

# Lower Thames Crossing

Map Book 2: Land Use Plans

## Lower Thames Crossing map books

The three map books for the community impacts consultation contain plans of our proposals, under the following headings:

- Map book 1: General Arrangements (layout plans)
- Map book 2: Land Use Plans
- Map book 3: Engineering Plans

The orientation of Map Books 1 and 2 has been updated to enable all drawings to have a north up orientation.

These plans also show the changes we have made since our design refinement consultation last year and are published for the purposes of this consultation. Following this consultation, we will consider the feedback received and use that to inform our Development Consent Order (DCO) application, which we plan to submit to the Planning Inspectorate later this year.

The plans run from the A2 in the south to the M25 in the north. Identically numbered sheets in the Map Books 1 and 2 show the same area. For example sheet 3 shows the A2/LTC junction in Map Books 1 and 2.

### Map Book 1: General Arrangements

The General Arrangements show the proposed layout of the project, including:

- Permanent works; new roads, earthworks and roadside features
- Construction compounds
- Environment mitigation; landscaping and tree planting
- Utilities diversions
- Order Limits (previously known as the development boundary)
- Open space and replacement land

**NB:** The key plans show the relative location of each drawing sheet within the map book and the area they cover. On sheets where there is no information on the key plans, this represents drawings where works are being carried out away from the main route alignment.

### Map Book 2: Land Use Plans

The land use plans show the areas of land we are seeking powers to compulsorily acquire or to acquire rights on, under or over. They also show the land we require temporary powers to use, to construct and operate the project. Areas we may need to purchase interests or rights over include the land required for the permanent works, temporary works, compensation land and replacement land.

#### Permanent works

Compulsory purchase of land or compulsory acquisition of rights will be required for the route of the road, to re-connect local roads and for associated structures like drainage ponds and the tunnel control building. In some land parcels, only the acquisition of subsoil will be required. For example, the construction of the tunnel beneath the River Thames.

#### Temporary works

Temporary use of land is needed for the project's construction works and to provide sufficient space to do so safely. The land use plans show land that may be required temporarily for the main construction compounds at the tunnel entrances north and south of the River Thames, and at various locations along the route. We will also require permanent and temporary rights over land to divert utilities such as gas pipelines, electricity cables and water pipes.

#### Compensation land

Compensation land may include environmen tal protection measures such as habitat creation and flood compensation. This land may also need to be permanently acquired or be subject to permanent rights.

#### Replacement land

Land is also included in respect of the replacement of special category land such as open space, or common land which is being compulsorily acquired or in respect of which permanent rights are sought.

# Map Book 3: Engineering Plans

This book contains engineering drawings in the following order:

- The plan and profile drawings which detail the vertical and horizontal road alignment
- The junction arrangements showing the proposed layout
- The cross sections throughout the route showing the lanes and earthworks

The plan and profile drawings show the highway details of the route in plan and profile (level above or below existing ground). The drawings are split into two views with the plan on the top and profile underneath.

The profile gives the road level in relation to existing ground at a given chainage\*. An exaggerated scale is used in the profile to help show the differences in levels and gradients of the design. The profile also shows where existing roads and public rights of way cross over or under the route.

All levels are given in relation to the Above Ordnance Datum level\*\* the profile reference level might be different on each drawing.

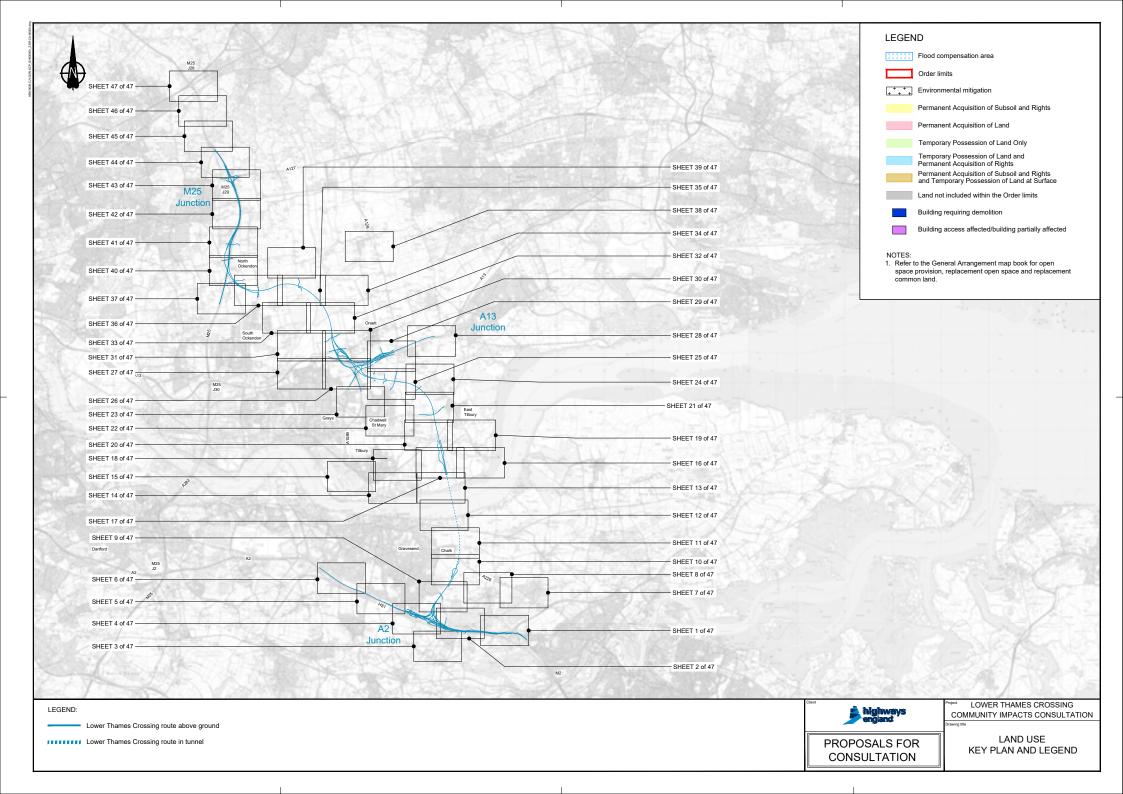
- Chainage measures the distance along the route in metres.
- \*\* Above Ordnance Datum level (AOD) is a measurement above mean sea level taken from a reference point at Newlyn in Cornwall.

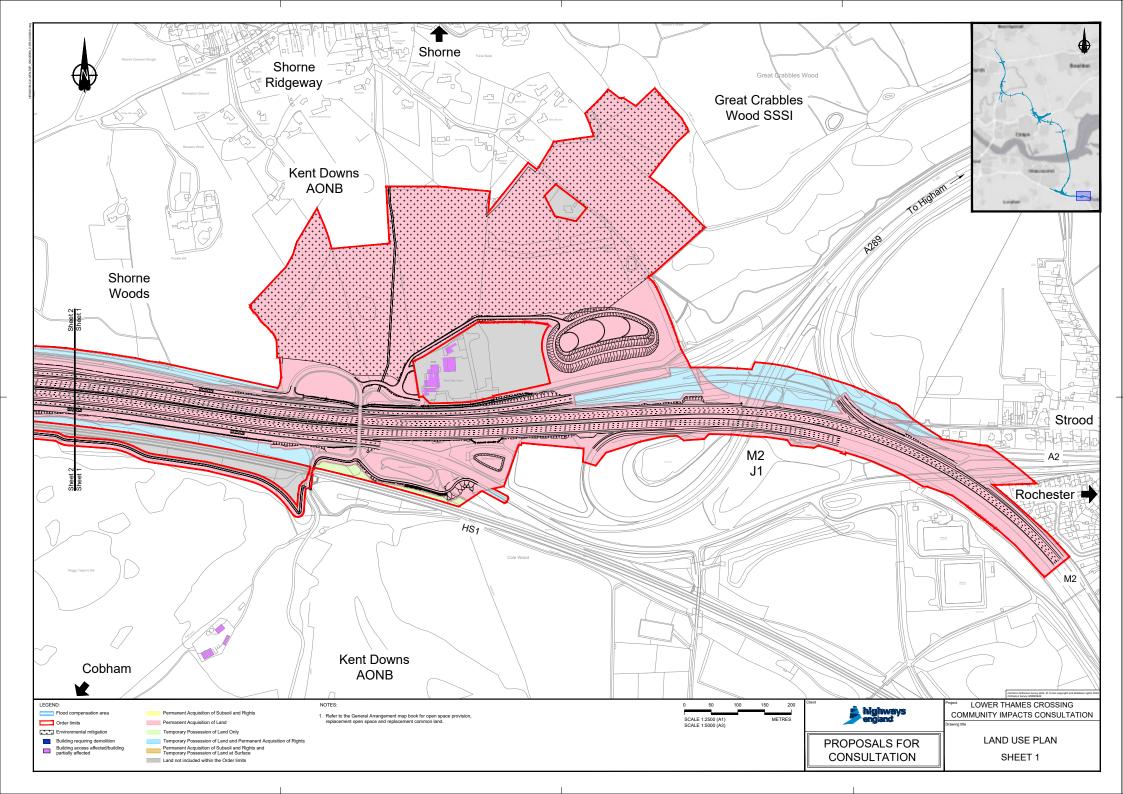
#### Large maps

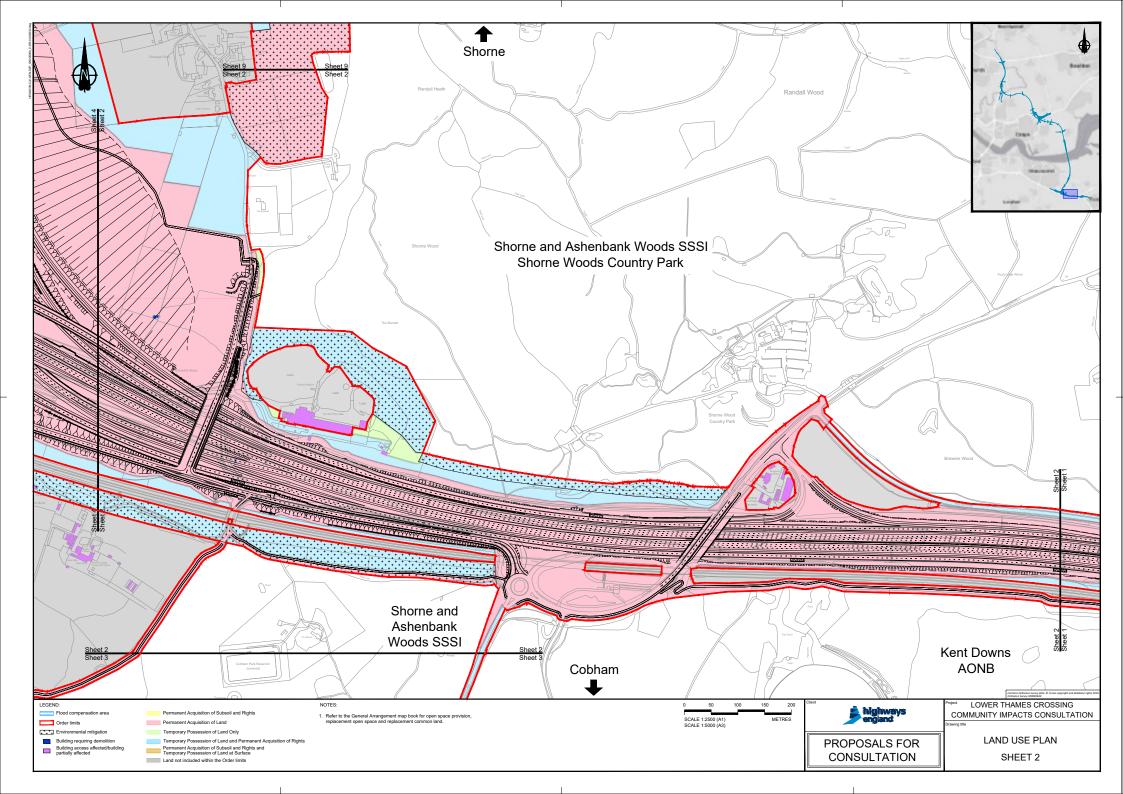
Large maps that cover a greater area have also been produced, which detail the following:

