



Lower Thames Crossing 2.14 River Restrictions Plan (Tracked changes version)

APFP Regulation 5(2)(o)

Infrastructure Planning (Applications:
Prescribed Forms and Procedure)
Regulations 2009

Volume 2

DATE: July 2023

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Planning Inspectorate Scheme Ref: TR010032
Application Document Ref: TR010032/APP/2.14

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Revision history

<u>Version</u>	<u>Date</u>	<u>Submitted at</u>
<u>1.0</u>	<u>31 October 2022</u>	<u>DCO Application</u>
<u>2.0</u>	<u>18 July 2023</u>	<u>Deadline 1</u>

Lower Thames Crossing

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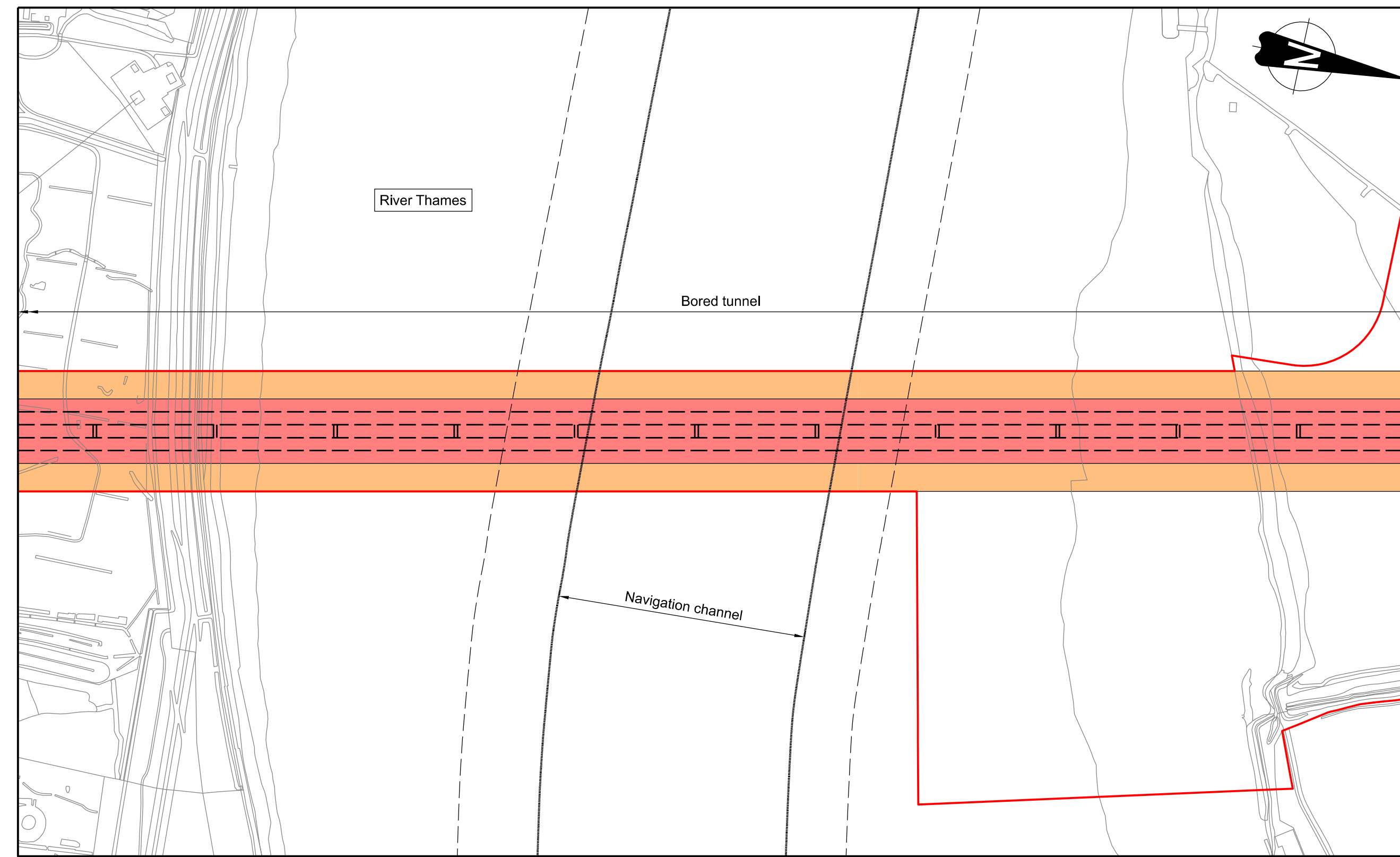
1 Introduction

