Application for Development Consent
Application Reference Number: WWO10001

Book of Plans
Doc Ref: 2.25
King Edward Memorial Park Foreshore

APPP Regulations 2009: Regulation 5(2)(k), (o)

Hard copy available in
Box 62 Folder C
January 2013
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## Application for Development Consent: Book of Plans

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* Schedules of associated highway works are located in the Transport Assessment
King Edward Memorial Park Foreshore
London Borough of Tower Hamlets
London Borough of Southwark

Key:
- Local authority boundary
- Order limits
- Tunnel
- Shaft

Notes:
1. The alignment of the tunnels are illustrative within limits of deviation.

Datum Newlyn.
Tunnel Datum which is 100 metres below Ordnance Survey Datum. All levels are in metres and relate to the
Coordinates are to be Ordinance Survey Datum.
This drawing shows existing and proposed rights of way, extent of acquisition of land, and temporary stopping up of public rights of navigation. The full extent of temporary stopping up of public rights of navigation is not shown where they cease to be relevant to the project.

Access to permanent works
Access to construction works
Existing right of way temporarily stopped up
Area of temporary suspension of public rights of navigation
Area of permanent extinguishment of public rights of navigation
Access to permanent rights of way
Access to permissive right of way
Existing public right of way
Existing permissive right of way
Route of temporary diversion of right of way
Route of permanent diversion of right of way

Key:

Area of acquisition
Limits of land to be acquired or used (LLAU)

Path with crossing point to enable safe use during construction activities
Extent of area to be temporarily stopped up for the time being

Notes:
1. This plan does not show stopping up and diversions of limited duration (e.g., hoarding erection, minor utility diversions and minor highway works).
2. Only rights of way in or close to worksites are shown. The full extents of rights of way are not shown where they cease to be relevant to the project.
3. Access along the alternative Thames Path route would be available at all times.

FOR APPROVAL

London Borough of Tower Hamlets

Application for Development Consent
Access plan

Book of plans - section 25
DCG PP 24X KEMPF 250025
January 2013
### Table 1

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### Notes:
1. All dimensions and levels are approximate.
2. The Site Works Parameter Key Plan identifies each zone independently.
3. The zone within which the shaft would be located would include all permanent works including shaft construction tolerances and if applicable under-reaming. Shaft construction temporary works may be located within or outside this zone provided they are located within the Limits of land to be acquired or used.

### Key:
- Limits of land to be acquired or used (LLAU)
- Zone within which ventilation column(s) serving the interception chamber would be located
- Zone within which ventilation column(s) serving the shaft would be located
- Zone within which local control pillar(s) would be located
- Zone within which electrical and control kiosk(s) would be located
- Zone within which interception chamber would be located
- Zone within which ventilation column(s) above ground structures would be located
- Zone within which required landscaping would be located
- Maximum extent of top of river/parapet wall

### Coordinates
- To be Ordnance Survey Datum
- All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Mean

### Scale
- 1:1000 if reproduced at A3
- 1:500 at A1

### For Approval
- Application for Development Consent
- Site works parameter plan

### Document Information
- Book of plans - section 25
- DCO-PP-24X-KEMPF-250005
- January 2013
King Edward Memorial Park Foreshore
London Borough of Tower Hamlets

Application for Development Consent
Permanenet works beyond

Book of plans - section 25
DCG-PP-24X-KEMPF-250007
January 2013

Thames Tideway Tunnel
Creating a Cleaner River for London

There is an issue with the text content as it appears to be a page from a document with a map and various marked locations and features, but the text is not legible or coherent. It seems to include references to locations such as Glamis Road, playground, and King Edward Memorial Park, as well as mentions of sewer details and other infrastructure elements. The document seems to be related to a development consent application, possibly for a tunnel or related works, given the references to tunnels, shafts, and sewer locations. However, without clearer text, the specific details of the application or the map's purpose cannot be accurately transcribed.
Notes:
1. All dimensions and levels are approximate.
2. The purpose of this section is to show the scale of the below ground infrastructure to be provided.
**As existing West elevation**

- Electrical and control kiosk 3m high
- Existing bandstand relocated
- Ventilation columns 6m high
- 2 No. ventilation columns of the minimum to maximum height

**As proposed West elevation**

- Ground level extends over river to smooth new structure into existing path
- Horizontal timber fenders under cantilevered section
- Horizontal timbers to mark river levels and provide habitat for plant and intertidal habitats
- Proposed structure of forestore
- New railings

**Notes:**
1. All dimensions and levels are approximate.
2. Coordinates are in Ordnance Survey Datum ODN3036. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.
As existing south elevation

- Seating
- Walkway
- New CSO outlet
- Ventilation column 9m high
- Electrical and control kiosk 3m high
- Horizontal timber fenders under suspended deck
- Vertical timber fenders
- Horizontal timber fenders, under suspended deck
- River levels and mark intertidal habitat

As proposed south elevation

- Seating
- Walkway
- New CSO outlet
- Ventilation column 9m high
- Electrical and control kiosk 3m high
- Horizontal timber fenders under suspended deck
- Vertical timber fenders
- Horizontal timber fenders, under suspended deck
- River levels and mark intertidal habitat

Notes:
1. All dimensions and levels are approximate.

Location:
King Edward Memorial Park Foreshore
London Borough of Tower Hamlets

Document Information:
Application for Development Consent
As existing and proposed
South elevation
Book of plans - section 25
DCG-PP-24X-KEMPF-250012
January 2013

Thames Tideway Tunnel
Creating a Union Channel West Thames

© Thames Water Utilities Limited 2008

ILUSTRATIVE
North elevation
Scale 1:50

Rip-rap as required.