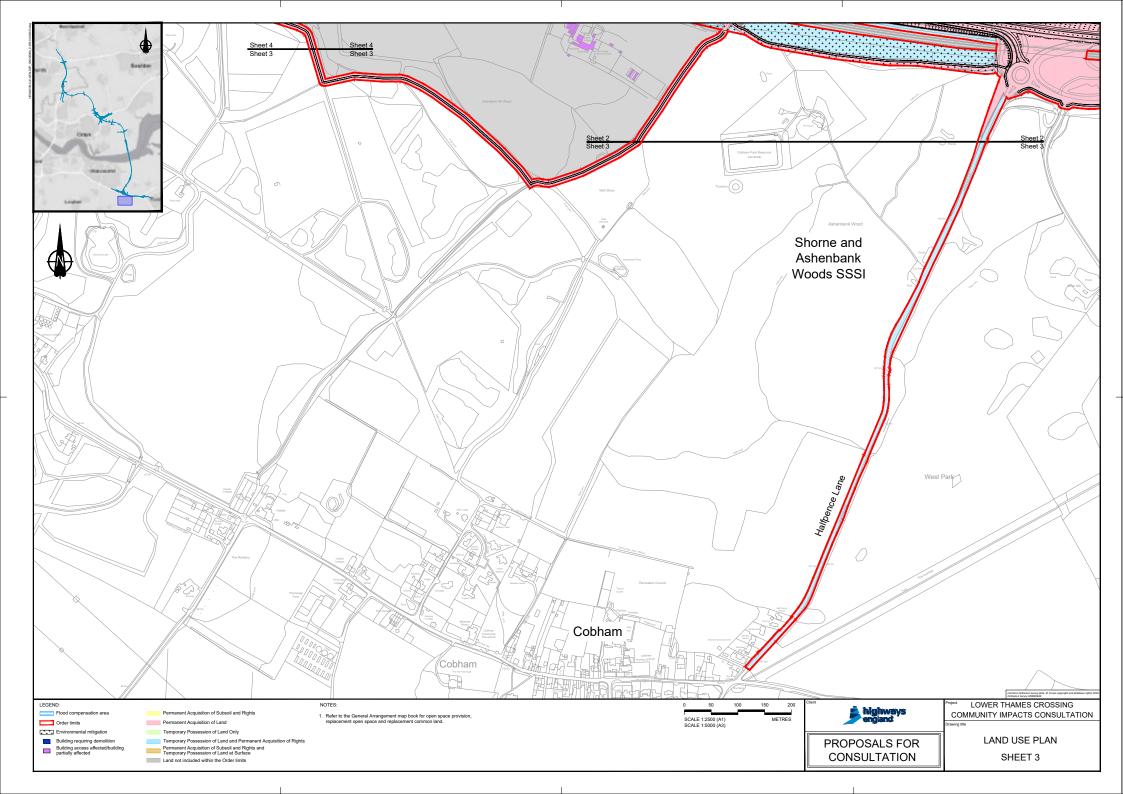
- Environmental constraints 1 sheet
- Land use 6 sheets
- Operation (General Arrangements 6 sheets larger coverage)
- Construction (Compounds and Access 6 sheets)
- General Arrangement (full route) 1 sheet
- Aerial view of the proposed LTC route 1 sheet

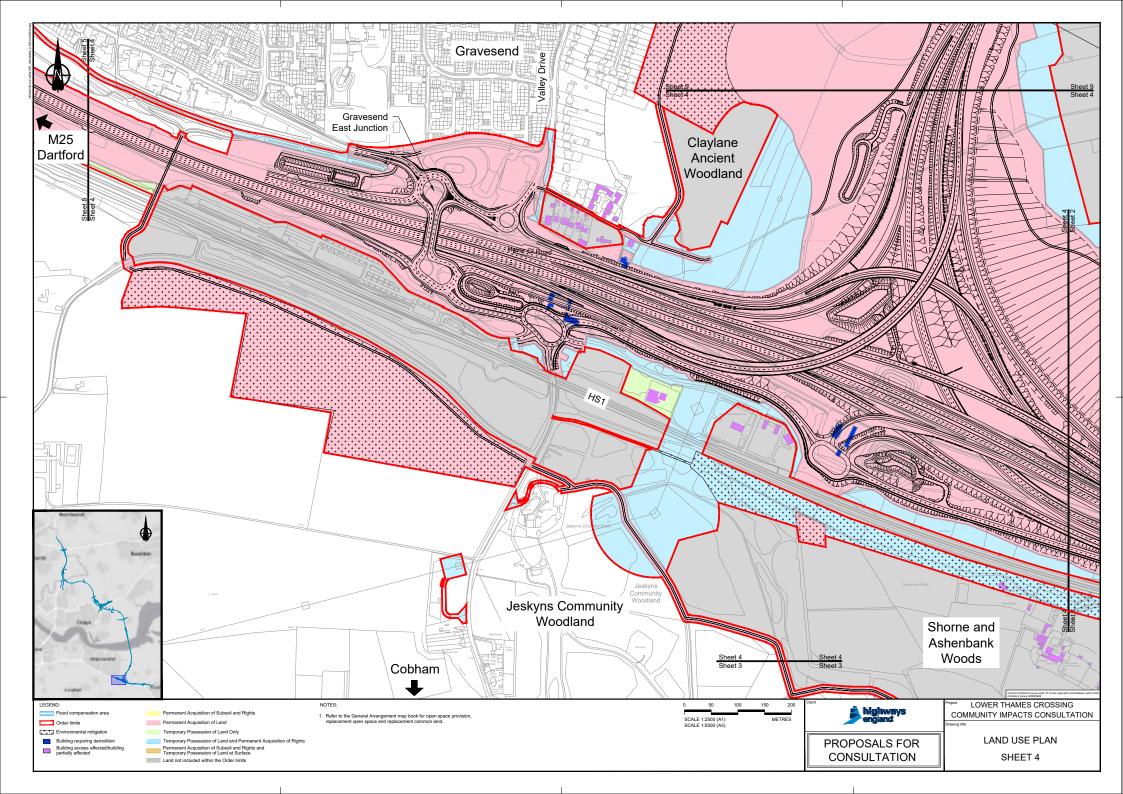
Main works access routes shown on these maps represent a snapshot in time. They will evolve in line with the surrounding works.