- 1.1.1 This document is submitted to the Planning Inspectorate on behalf of the Secretary of State in relation to an application made by National Highways (the Applicant) under section 37 of the Planning Act 2008.
- 1.1.2 The application is for the grant of development consent for the A122 Lower Thames Crossing. Should development consent be granted, the draft A122 (Lower Thames Crossing) Development Consent Order (Application Document 3.1) (the draft Order) will be made by the Secretary of State (subject to any modifications considered appropriate).
- 1.1.3 This document comprises part of the suite of application documentation and is included in the application to comply with Regulation 5(2)(o) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009, which requires:
- 5(2)(o) 'any other plans, drawings and sections necessary to describe the proposals for which development consent is sought, showing details of design, external appearance, and the preferred layout of buildings or structures, drainage, surface water management, means of vehicular and pedestrian access, any car parking to be provided, and means of landscaping'.*
- 1.1.4 The purpose of the River Restrictions Plan is to show the extent of the protection zones within the River Thames surrounding the tunnel where certain restrictions on activities are in place for the purpose of protecting the tunnel structure.
- 1.1.5 To ensure sufficient detail and clarity of information, the River Restrictions Plan has been prepared with a horizontal scale of 1:5000 and a vertical scale of 1:500. The horizontal scale is smaller than that prescribed in Regulation 5(3) of the 2009 Regulations so that it corresponds with the approach taken in the Tunnel Limits of Deviation (Application Document 2.15). The difference between the horizontal and the vertical scales means that the structures shown in the longitudinal profile are exaggerated in their vertical representation.
- 1.1.6 The River Restrictions Plan shows the Order Limits. In this plan, 'the Order Limits' mean the limits of lands to be acquired or used, permanently or temporarily, within which the authorised development may be carried out (see article 2 of the draft Order (Application Document 3.1)).
- 1.1.7 As this document has been informed by and is part of the application documentation, it should be read alongside the other application documents. In particular, the plans should be read alongside Article 48 (Protection of the tunnel area, etc.) of the draft Order (Application Document 3.1). The tunnel limits of deviation are shown in the Tunnel Limits of Deviation (Application Document 2.15).
- 1.1.8 This plan has been updated at Deadline 1 to address Port of London Authority's concerns on the boundary between the river protection zones.

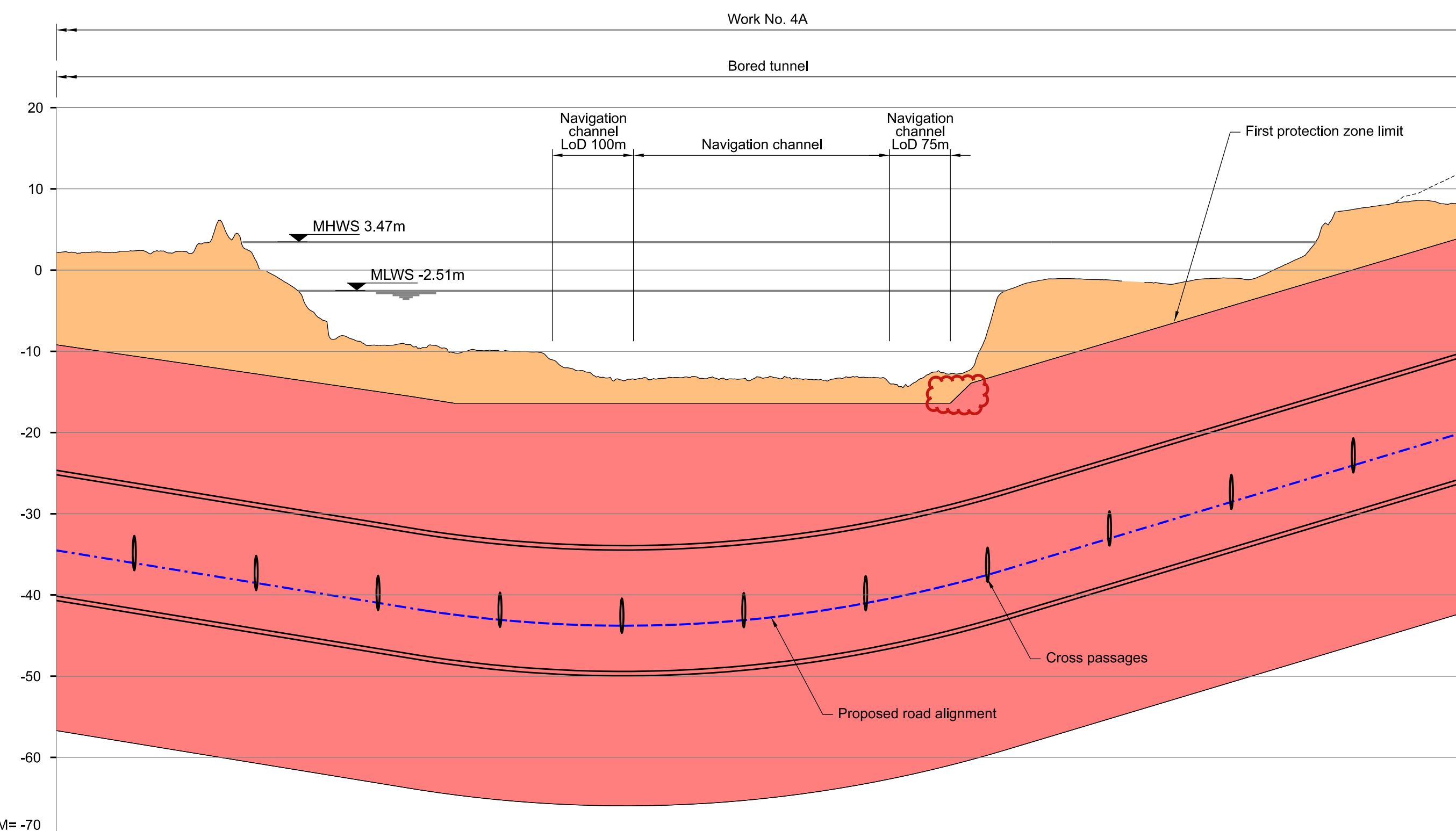
2 Schedule of Plans included in this application document

