Application for Development Consent
Application Reference Number: WWO10001

Book of Plans
Doc Ref: 2.17

Albert Embankment Foreshore

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

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

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Location

Datum Newlyn.

Tunnel Datum which is 100 metres below Ordnance OSGB36. All levels are in metres and relate to the Coordinates are to be Ordinance Survey Datum (LLAU).

Application for Development Consent

CSO storm relief

Clapham

CSO storm relief

Brixton

Notes:

1. All dimensions and levels are approximate.
2. Any discrepancy between the location of structures and the parameters marked on the drawings are due to differences between the Ordnance Survey base and the parameters marked on the drawings are due to differences between the Ordnance Survey base and the topographic survey base, both of which have been used in the preparation of this drawing.

Approximate position of CSO outlet

Authorised channel

Limits of land to be acquired or used

Existing levels

+ 105.40m

Listed buildings/structures

Key:

Key: Limits of land to be acquired or used

Existing levels (shown in metres above tunnel datum)

Listed buildings/structures

Approximate position of CSO outlet

Existing trees within surveyed area

(exact tree sizes vary)

FOR INFORMATION

Author:

Albert Embankment Foreshore

London Borough of Lambeth

Document Information

Application for Development Consent

As existing

Site features plan

Book of plans - section 17

DCO-PP-15X-ALBEF-170002

January 2013
Table 1

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<th>Above ground permanent structure</th>
<th>Maximum height above finished ground level</th>
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<td>Ventilation column(s) serving the Clapham SR CSO interception chamber and Brixton SR CSO interception culvert</td>
<td>9.0m</td>
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<tr>
<td>Ventilation column(s) serving the shaft</td>
<td>8.0m (4.0m)</td>
</tr>
<tr>
<td>Electrical and control kiosk(s)</td>
<td>2.5m (1.5m)</td>
</tr>
<tr>
<td>Local control pillar(s)</td>
<td>1.5m</td>
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Maximum extent of top of the shaft would be located

Zone within which ventilation column(s) serving the shaft would be located

Zone within which electrical and control kiosk(s) would be located

Maximum extent of top of the shaft would be located

(maximum heights are in brackets where applicable)

- Limits of permanent access
- Limits of permanent structures
- Limits of temporary structures
- Limits of temporary ground works
- Limits of permanent ground works

Notes:
1. All dimensions and levels are approximate.
2. The Site Works Parameter Key Plan identifies such zones independently.
3. The zone within which the shaft would be located would include all permanent works, including shaft walls (including appropriate allowances for construction tolerances) and under-reaming. Shaft construction temporary works may be located within or outside this zone and within the Limits of land to be acquired or used.
Zones within which electrical and control kiosk(s) would be located.

Zones within which ventilation column(s) serving the shaft would be located.

Zones within which ventilation column(s) serving the shaft would be located.

Zones within which all permanent above ground structures would be located.

Zones within which permanent above ground structures would be located.

Zones within which ventilation column(s) serving the shaft would be located.

Zones within which ventilation column(s) serving the shaft would be located.

Zones within which ventilation column(s) serving the shaft would be located.

Zones within which all permanent above ground structures would be located.

Zones within which electrical and control kiosk(s) would be located.

Zones within which all permanent above ground structures would be located.

Zones within which ventilation column(s) serving the shaft would be located.

Zones within which permanent above ground structures would be located.
**Datum Newlyn.**

**Application for Development Consent**

1. **Valve chamber**
   - Interception and vents with grilles built into flood defence parapet wall.

2. **Relief Sewer**
   - Existing Clapham Storm abutment Bridge
   - Storm Relief Sewer Existing Brixton
   - Proposed parapet wall with railing.

3. **Effra CSO**
   - Connection culvert from CHAMBERS WHEEL
   - Interception chamber to drop shaft
   - Scour protection area

4. **Outfall apron**
   - Authorised channel

5. **Mean low water**
   - Work No. 1c.
   - 7m internal dia main tunnel to Kirtling Street

6. **Effe CSO**
   - 2 No. 0.2m x 0.2m works with grilles built into flood defence parapet wall.