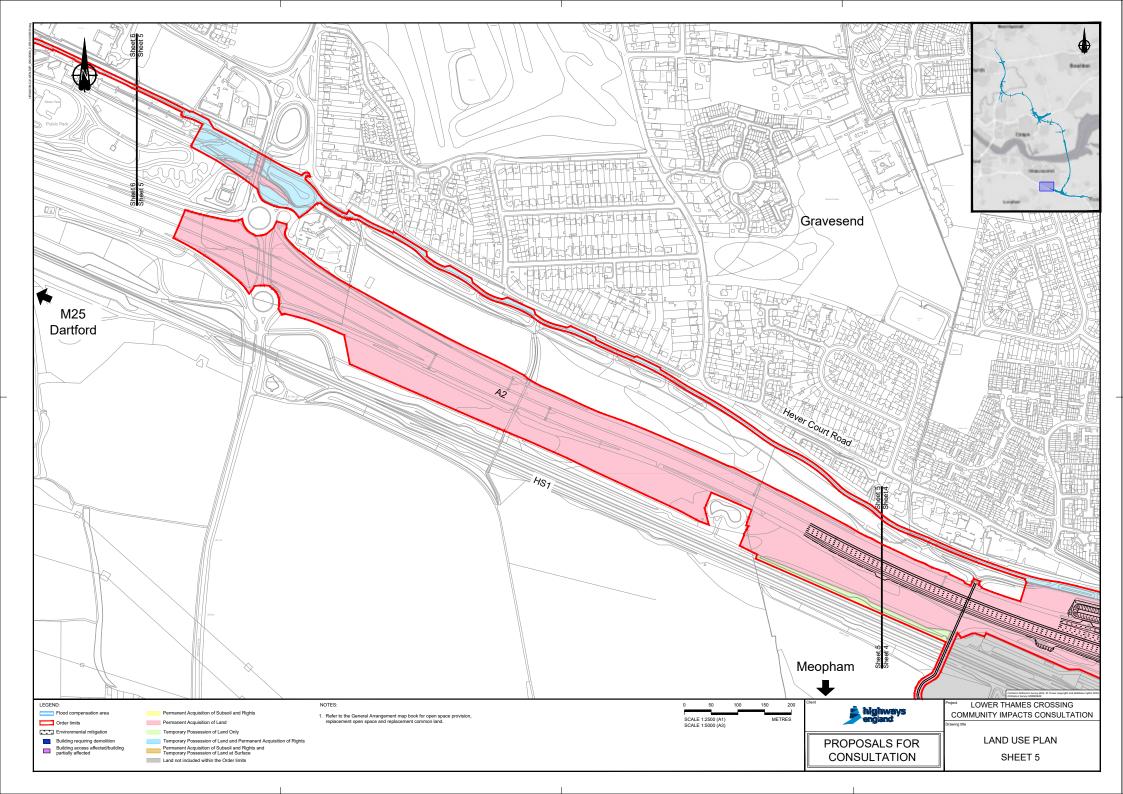


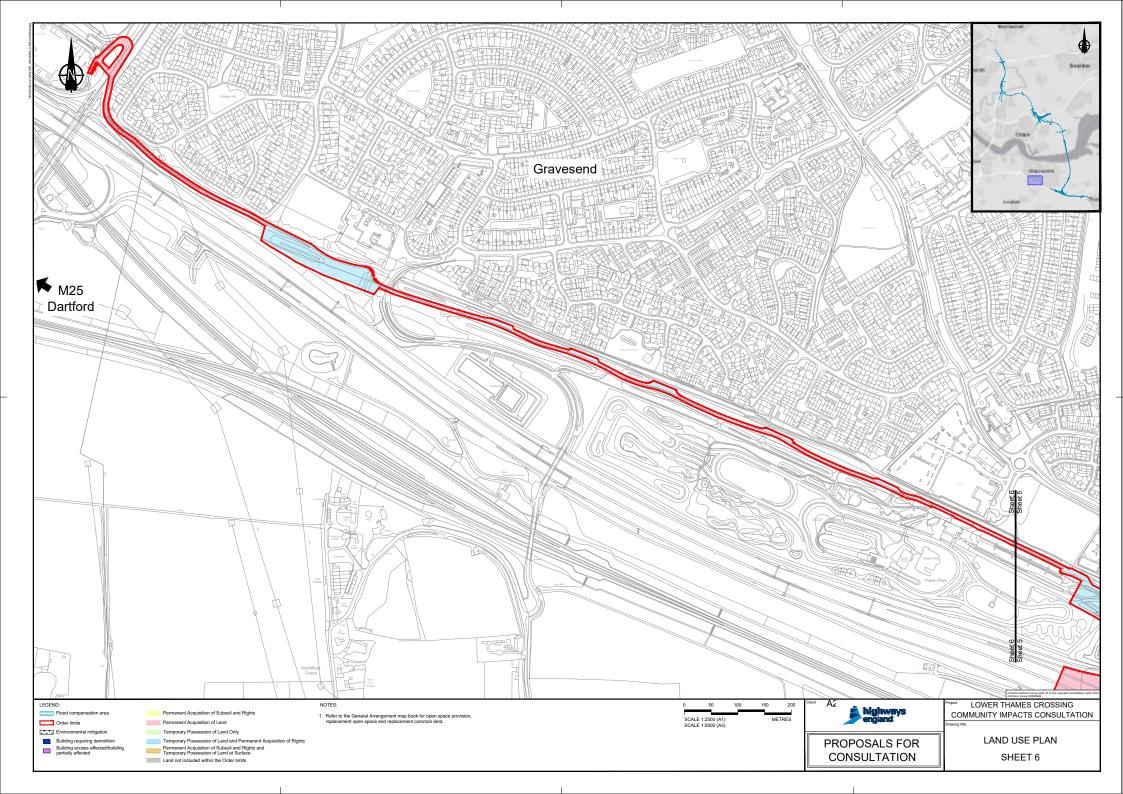


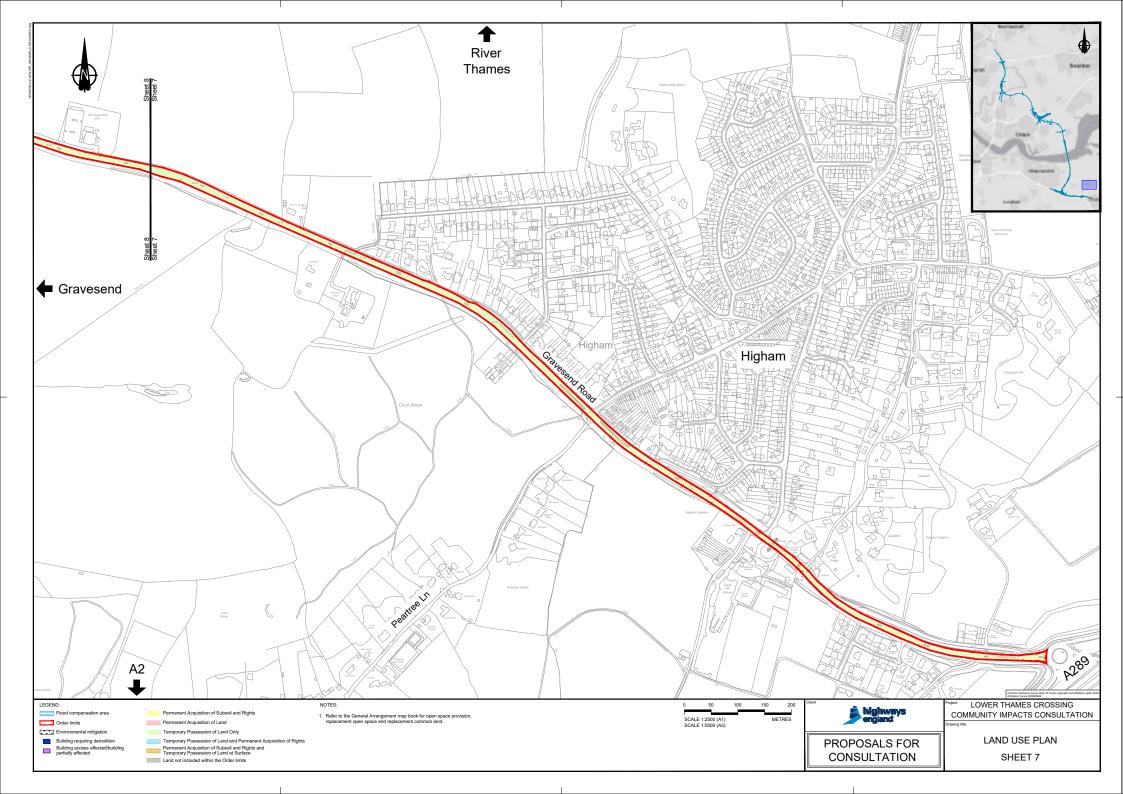


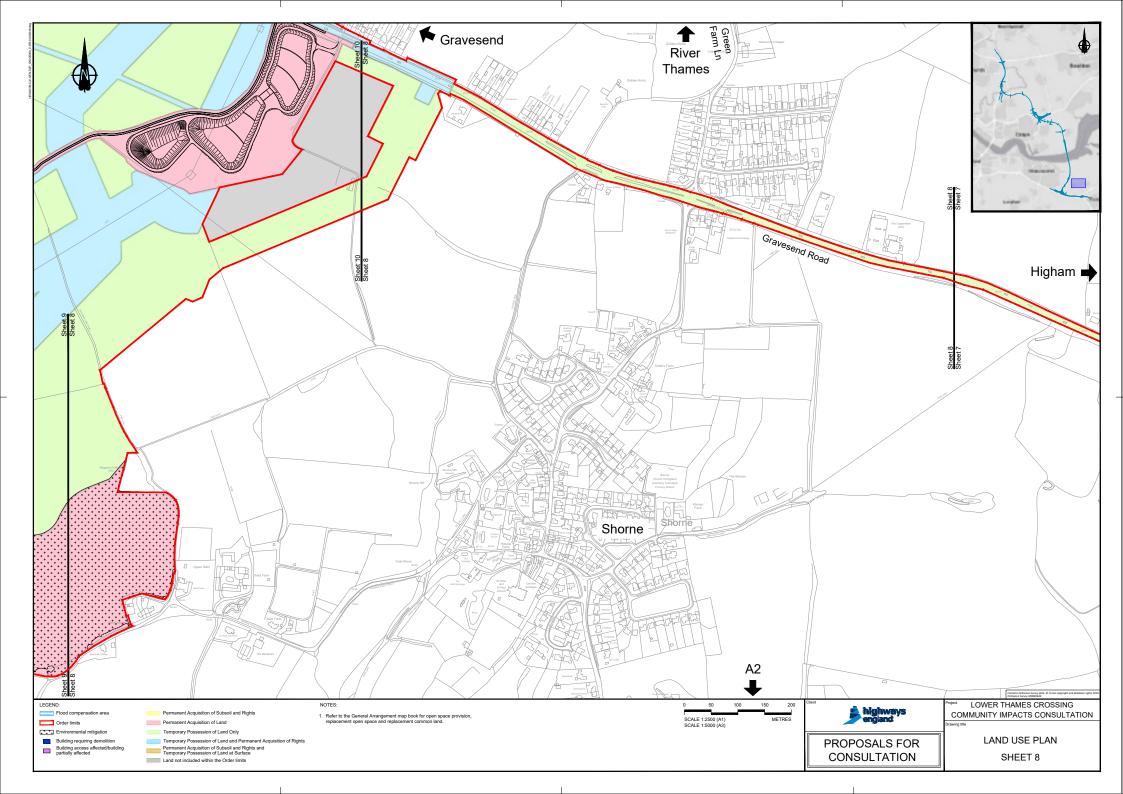