Document Title	Document Number	Revision
RIVER RESTRICTIONS PLAN REGULATION 5(2)(o) SHEET 1 OF 1	TR010032/APP/2.14	P01 P02

Deleted: P01



PLAN



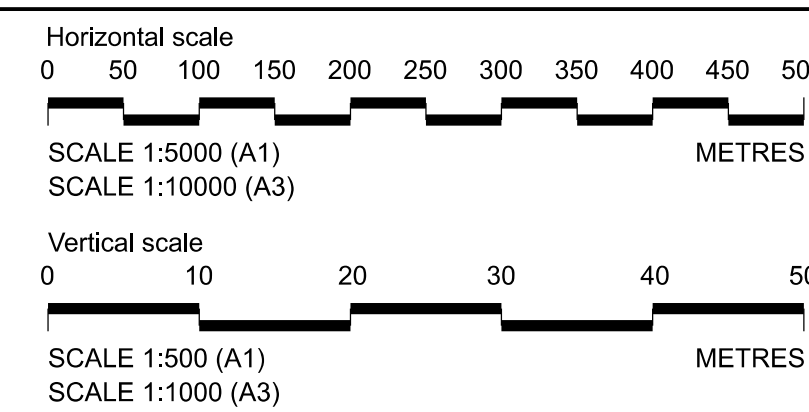
	2+250	4+500	4+750	5+000	5+250	5+500	5+750
GROUND LEVEL	2.20	0.01	-10.08	-13.31	-13.25	-1.06	0.10
PROPOSED ROAD LEVELS	-34.5	-38.6	-42.6	-43.7	-40.9	-34.4	-26.9
TOP OF FIRST PROTECTION ZONE	-9.21	-12.85	-16.42	-16.42	-16.42	-10.24	-2.82
CHAINAGE	4+250	4+500	4+750	5+000	5+250	5+500	5+750

LONGITUDINAL SECTION

NOTES:

- The design and location of the structure is shown here for illustrative purposes only and will be subject to detailed design development in accordance with the provisions of the Development Consent Order (TR010032/APP/3.1).
- Landscaping earthworks are not shown.
- All dimensions in millimetres and levels in metres unless noted otherwise.
- All levels relate to Ordnance datum unless stated otherwise.
- Do not scale from this drawing. Do not take digital dimensions off this drawing. Work to figured dimensions only.
- Chainages and levels shown on the longitudinal section are for the Northbound alignment only. Dimensions and riverbed for Southbound alignment are similar.
- The works restrictions within the first and second protection zones follow the provisions of Article 48 of the Development Consent Order (TR010032/APP/3.1).
- Location of navigation channel taken from Port of London Authority PDF chart: H.O.RAF.No.113-337-141.
- For dredging purposes, first protection zone is set at absolute limit, no allowance for over dredging.

- - - Proposed road alignment
- Order limits
- First protection zone
- Second protection zone
- MHWS Mean high water springs
- MLWS Mean low water springs
- - - Navigation channel Limits of Deviation



Rev	Status	Rev. Date	Purpose of revision	Drawn	Chkd	Apprv'd
P01	SS	19/10/2022	DCO Application	MS	RO	ASB
P02	SS	26/06/2023	Deadline 1	SA	RO	ASB

Client: national highways

Project: LOWER THAMES CROSSING

Status	DCO Application	Original Size	Revision
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Drawing title	RIVER RESTRICTIONS PLAN REGULATION 5(2)(o) SHEET 1		
Drawing Number	HE540039-CJV-BOP-SZZ_WZ000000_DR-CX-10001		

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