Key:

- Limits of land to be acquired or used (LLAU)
- Existing sewers
- Proposed access cover
- Proposed level (shown in metres above tunnel datum)
- Zone within which permanent site structures would be located
- Zone within which the shaft would be located
- Zone within which permanent above ground structures would be located
- Zones within which ventilation column(s) would be located
- Zones within which electrical and control kiosk(s) would be located
- Zones within which electrical and control column(s) would be located
- Zones within which all permanent site structures would be located
- Limits of permanent access

**Notes:**

1. All dimensions and levels are approximate.
2. Any discrepancy between the location of structures and the parameters marked on the drawings are due to differences between the Ordnance Survey base and topographical survey base used in the preparation of this drawing.
3. The drawing shows permanent site structures only. Landscaping hard works and soft works are shown on the Proposed landscape plan and/or Proposed site features plan.
Sheet Layout:

Key:
- Limits of land to be acquired or used (LLAU)
- Proposed access cover
- Proposed level (shown in metres above tunnel datum)
- Zone within which all permanent site structures would be located
- Zone within which the shaft would be located
- Zone within which permanent above ground structures would be located
- Limits of permanent access

Notes:
1. All dimensions and levels are approximate.
2. Any discrepancy between the location of structures and the parameters marked on the drawings are due to differences between the Ordnance Survey base and topographical surveys both of which were used in the preparation of this drawing.
3. This drawing shows permanent site structures only. Landscaping hard works and soft works are shown on the Proposed landscape plan and/or Proposed site features plan.

Location:
Albert Embankment Foreshore
London Borough of Lambeth

Document Information:
Application for Development Consent
Permanent works layout
Sheet 2 of 2 - section 17
DCG-PP-15X-ALBEF-170011
January 2013
Notes:
1. All dimensions and levels are approximate.
2. Any discrepancy between the location of structures shown on the drawings and on the parameters marked on the drawings are due to differences between the Ordnance Survey base and the topographic survey base, both of which have been used in the preparation of this drawing.
3. Access covers not shown on this drawing. Refer to the Permanent works layout for an indication of the extent of access covers required.
4. The above ground structures in the Saved for layout of above ground structures which is illustrative
5. Option A refers to construction access from Lack’s Dock. Elements that are applicable to Option A only and not to Option B are annotated accordingly. Option B refers to construction access between Camelford House and Trinder House. Elements that are applicable to Option B only and not to Option A are annotated accordingly. All other elements apply regardless of which option is selected.

Version: 2013-01-30

London Borough of Lambeth
Albert Embankment Foreshore
Proposed Site features plan
DCO-PP-15X-ALBEF-170012
January 2013
Coordinates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

Key:
- Limits of land to be acquired or used
- Zone within which permanent above ground structures would be located
- Zone within which required landscaping would be located
- Maximum extent of foreshore structure
- Existing levels (shown in metres above tunnel datum)
- Proposed levels (shown in metres above tunnel datum)
- Laid buildings/structures
- Approximate position of CSO outlet
- Existing free within surveyed area (not publicly accessible)

Notes:
1. All dimensions and levels are approximate.
2. Any discrepancy between the location of structures and the parameters marked on the drawings are due to the Ordnance Survey base and the Topographic survey base, both of which have been used in the preparation of the drawings.
3. Access covers not shown on this drawing. Refer to the permanent works layout for an indication of the extent of access covers required.
4. The above ground structures in the 'Save for layout of above ground structures which is illustrative' statement are those listed in Table 1 on the Site parameters plan.
5. Option A refers to construction access from Lack's Dock. Elements that are applicable to Option A only and not to Option B are annotated accordingly. Option B refers to construction access between Camelford House and Tintagel House. Elements that are applicable to Option B only and not to Option A are annotated accordingly. All other elements apply, regardless of which option is selected.
6. All dimensions and levels are approximate.
7. Any discrepancy between the location of structures and the parameters marked on the drawings are due to the Ordnance Survey base and the Topographic survey base, both of which have been used in the preparation of the drawings.
8. The above ground structures in the 'Save for layout of above ground structures which is illustrative' statement are those listed in Table 1 on the Site parameters plan.
9. Option A refers to construction access from Lack's Dock. Elements that are applicable to Option A only and not to Option B are annotated accordingly. Option B refers to construction access between Camelford House and Tintagel House. Elements that are applicable to Option B only and not to Option A are annotated accordingly. All other elements apply, regardless of which option is selected.

