Appendix F – Figures
Figure 1.1: Aerial View of Project Location

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Scale: 1:25,000

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Checked: S.RIMELL
Approved: C.SOUBRY-SMITH

Date: 11/10/2017

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LTC Route Alignment
Development Area Boundary

For Information
R.M.
S.R.
C.S.S.
Figure 1.1: Aerial View of Project Location
Figure 1.1
Aerial View of Project Location
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Sheet 5

METRES

1:25,000

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LTC Route Alignment
Development Area Boundary

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Figure 1.1: Aerial View of Project Location

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M25
Upminster
5th Floor, Beaufort House
15 St Botolph Street
London EC3A 7DT

Lower Thames Crossing
Client

LTC Route Alignment
Development Area Boundary

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S2
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Figure 2.1 Application Site Location Plan

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Lower Thames Crossing Development Phase

Gravesham Medway 5th Floor, Beaufort House 15 St Botolph Street London EC3A 7DT

Rev. Date Purpose of revision Drawn Chck'd Apprv'd

A3

status

Original Size Revision

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Figure 2.1 Application Site Location Plan
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LTC Route Alignment
Permanent Land Requirement
Temporary Land Requirement
Figure 2.1 Application Site Location Plan
Sheet 4 of 5
Scale 1:25,000
Date 11/10/2017
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Permanent Land Requirement
Temporary Land Requirement
Figure 2.1 Application Site Location Plan
Sheet 5 of 5

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Air Quality - Air Quality Management Areas and Air Quality Monitoring

Figure 6.1

LTC Route Alignment
Development Area Boundary
Defra's National Pollution Climate Mapping (PCM) Model Network
Air Quality Management Area
Local Authority Boundary

2015 Nitrogen dioxide automatic monitoring concentration less than 36 µg/m³
2015 Nitrogen dioxide automatic monitoring concentration 36 - 40 µg/m³
2015 Nitrogen dioxide automatic monitoring concentration greater than 40 µg/m³

2015 Nitrogen dioxide diffusion tube concentration less than 36 µg/m³
2015 Nitrogen dioxide diffusion tube concentration 36 - 40 µg/m³
2015 Nitrogen dioxide diffusion tube concentration greater than 40 µg/m³
Air Quality - Air Quality Management Areas and Air Quality Monitoring

Sheet 2 of 3
Figure 6.1 Air Quality - Air Quality Management Areas and Air Quality Monitoring

Sheet 3 of 3

LTC Route Alignment
Development Area Boundary
Defra’s National Pollution Climate Mapping (PCM) Model Network
Air Quality Management Area
Local Authority Boundary

2015 Nitrogen dioxide automatic monitoring concentration less than 36 µg/m³
2015 Nitrogen dioxide automatic monitoring concentration 36 - 40 µg/m³
2015 Nitrogen dioxide automatic monitoring concentration greater than 40 µg/m³

2015 Nitrogen dioxide diffusion tube concentration less than 36 µg/m³
2015 Nitrogen dioxide diffusion tube concentration 36 - 40 µg/m³
2015 Nitrogen dioxide diffusion tube concentration greater than 40 µg/m³

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Figure 8.1
Landscape - Statutory Designations and Visual Amenity Receptors
Sheet 3 of 4
Figure 9.1  Biodiversity - Designated Sites and Potential Functional Habitat

Sheet 2 of 5

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Sheet 5
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Sheet 3
Sheet 1
Sheet 2
Biodiversity - Designated Sites and Potential Functional Habitat

Figure 9.1

Sheet 3 of 5

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LTC Proposed Route
Development Area Boundary

Potential Functional Habitat

Ramsar
Recommended Marine Conservation Zone (RMCZ)
Site of Special Scientific Interest (SSSI)
Local Wildlife Site (LWS)
Special Protection Area (SPA)
Ancient Woodland (AW)
Local Nature Reserve (LNR)
Special Area of Conservation (SAC)
Figure 9.1 Biodiversity - Designated Sites and Potential Functional Habitat

- Sheet 4 of 5

DEVELOPMENT PHASE

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Figure 9.1  Biodiversity - Designated Sites and Potential Functional Habitat

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LTC Proposed Route  Development Area Boundary  Potential Functional Habitat  Ramsar  Recommended Marine Conservation Zone (RMCZ)  Site of Special Scientific Interest (SSSI)  Local Wildlife Site (LWS)  Special Protection Area (SPA)  Ancient Woodland (AW)  Local Nature Reserve (LNR)  Special Area of Conservation (SAC)
Figure 9.2
Biodiversity - British Trust for Ornithology (BTO) WeBS Data

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Figure 9.3
Biodiversity - UK Biodiversity Action Plan Priority Habitat
Sheet 1 of 5

Lower Thames Crossing
Development

Reedbeds
Mudflats
Traditional Orchards
Deciduous Woodland
Indicative Area of Thames Terrace Grassland

Sheet 1
Sheet 2
Sheet 3
Sheet 4
Sheet 5

LTC Route Alignment
Development Area Boundary
Coastal and Floodplain Grazing Marsh
Intertidal Substrate Foreshore