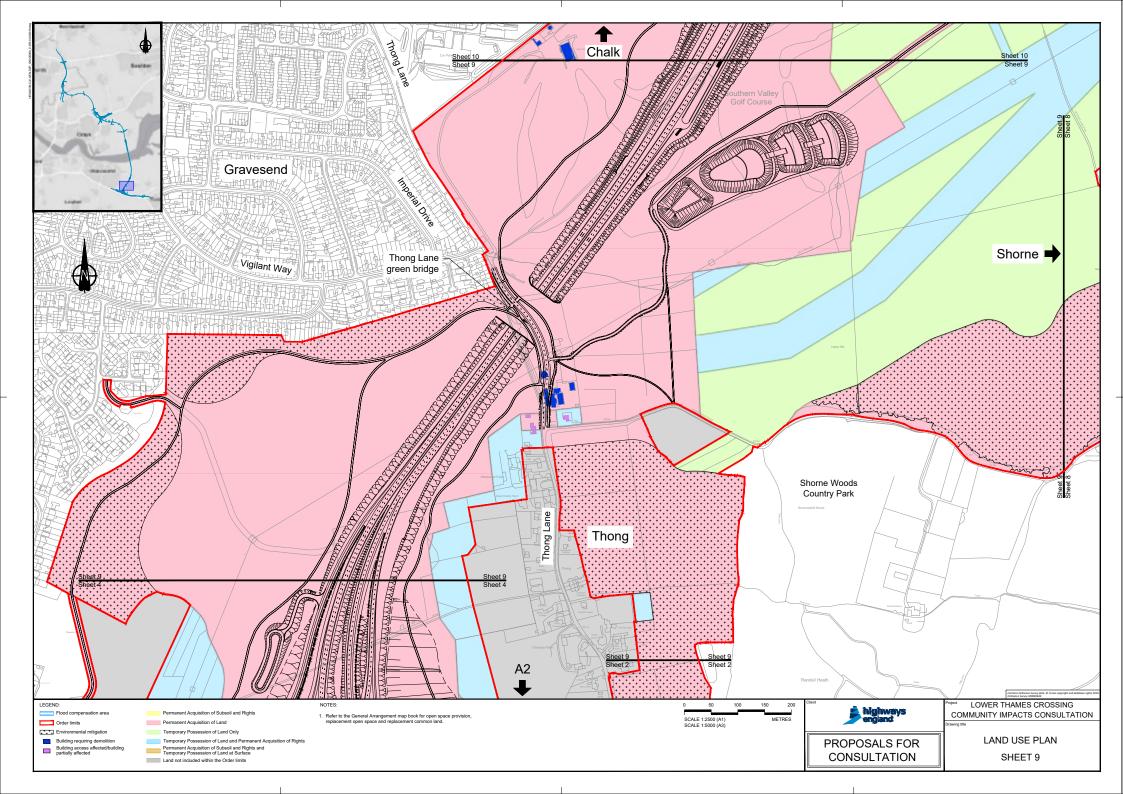


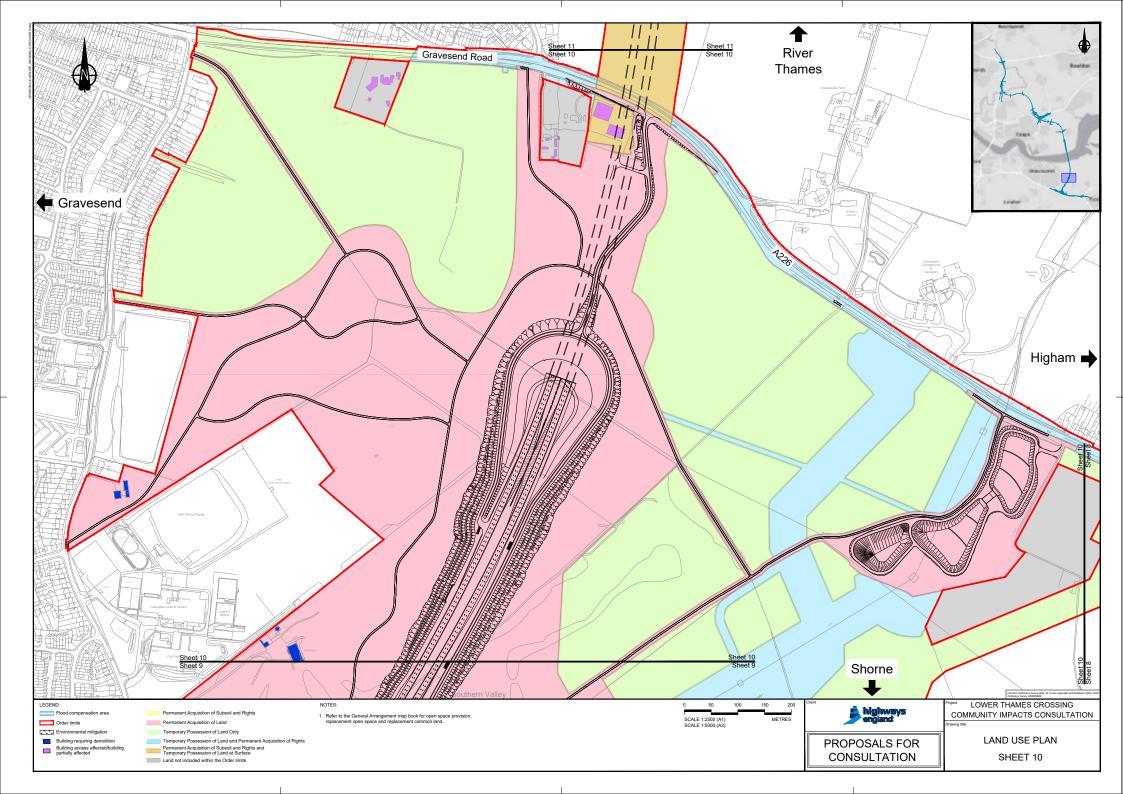


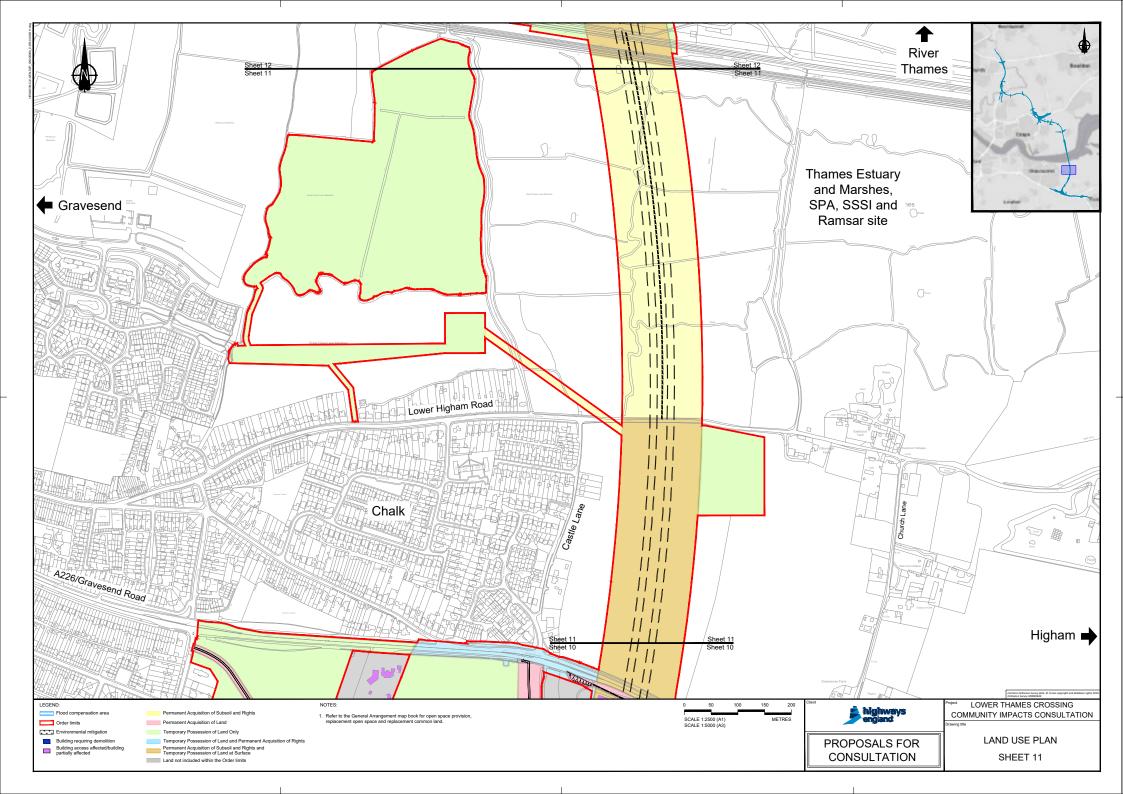


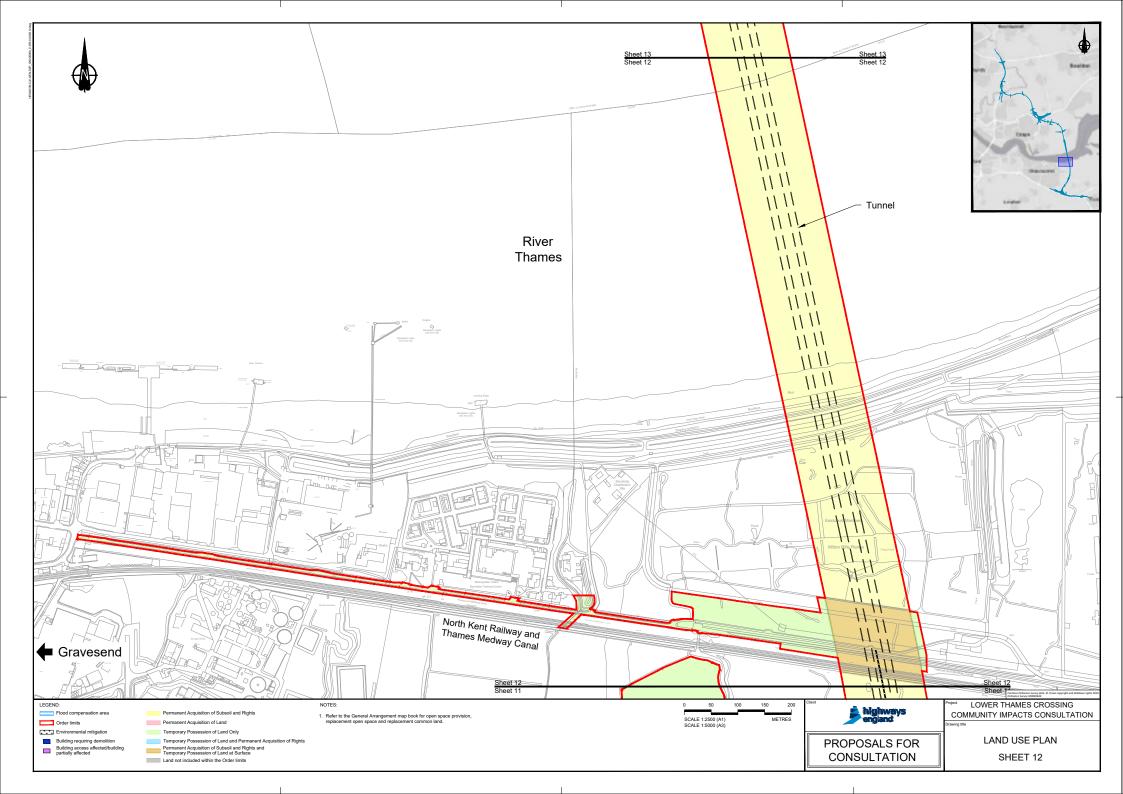