Landscape key:
- Vegetated inter-tidal terrace
- Unvegetated inter-tidal terrace

Sheet Layout:
- Sheet 1
- Sheet 2

Landscape plan - interception structure
London Borough of Lambeth
Albert Embankment Foreshore
Proposed
Landscape plan - interception structure
Book of plans - section 17
DCO-PP-15A-LBF-170013
January 2013

INDICATIVE
Save for layout of above ground structures which is illustrative
Location

Datum: Newlyn.

Tunnel Datum which is 100 metres below Ordnance OSGB36. All levels are in metres and relate to the

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.

3. For continuation see drawing sheet 2.

Sheet Layout:

Sheet 1

Sheet 2

Scale 1:200 at A1
1:400 if reproduced at A3

2020 flood defence level 105.41m ATD
Mean high water springs 103.81m ATD
Mean low water springs 98.21m ATD

Connection tunnel

Connection culvert

CSO drop shaft (shown beyond)

Camelford House

Parapets lowers to maximise 1.5m high control kiosk

Electrical and control building 1.5m high

2 No. signature ventilation columns 4m minimum to 8m maximum height

Vapour Charger

Semi mature London Plane trees

Horizontal grooves

Vertical timber fenders

鋼 fence

Bespoke vertical Cross

Vauxhall Lack’s Dock

London Borough of Lambeth

Albert Embankment Foreshore

Application for Development Consent

Section AA

Sheet 1 of 2

DCO-PP-15X-ALBEF-170015

January 2013

Book of plans - section 17

Mean high water springs
Mean low water springs
2020 flood defence level

In the diagram:

Further information see drawing sheet 2.

Notes:

Keyplan:

This drawing

Coordinates are to Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

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Thames Water Utilities Ltd 2008

Keyplan:

This drawing

Coordinates are to Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

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Thames Water Utilities Ltd 2008

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.

3. For continuation see drawing sheet 2.

Sheet Layout:

Sheet 1

Sheet 2

Scale 1:200 at A1
1:400 if reproduced at A3

2020 flood defence level 105.41m ATD
Mean high water springs 103.81m ATD
Mean low water springs 98.21m ATD

Connection tunnel

Connection culvert

CSO drop shaft (shown beyond)

Camelford House

Parapets lowers to maximise 1.5m high control kiosk

Electrical and control building 1.5m high

2 No. signature ventilation columns 4m minimum to 8m maximum height

Vapour Charger

Semi mature London Plane trees

Horizontal grooves

Vertical timber fenders

鋼 fence

Bespoke vertical Cross

Vauxhall Lack’s Dock

London Borough of Lambeth

Albert Embankment Foreshore

Application for Development Consent

Section AA

Sheet 1 of 2

DCO-PP-15X-ALBEF-170015

January 2013

Book of plans - section 17

Mean high water springs
Mean low water springs
2020 flood defence level

In the diagram:

Further information see drawing sheet 2.
Section BB

- 8m high ventilation column
- Electrical and control keek
- Fencing reinstated to match existing
- Bridge House
- Floodable vegetated intertidal terrace over connection culvert semi-buried in foreshore

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.

Location
Albert Embankment Foreshore
London Borough of Lambeth

Document Information
Application for Development Consent
Section BB
Book of plans - section 17
OC-PP-15/A/WB, EFL-170017
January 2013

ILLUSTRATIVE
Section CC

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.