Notes:
1. All dimensions and levels are approximate.

Lines: 1.00m ATD

Substructure shown notionally only

Aquatic habitat feature (shown notionally)

Stainless steel Timber handrail
Timber handrail

Soutref featuring

Partial south elevation
Scale 1:50

Rip-rap as required.

Substructure shown notionally only

Aquatic habitat feature (shown notionally)
These construction phasing plans have been prepared to illustrate possible site layouts for the principal construction phases. Contractors may choose to lay sites out differently during construction depending on their preferred construction methods subject to any controls on layout imposed through the planning submission and approval process.

2. Traffic management plans for construction phases of the work would be submitted to the appropriate authority for approval. Where appropriate, outline traffic management arrangements are shown.

3. Utility supplies for the construction of the works would be agreed with the relevant utility company.

4. Additional noise mitigation including noise barriers may be required but is not shown on this drawing.

5. Additional crossing points may be provided subject to agreement with local authority.

6. Offices, welfare facilities and workshops required to support construction activities at this site that cannot be accommodated within the hoarded area shown on this drawing are to be located at an appropriate location outside of the park. The location of any support facilities outside the park will be determined by the construction contractor and will be subject to obtaining the necessary permissions.

7. Any Shadwell Boat Club moorings that are within or too close to the LAU will be relocated to new locations agreed with the club and the PLA.

8. Cutting food defence leves is to be maintained at all times.

9. Any land designated as NSIP, Southside or Public Open Space is subject to agreement with local authority.

10. If any of the sites described on this plan are to be developed in the future, the developer, the Council and the local authority will need to agree the future layout of the site in accordance with the master plan.
1. These construction phasing plans have been prepared to illustrate possible site layouts for the principal construction phases. Contractors may choose to lay sites out differently during construction depending on their preferred construction methods subject to any controls on layout imposed through the planning submission and approval process.

2. Traffic management plans for construction phases of the works would be submitted to the appropriate authority for approval. Where appropriate, outline traffic management arrangements are shown.

3. Utility supplies for the construction of the works would be agreed with the relevant utility company.

4. Additional noise mitigation including noise barriers may be required but is not shown on this drawing.

5. Additional crossing points may be provided subject to agreement with local authority.

6. Offices, welfare facilities and workshops required to support construction activities at this site that cannot be accommodated within the hoarded area shown on this drawing are to be located at an appropriate location outside of the park. The location of any support facilities outside the park will be determined by the construction contractor and will be subject to obtaining the necessary permissions.

7. Any Shadwell Basin moorings that are within or too close to the LLAU will be relocated to new locations agreed with the club and the PLA.

8. Existing flood defence levels to be maintained at all times.

9. Existing Cole Stairs CSO outfall to be maintained throughout construction works.
Notes:

1. These construction phasing plans have been prepared to illustrate possible site layouts for the principal construction phases. Contractors may choose to lay sites out differently during construction depending on their preferred construction methods subject to any controls on layout imposed through the planning submission and approval process.

2. Traffic management plans for construction phases of the works will be submitted to the appropriate authority for approval. Where appropriate, outline traffic management arrangements are shown.

3. Utility supplies for the construction of the works would be agreed with the relevant utility company.

4. Additional noise mitigation including noise barriers may be required but is not shown on this drawing.

5. Additional crossing points may be provided subject to agreement with local authority.

6. Offices, welfare facilities and workshops required to support construction activities at this site that cannot be accommodated within the hoarded area shown on this drawing are to be located at an appropriate location outside of the park. The location of any support facilities outside the park will be determined by the construction contractor and will be subject to obtaining the necessary permissions.

7. Any Shadwell Steel Club moorings that are within or too close to the LLAU will be relocated to new locations agreed with the club and the PLA.

8. Existing flood defence levels to be maintained at all times.

9. Extent of hard and soft landscaping not shown on this plan.
Keyplan:

Parking restrictions
On street parking
Bus stop / stand
Pedestrian crossing
Cycle lane / advance stop line

Existing

Highway layout during construction
Existing and construction base case highway layout

PTH1X_C00

Parking restrictions
Removal of footway
Illustrative on-site manoeuvring zone
Suspended on street parking
Tactile paving
Site hut
Site hoarding
Access gate
Limit of land to be acquired or used (LLAU)
See schedule of works

Revised

On Street Parking

Permit holders - C4 Permit holders only Mon - Fri 8.30am - 5.30pm
Coaches - Coaches only. Max stay 4 hours
Motorcycles - Solo motorcycles only
Resident permit holders - C4 resident permit holders only Mon - Fri 8.30am - 5.30pm
Motorcycles - Solo motorcycles only
Shared use - C4 permit holders or pay and display max stay 4

Red route parking (1) - Mon - Sat 7am - 7pm 1 hour no return within 2 hours
Red route parking (2) - Mon - Sat 10am - 4pm 1 hour no return within 2 hours
Pay and display - Mon - Fri 8.30am - 5.30pm

Standards
- Design Manual For Roads And Bridges, DfT, 1992
- Traffic Signs Regulations & General Directions, TSO, 2002
- Manual For Streets 2, DfT, 2013
- Designing For Delievers, FTA, 2008
- Cycle Infrastructure Design Guide DfT, 2006
- Design Of Pedestrian Clearways LTN 208, DfT, 1985
- Guidance For The Use Of Tactile Paving, DfT, 1996
- Accessible Bus Stop Design Guidance, TfL, 2006

Thames Water Utilities Ltd 2008

Application for Development Consent

Location
King Edward Memorial Park Foreshore
London Borough of Tower Hamlets

Document Information
DCO-PP-24X-KEMPF-250026
Highway layout during construction (Area 2)

January 2013