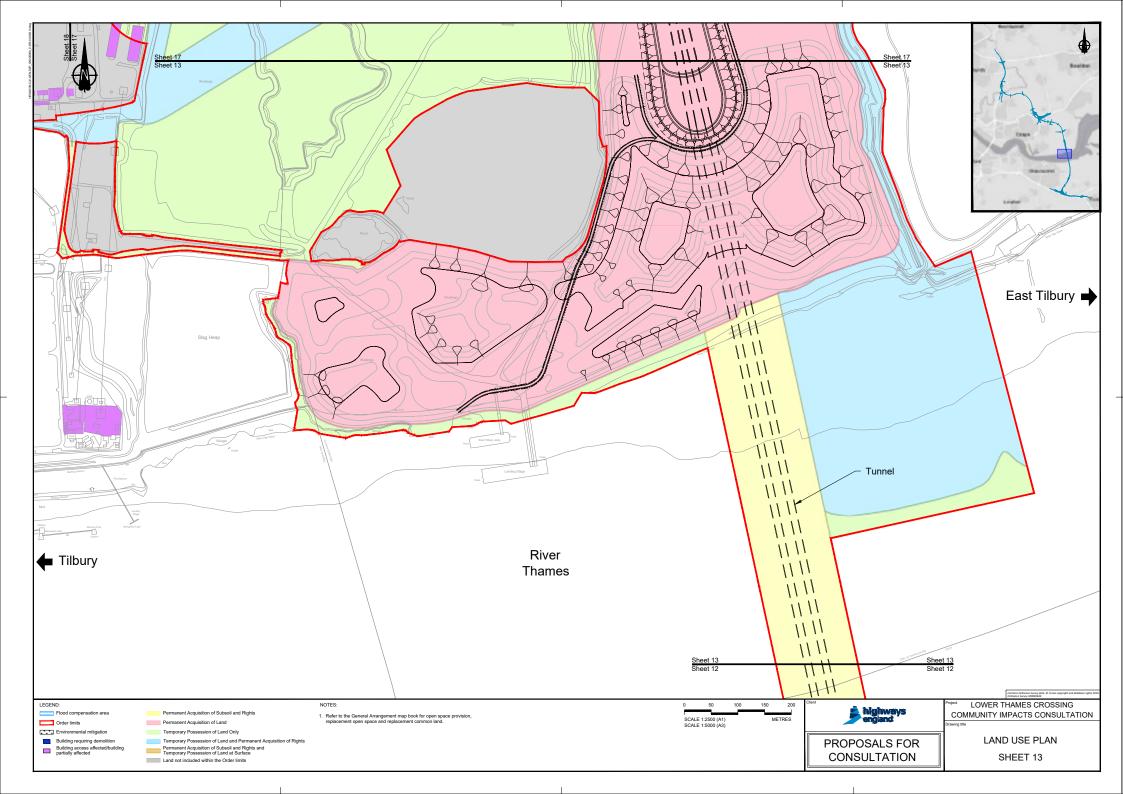


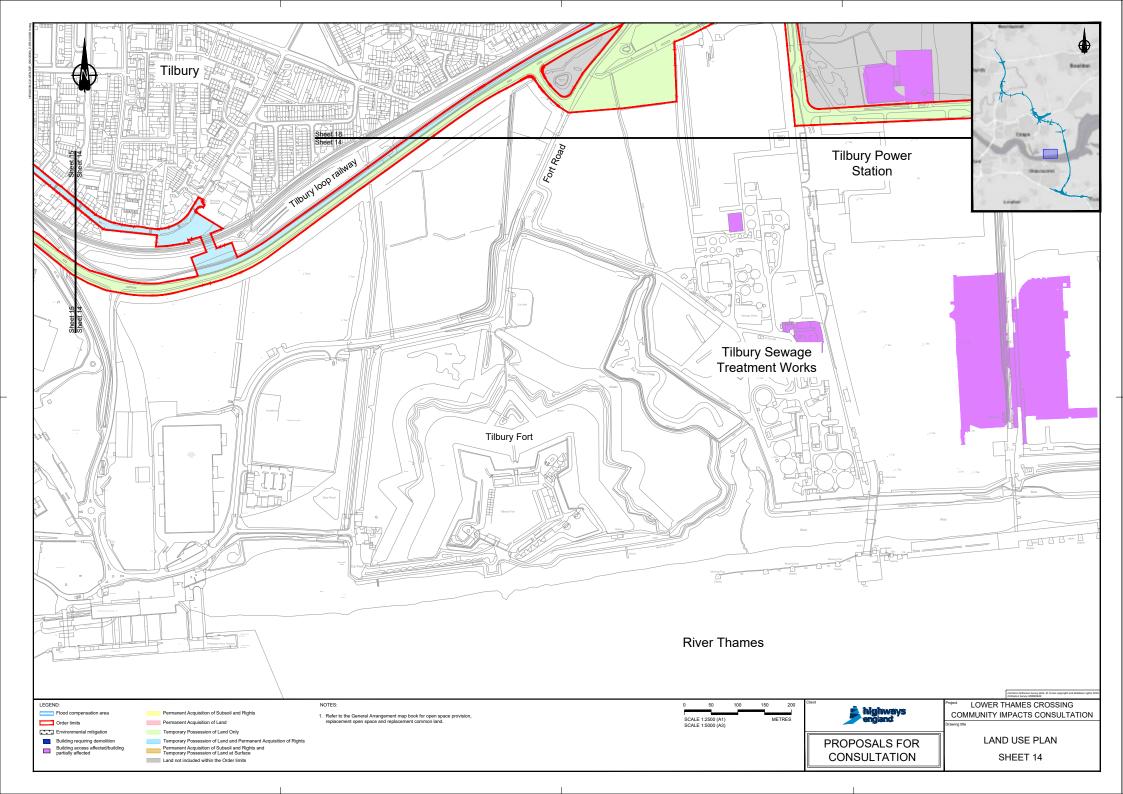


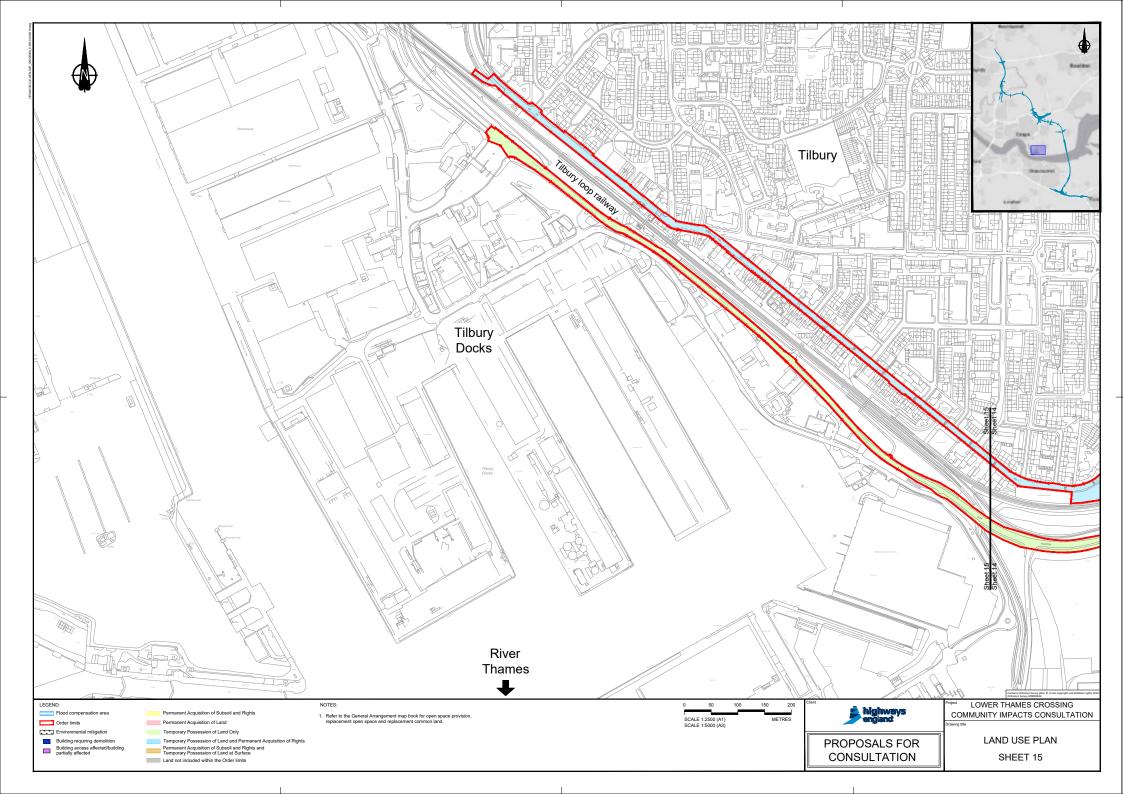