Keyplan:
- Coordinates are to be Ordnance Survey Datum OUG90. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

ILLUSTRATIVE

Location:
Albert Embankment Foreshore
London Borough of Lambeth

Application for Development Consent
Section CC

Book of plans - section 17
DCG-PP-15X-AL-BEF-170018
January 2013
As existing West (river) elevation

Proposed West (river) elevation

Notes:
1. All dimensions and levels are approximate.
Thames Path passes under Camelford House

As existing North elevation

Thames Path relocated

Electrical and control knock 1.5m high

Semi mature London Plane trees

2 No. signature ventilation columns of 5m minimum to 8m maximum height

Steel monopile dolphins to prevent vessels from grounding on structure

Interception structure with floodable vegetated intertidal terraces to foreshore level

Grade II* listed Vauxhall Bridge

2020 flood defence level 105.41m ATD
Mean high water springs 103.81m ATD
Mean low water springs 97.81m ATD

Grade II* listed Vauxhall Bridge

2020 flood defence level 105.41m ATD
Mean high water springs 103.81m ATD
Mean low water springs 97.81m ATD

Concrete river wall

Steel monopile dolphins grounding on structure to prevent vessels from

As existing North elevation

Proposed North elevation

Notes:
1. All dimensions and levels are approximate.

London Borough of Lambeth
Albert Embankment Foreshore

ILUSTRATIVE

Application for Development Consent
As existing and proposed North elevation
Book of plans - section 17
DCG-PP-15X-ALBEF-170020
January 2013

Thames Tideway Tunnel
Creating a better future for West London
Proposed interception structure West (river) elevation

Notes:
1. All dimensions and levels are approximate.
Grade II* listed Vauxhall Bridge

Proposed interception structure South elevation

2020 flood defence level 105.41m A.T.D.
Mean high water springs 103.81m A.T.D.
Mean low water springs 98.21m A.T.D.

Floodable vegetated inter-tidal area over connection culvert semi-buried in foreshore

Steel monopile dolphins to prevent vessels from grounding on structure

Peninsula Heights

Electrical and control kiosk 2m high located in fenced off area under bridge
Tintagel House

Ventilation column 6m high

Penetration shaft

Camerford Houses

St George Wharf

Notes:
1. All dimensions and levels are approximate.

ILLUSTRATIVE

Location:
Albert Embankment Foreshore
London Borough of Lambeth

Document Information:
Application for Development Consent
Proposed South elevation - interception structure
Book of plans - section 17
DCG-PF-158 AL BEF-170002
January 2013

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Keyplan:
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Coordinates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

Notes:
1. All dimensions and levels are approximate.
Notes:
1. All dimensions and levels are approximate.
Proposed shaft structure West (river) elevation

2020 flood defence level 105.41m ATD
Mean high water springs 103.81m ATD
Mean low water springs 98.21m ATD

Notes:
1. All dimensions and levels are approximate.
Proposed shaft structure South elevation

2020 flood defence level 105.41m ATD
Mean high water springs 103.81m ATD
Mean low water springs 98.21m ATD

Notes:
1. All dimensions and levels are approximate.
Location

Datum Newlyn.

Tunnel Datum which is 100 metres below Ordnance OSGB36. All levels are in metres and relate to the Coordinates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

Application for Development Consent

Notes:
1. All dimensions and levels are approximate.

103.50
105.40

Lighting to base of kiosk
Stainless steel cladding

Stainless steel doors perforated to achieve louvre requirements

Stainless steel to wrap over roof with slight fall at either side

Lighting to base of kiosk
Stainless steel cladding

Shaft structure kiosk East elevation
Scale 1:50

Shaft structure kiosk South elevation
Scale 1:50

Shaft structure kiosk West elevation
Scale 1:50

Shaft structure kiosk North elevation
Scale 1:50

Shaft structure kiosk roof plan
Scale 1:50

Interception structure kiosk North elevation
Scale 1:50

Interception structure kiosk West elevation
Scale 1:50

Interception structure kiosk East elevation
Scale 1:50

Interception structure kiosk roof plan
Scale 1:50

Stainless steel cladding

Aluminium cladding

Stainless steel cladding

Aluminium cladding

Indicative London Borough of Lambeth Albert Embankment Foreshore Kiosk design intent

