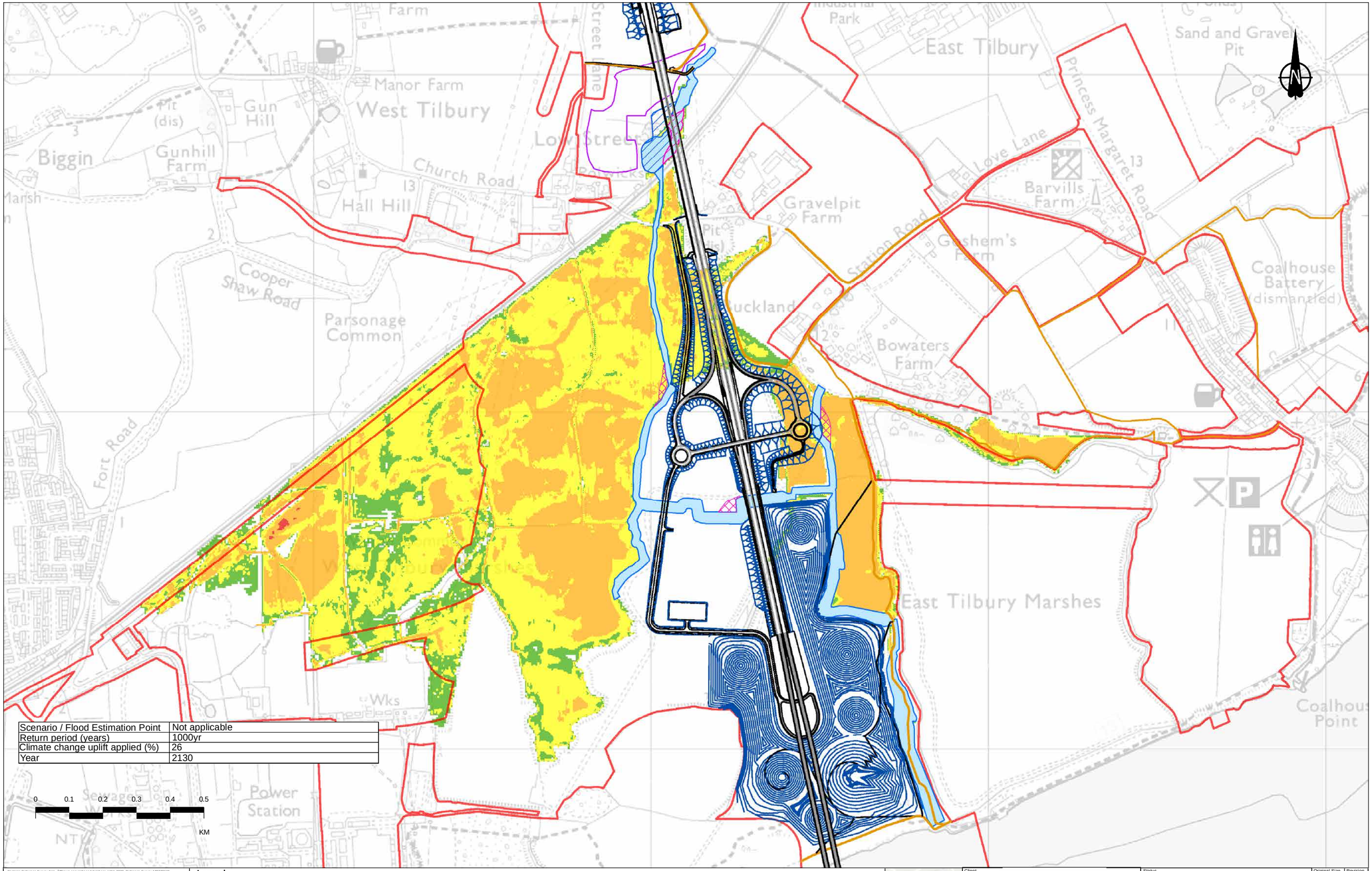
Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application
Original Size	A3
Revision	P01
Application Document Number	TR010032/APP/6.3
Scale	1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood hazard category Pre-development Sheet 13 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01062



Scenario / Flood Estimation Point	Not applicable
Return period (years)	1000yr
Climate change uplift applied (%)	26
Year	2130

Legend

- 1D Channel
- 1D Channel diversions
- Compensation area
- Existing reservoir infilled
- Revised reservoir footprint
- Order Limits

Proposed LTC alignment

- Alignment
- Earthworks
- NMU Routes

Maximum flood hazard category

- Very low hazard
- Danger for some
- Danger for most
- Danger for all

Rev	Status	Rev. Date	Purpose of revision	Drawn	Chck'd	Apprv'd
P01	S8	02/08/2022	DCO Application	KK	RB	BF

Client: national highways

Project: LOWER THAMES CROSSING

Status	Original Size	Revision
DCO Application	A3	P01

Application Document Number: TR010032/APP/6.3

Scale: 1:10,000

Drawing title: FRA - Tilbury Modelling Results Maximum flood hazard category Pre-development Sheet 14 of 15

Drawing number: HE540039-CJV-EFR-SZP_GNZZZZZZZZ-DR-LF-01063

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