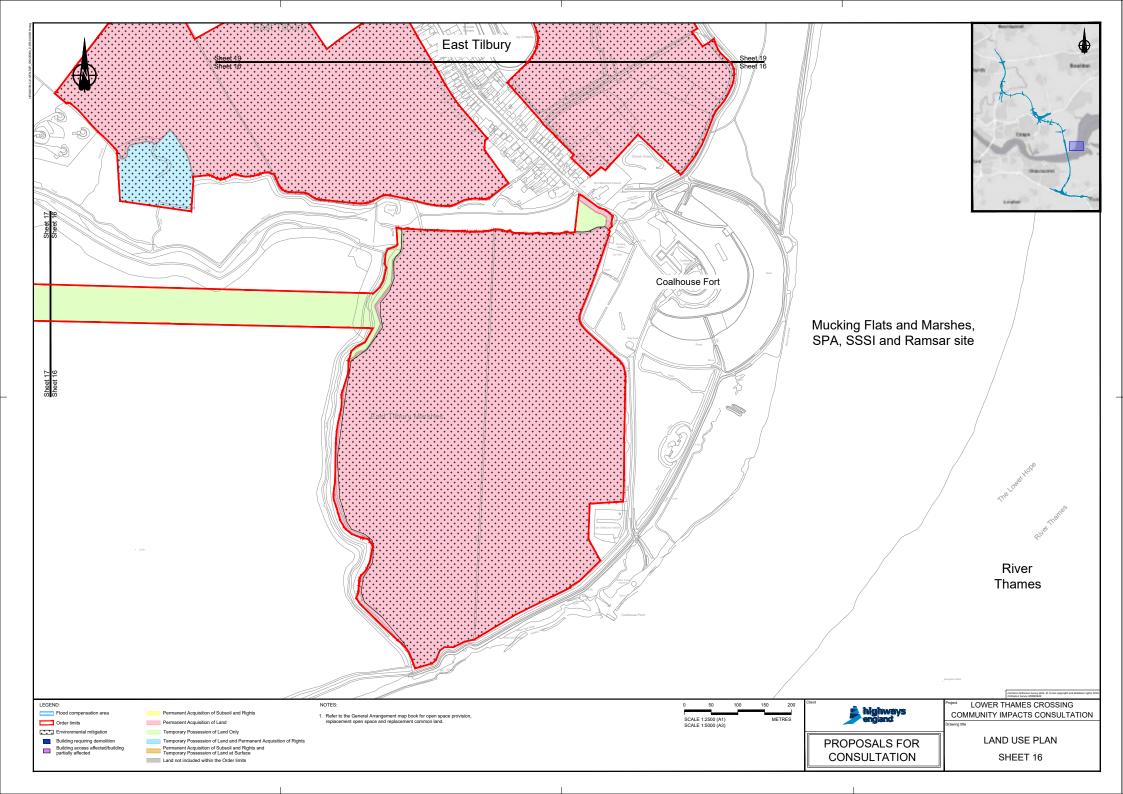


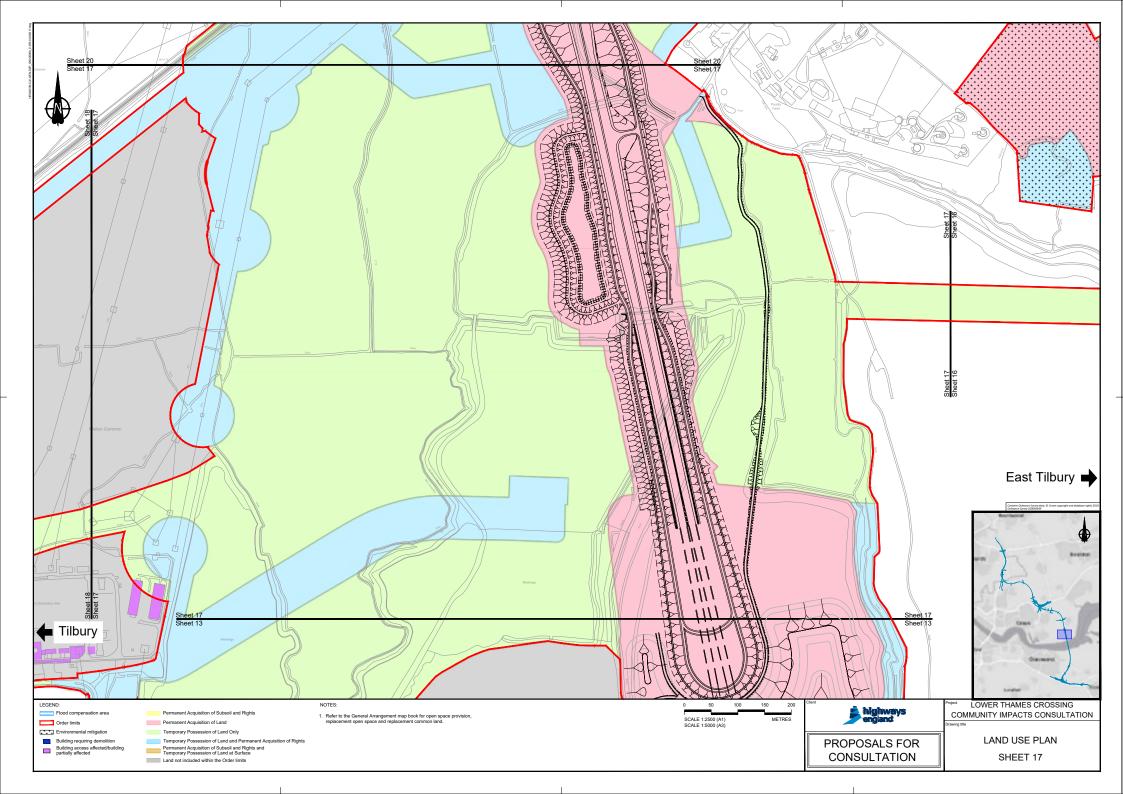


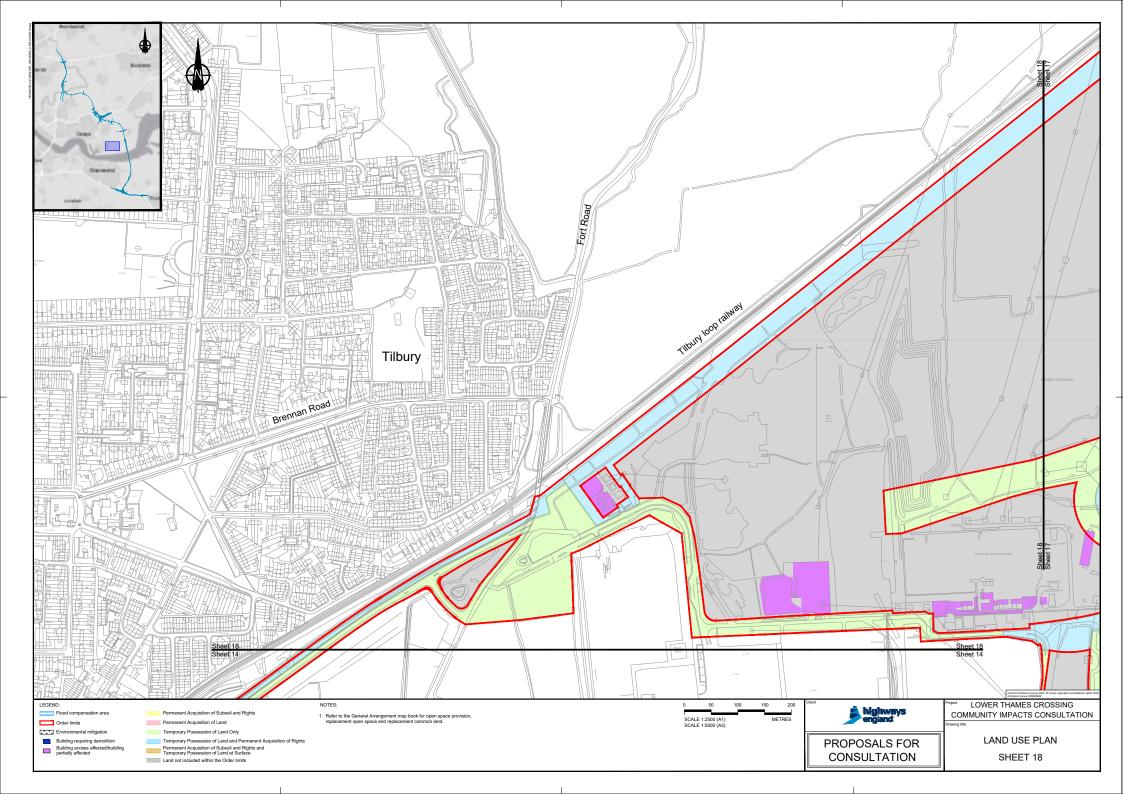


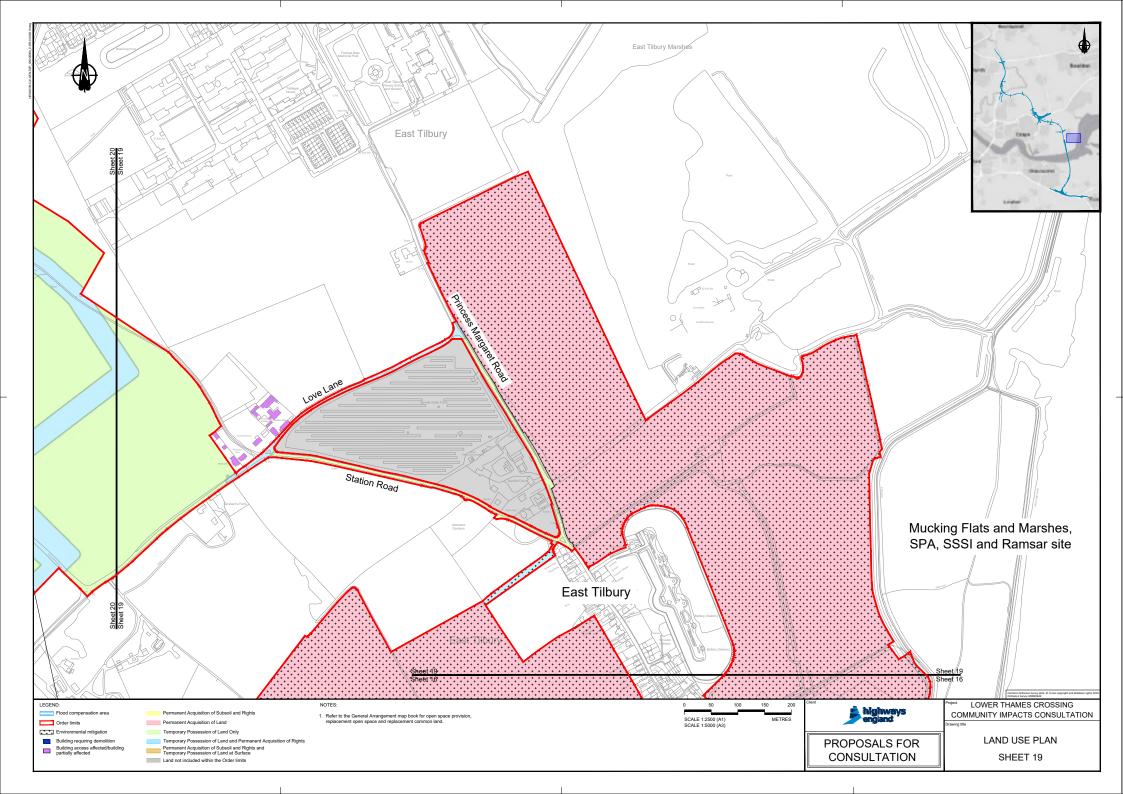