DCO-PP-15X-ALBEF-170026
January 2013

Book of plans - section 17
DCG-PP-15X-AL-BEF-170026
January 2013

Thames Tideway Tunnel Creating a secure future for London

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Scale 1:50 at A1
1:100 if reproduced at A3

0 1m 4m

1:50 at A1
1:100 if reproduced at A3
Indicative:

- Albert Embankment Foreshore
- London Borough of Lambeth

Document Information:
- Application for Development Consent
- Typical river wall design intent
- Book of plans - section 17
- DCO-P1-192/AL/170027
- January 2013

River levels:
- 105.41m ATD
- 106.51m ATD

Internal timber fender forming part of balustrade
- Precast concrete upstand
- Stainless steel balustrade post
- Handrail
- Precast concrete panel

Horizontal grooves mark river levels
- Stainless steel balustrade post
- Vertical timber post

Aquatic habitat feature (shown notionally)

Rip-rap as required
- Substructure shown notionally only

Notes:
1. All dimensions and levels are approximate.

Keyplan:
- This drawing
- Indicative
- North
- Scale 1:50 at A1
- Scale 1:100 if reproduced at A3

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Datum Newlyn.
Tunnel Datum which is 100 metres below Ordnance Survey Datum OSGB36. All levels are in metres and relate to the mark river levels.
1. All dimensions and levels are approximate.
2. Drawing is based on as-constructed drawings and topographical survey and not on heritage survey.

Location

Document Information

Application for Development Consent

Grade II* listed Vauxhall Bridge

Listed bridge abutment

1960's addition to bridge abutment/river side wall

Grade II* listed Vauxhall Bridge

Isometric

Scale NTS

1:50

River elevation

Scale 1:50

FOR INFORMATION

Albemarle Embankment Foreshore
London Borough of Lambeth

Document Information

Application for Development Consent

As existing Listed Structure Interface - Interception Structure

Book of Plans - Section 1.7

DCD/PP-15A AL BES-176028

January 2013

Thames Tideway Tunnel
Creating a Cleaner, Healthier River Thames

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INDICATIVE

Location:
Albert Embankment Foreshore
London Borough of Lambeth

Document Information
Application for Development Consent
Proposed listed structure interface - Interception structure
Book of plans - section 17
DCD-PP-158-AL-BEF-170029
January 2013

1. All dimensions and levels are approximate.
2. Drawing is based on as-constructed drawings and topographical survey and not on heritage survey.
3. Navigational signs to be fixed to bridge in accordance with PLA requirements.
1. These construction phasing plans have been prepared to illustrate possible site layouts for the principle construction phases. Contractors may choose to lay out their site 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, additional traffic management arrangements are shown.

3. Utility services for the construction of the work 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. Existing flood defence levels to be maintained at all times.

6. Option A refers to construction access from Lock’s Dock. Elements that are applicable to Option A only, and not to Option B are annotated accordingly. Option B refers to construction access between Camelford House and Tintagel House. Elements that are applicable to Option B only, and not to Option A are annotated accordingly. All other elements apply regardless of which option is selected.

Notes:

ILUSTRATIVE

London Borough of Lambeth

Albert Embankment Foreshore

Location

Application for Development Consent

Construction phases - phase 2

Sheet 1 of 20 08/04/2017

Sheet pile

Cofferdam

Steel reinforcement

Bridges

Authorised channel

Security kiosk

Connection/vault

Permanent river wall

Steel reinforcement preparation area

Ordnance Survey Datum

Datum Newlyn.

Coordinates are to Ordnance Survey Datum ODN2015. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.