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Sheet 2 of 5

Figure 9.3
Biodiversity - UK Biodiversity Action Plan Priority Habitat

Reedbeds
Mudflats
Traditional Orchards
Deciduous Woodland

Indicative Area of Thames Terrace Grassland
Figure 9.3
Biodiversity - UK Biodiversity Action Plan Priority Habitat
Sheet 4 of 5

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Sheet 4
Sheet 3
Sheet 2
Sheet 1
Figure 9.3
Biodiversity - UK Biodiversity Action Plan Priority Habitat
Sheet 5 of 5

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Lower Thames Crossing

Development Phase

Figure 9.4
Biodiversity - Survey Areas
Sheet 1 of 3

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LTC Route Alignment
Development Area Boundary
Minimum Survey Area for Terrestrial Ecology (500m)
Maximum Survey Area for Terrestrial Ecology (5km)
Minimum Provisional Survey Area for Marine Ecology (300m)
Maximum Provisional Survey Area for Marine Ecology (1km)

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Figure 9.4
Biodiversity - Survey Areas
Sheet 2 of 3

LTC Route Alignment
Development Area Boundary

Minimum Survey Area for Terrestrial Ecology (500m)
Maximum Survey Area for Terrestrial Ecology (5km)

Minimum Provisional Survey Area for Marine Ecology (300m)
Maximum Provisional Survey Area for Marine Ecology (1km)

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Figure 9.4 Biodiversity - Survey Areas
Sheet 3 of 3
Figure 10.1
Geology and Soils - Superficial Deposits

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Figure 10.2
Geology and Soils - Bedrock Composition

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LTC Route Alignment
Development Area Boundary
Chalk Group
Harwich Formation (HWH-GRAV); Harwich Formation (HWH-SAGR);
Harwich Formation
London Clay Formation
Lewes Nodular Chalk Formation
Lambeth Group
New Pit Chalk Formation
Seaford Chalk Formation
Thanet Sand Formation
Figure 10.3
Geology and Soils - Location

of Landfill Sites, Mining and
Natural / Man Made Cavities

Sheet 1 of 5

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LTC Route Alignment

Development Area Boundary

Authorised Landfill Area

Natural Cavity

Man Made Mining Cavity

Historic Landfill Area

Natural Cavity

Conclusive Coal Mining (only available as 1km tiles)

Conclusive Rock Mining (only available as 1km tiles)

Inconclusive Rock Mining (only available as 1km tiles)
Figure 10.3
Geology and Soils - Location of Landfill Sites, Mining and Natural / Man Made Cavities
Sheet 2 of 5

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TILBURY

GRAYSSEND

NORTHFLEET

Lower Thames Crossing
Development Phase

LTC Route Alignment
Development Area Boundary
Authorised Landfill Area
Historic Landfill Area
Conclusive Coal Mining (only available as 1km tiles)
Conclusive Rock Mining (only available as 1km tiles)
Inconclusive Rock Mining (only available as 1km tiles)
Figure 10.3
Geology and Soils - Location
of Landfill Sites, Mining and
Natural / Man Made Cavities
Figure 10.3
Geology and Soils - Location of Landfill Sites, Mining and Natural / Man Made Cavities
Sheet 4 of 5

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LTC Route Alignment
Development Area Boundary
Authorised Landfill Area
Natural Cavity
Man Made Mining Cavity
Historic Landfill Area
Conclusive Coal Mining (only available as 1km tiles)
Conclusive Rock Mining (only available as 1km tiles)
Inconclusive Rock Mining (only available as 1km tiles)
Figure 10.3
Geology and Soils - Location of Landfill Sites, Mining and Natural / Man Made Cavities
Sheet 5 of 5

LTC Route Alignment
Development Area Boundary
Authorised Landfill Area
Natural Cavity
Man Made Mining Cavity
Historic Landfill Area
Post mining / Post mining only available as tiles
Inconclusive Rock Mining (only available as tiles)
Conclusive Rock Mining (only available as tiles)
Conclusive Coal Mining (only available as tiles)

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Figure 10.4
Historical Mineral Planning Permission
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London Borough of Thurrock

For Information

Refused Planning Permission for Mineral Extraction

Approved Planning Permission for Mineral Extraction

LTC Route Alignment

BRITPITS

Development Area Boundary

THU011

INN002

THU048

INT004

NAT001

NAT002

THU017

18570

10545

10545

182004

182005

181999

181998

130574

131206

130956

130957

131055

130875

130889

35813

51561

35811

35812

51548

51562

51549

51588

35808

51558

261
Slope instability problems are not thought to occur but consideration to potential problems of adjacent areas impacting on the site should always be considered.

Slope instability problems may be present or anticipated. Site investigation should consider specifically the slope stability of the site.

Slope instability problems are probably present or have occurred in the past. Land use should consider specifically the stability of the site.

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Compressible strata are not thought to occur. Compressibility and uneven settlement problems are not likely to be significant on the site for most land uses. Compressibility and variability of the site are probably present. Land use should consider specifically the compressibility and variability of the site. Highly compressible strata present. Significant constraint on land use depending on thickness.