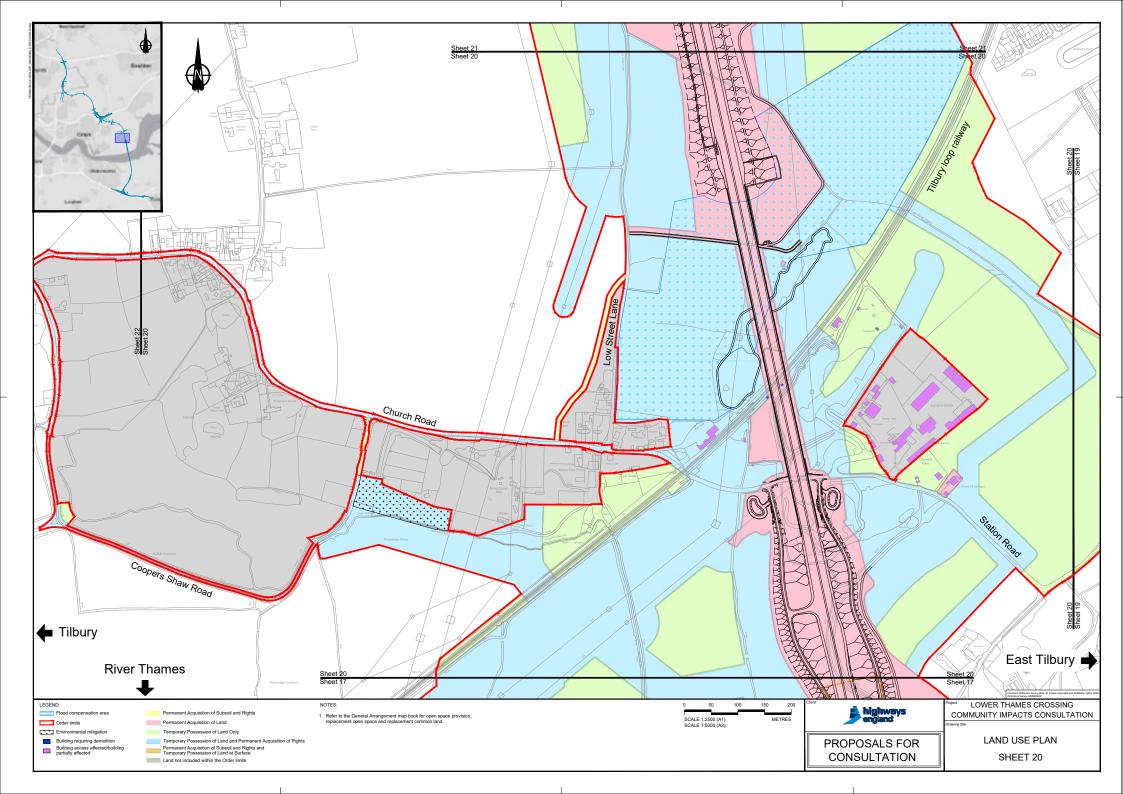


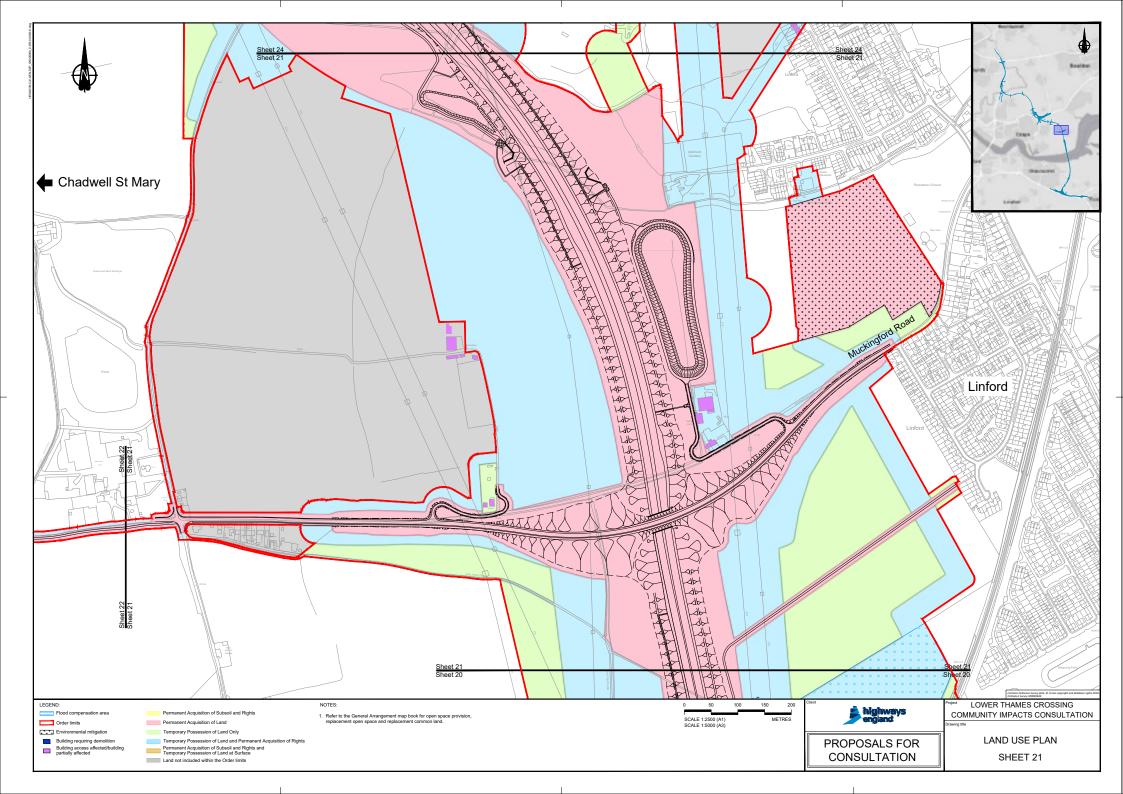


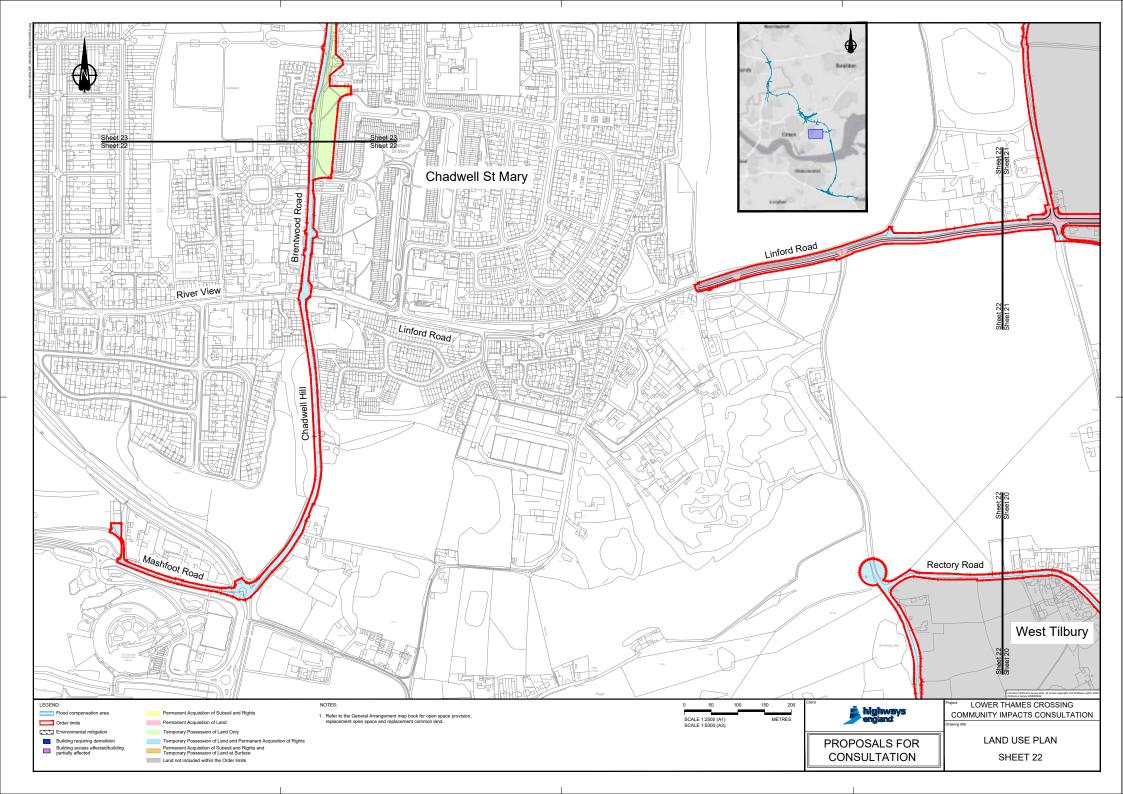


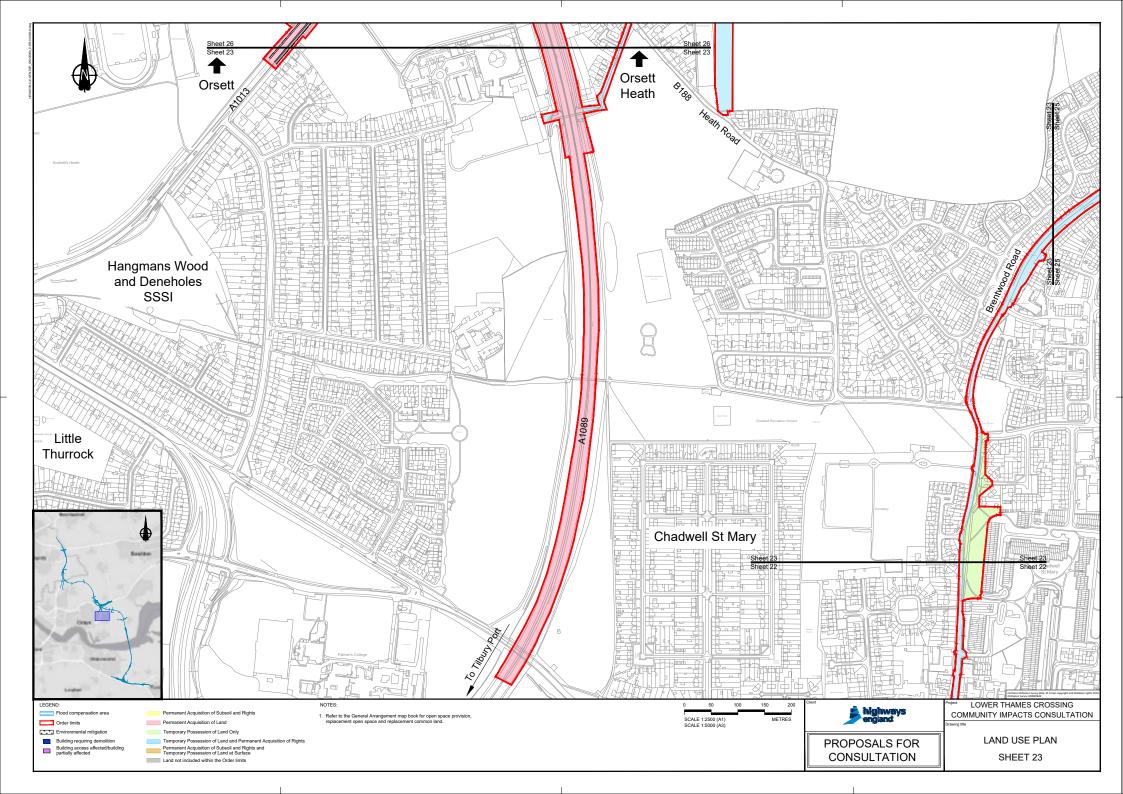