Key:

- Limits of land to be acquired or used (LLAU)
- Hoarding
- Maximum extent of working area
- Existing public right of way
- Route of temporary diversion of right of way
- Site access
- Access/haul route
- Existing sewers
- Sheet piles

Notes:

1. These construction phasing plans have been prepared to illustrate possible site layouts for the principle construction phases. Contractors may choose to lay out their site 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, additional traffic management arrangements are shown.

3. Utility services for the construction of the work 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. Existing flood defence levels to be maintained at all times.

6. Option A refers to construction access from Lock’s Dock. Elements that are applicable to Option A only, and not to Option B are annotated accordingly. Option B refers to construction access between Camelford House and Tintagel House. Elements that are applicable to Option B only, and not to Option A are annotated accordingly. All other elements apply regardless of which option is selected.

Notes:

1. These construction phasing plans have been prepared to illustrate possible site layouts for the principle construction phases. Contractors may choose to lay out their site 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, additional traffic management arrangements are shown.

3. Utility services for the construction of the work 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. Existing flood defence levels to be maintained at all times.

6. Option A refers to construction access from Lock’s Dock. Elements that are applicable to Option A only, and not to Option B are annotated accordingly. Option B refers to construction access between Camelford House and Tintagel House. Elements that are applicable to Option B only, and not to Option A are annotated accordingly. All other elements apply regardless of which option is selected.

Notes:

1. These construction phasing plans have been prepared to illustrate possible site layouts for the principle construction phases. Contractors may choose to lay out their site 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, additional traffic management arrangements are shown.

3. Utility services for the construction of the work 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. Existing flood defence levels to be maintained at all times.

6. Option A refers to construction access from Lock’s Dock. Elements that are applicable to Option A only, and not to Option B are annotated accordingly. Option B refers to construction access between Camelford House and Tintagel House. Elements that are applicable to Option B only, and not to Option A are annotated accordingly. All other elements apply regardless of which option is selected.
Shingle
Low Water Line on 09/03/10.

Bridge piers
London Underground
Thames Path diversion
No Access

Scale 1:5000 at A3
Scale 1:2500 at A1

Vauxhall Bridge
Inset
Thames Path diversion
Scale 1:2000 at A1
Scale 1:900 at A3

Shingle
Low Water Line on 09/03/10 at 14.39.

Bridge piers
London Underground
Thames Path diversion
No Access

Scale 1:5000 at A3
Scale 1:2500 at A1

Vauxhall Bridge
Inset
Thames Path diversion
Scale 1:2000 at A1
Scale 1:900 at A3

Shingle
Low Water Line on 09/03/10 at 14.39.

Bridge piers
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Scale 1:5000 at A3
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Thames Path diversion
Scale 1:2000 at A1
Scale 1:900 at A3

Shingle
Low Water Line on 09/03/10 at 14.39.
Albert Embankment Foreshore
London Borough of Lambeth

Standards:
- Design Manual for Roads and Bridges, DR, 1982
- Traffic Signs Regulations & General Directions, TSO, 2002
- Manual for Streets 2, CIHT, 2010
- Designing for Deliveries, TSO, 1988
- Cycle Infrastructure Design Leaflet 135, DR, 2008
- Design of Pedestrian Crossings Leaflet 270, DR, 1998
- Guidance on the use of tactile paving surfaces, DR, 1996
- Accessible Bus Stop Design Guidance, TL, 2010

Stage
Phase 2

On Street Parking
Private parking - Private parking for Camelford House and Tintagel House

Existing & construction base case highway layout
Highway layout during construction

Key:
- Private parking
- Bus stop / bus lane
- Pedestrian crossing
- Cycle lane / cycle track
- Site hoarding
- Access gate
- Limit of land to be acquired or used (LLAU)

Existing & construction base case highway layout
Highway layout during construction

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

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Albert Embankment Foreshore
London Borough of Lambeth

Document Information
Application for Development Consent
Highway layout during construction - Option B

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January 2013

Co-ordinates are to be Ordnance Survey Datum OSGB36. All levels are in metres and relate to the Tunnel Datum which is 100 metres below Ordnance Datum Newlyn.