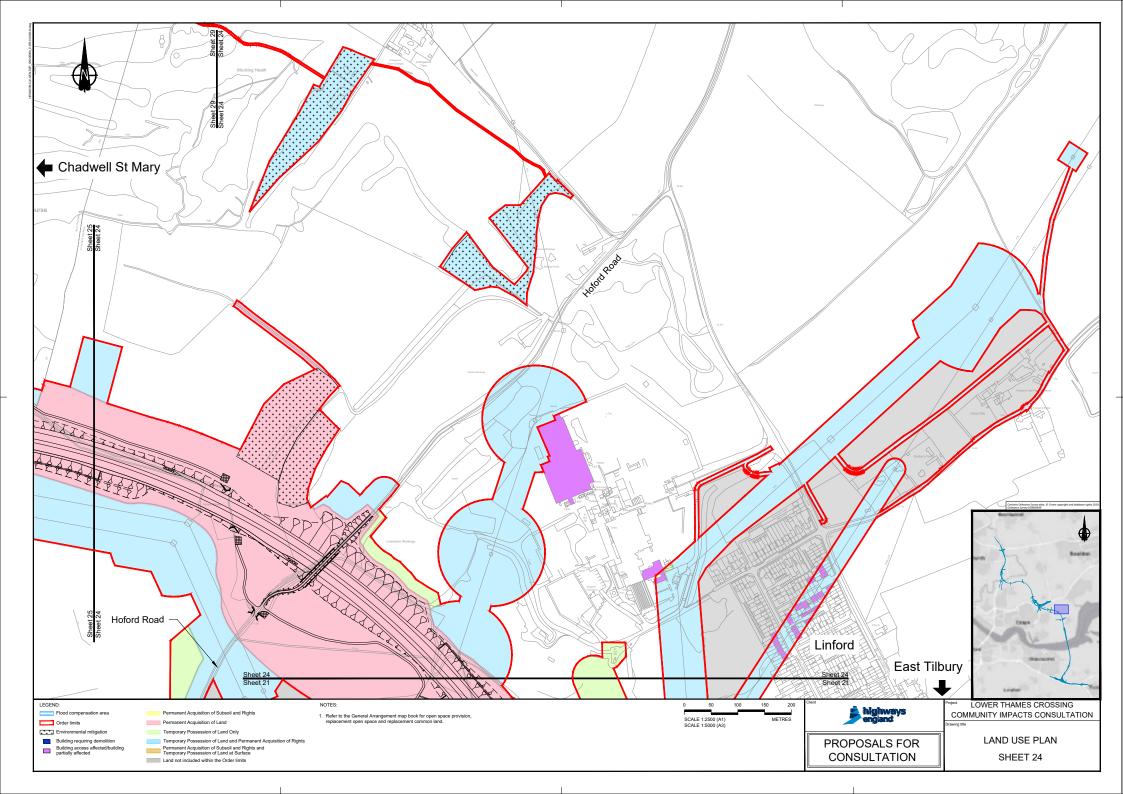


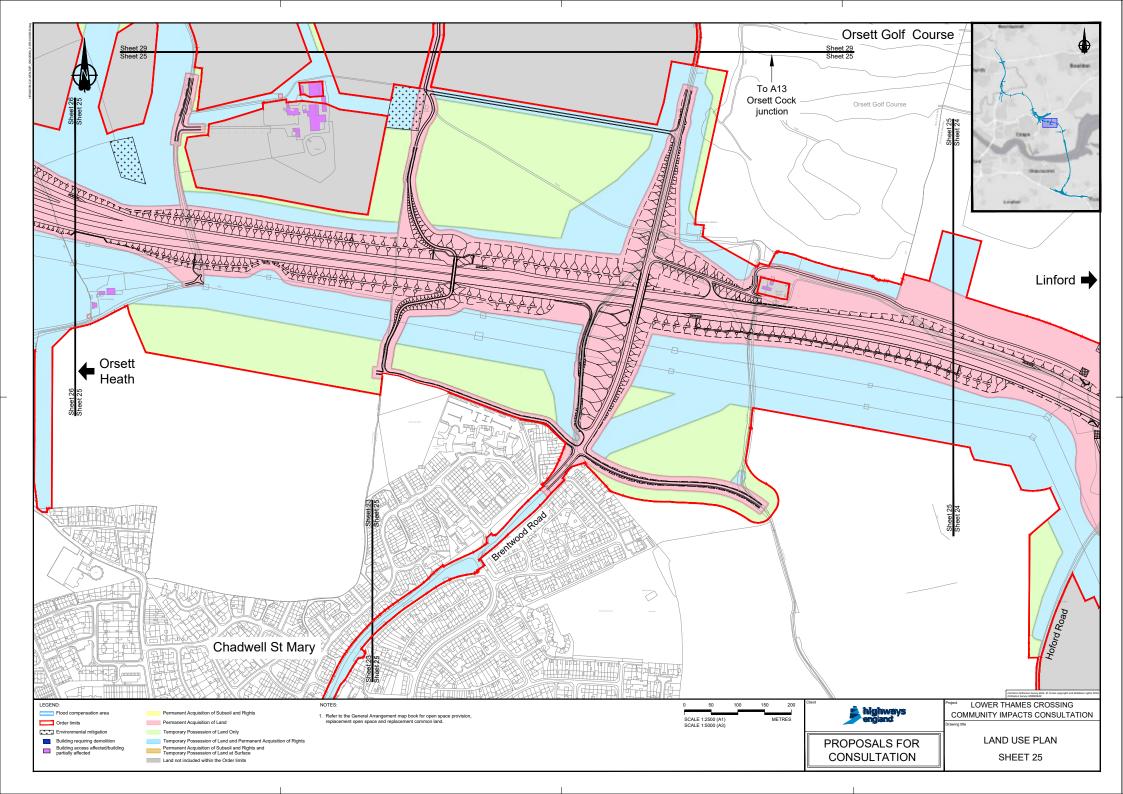


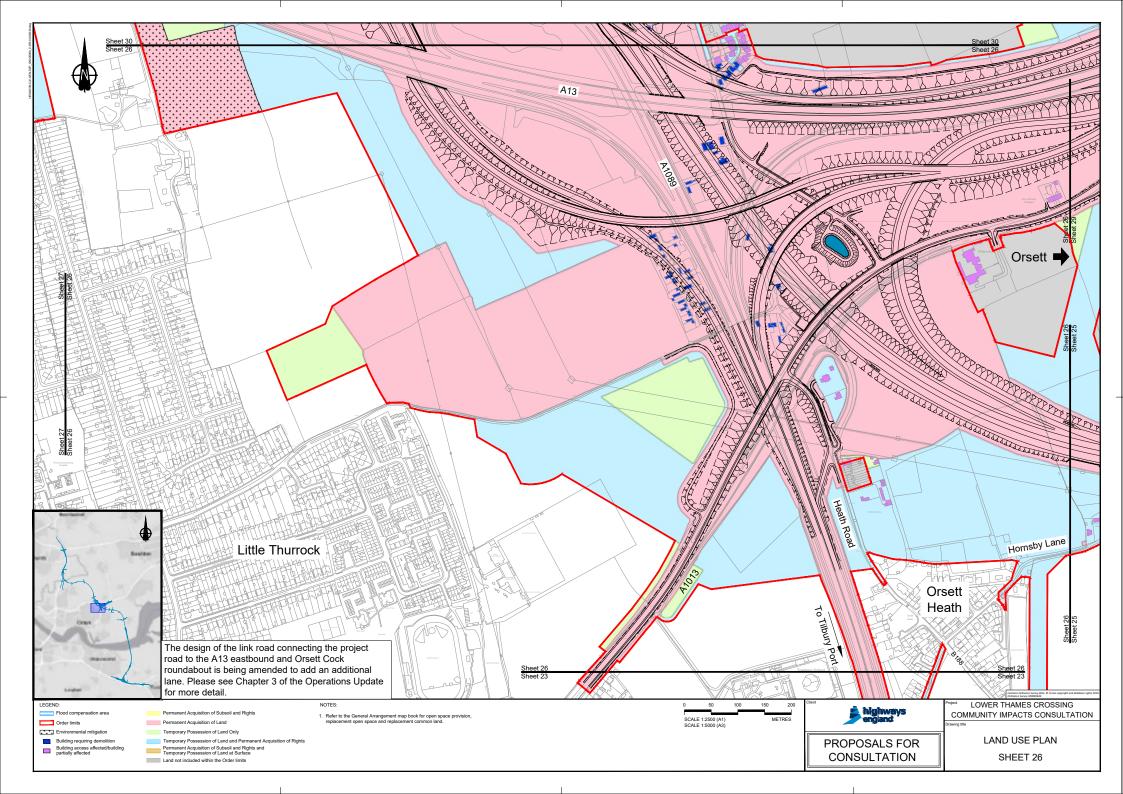


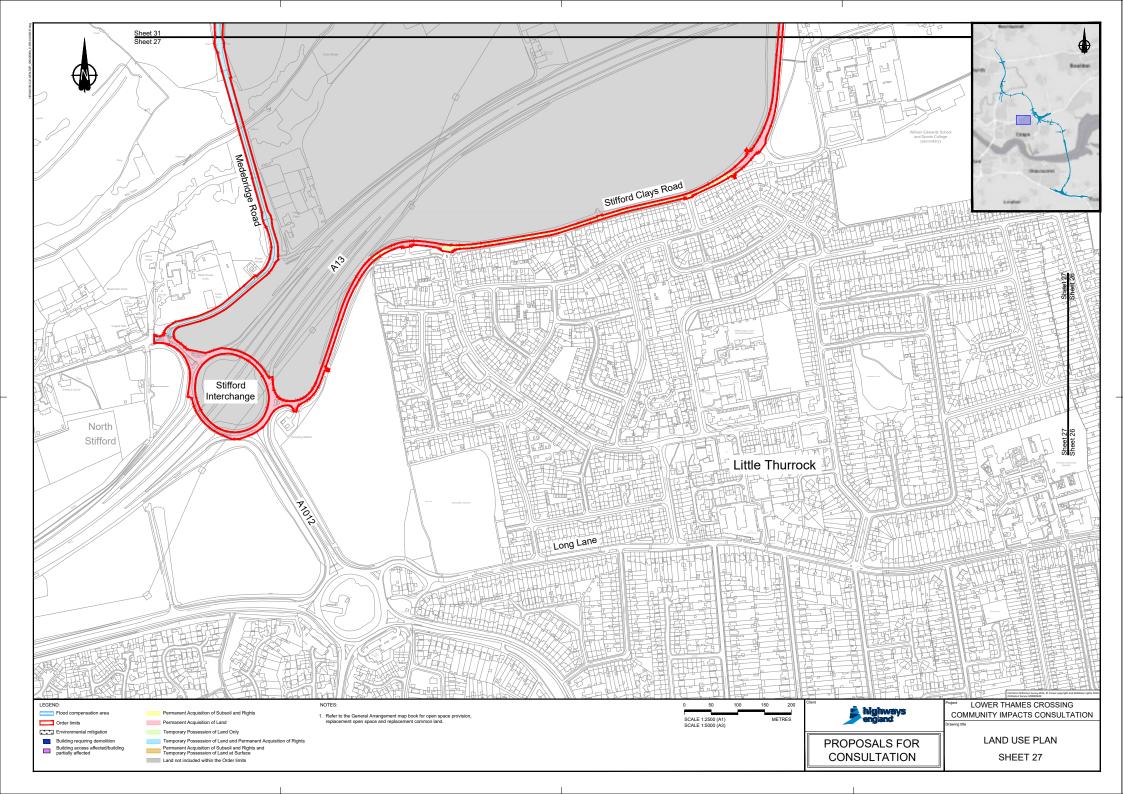


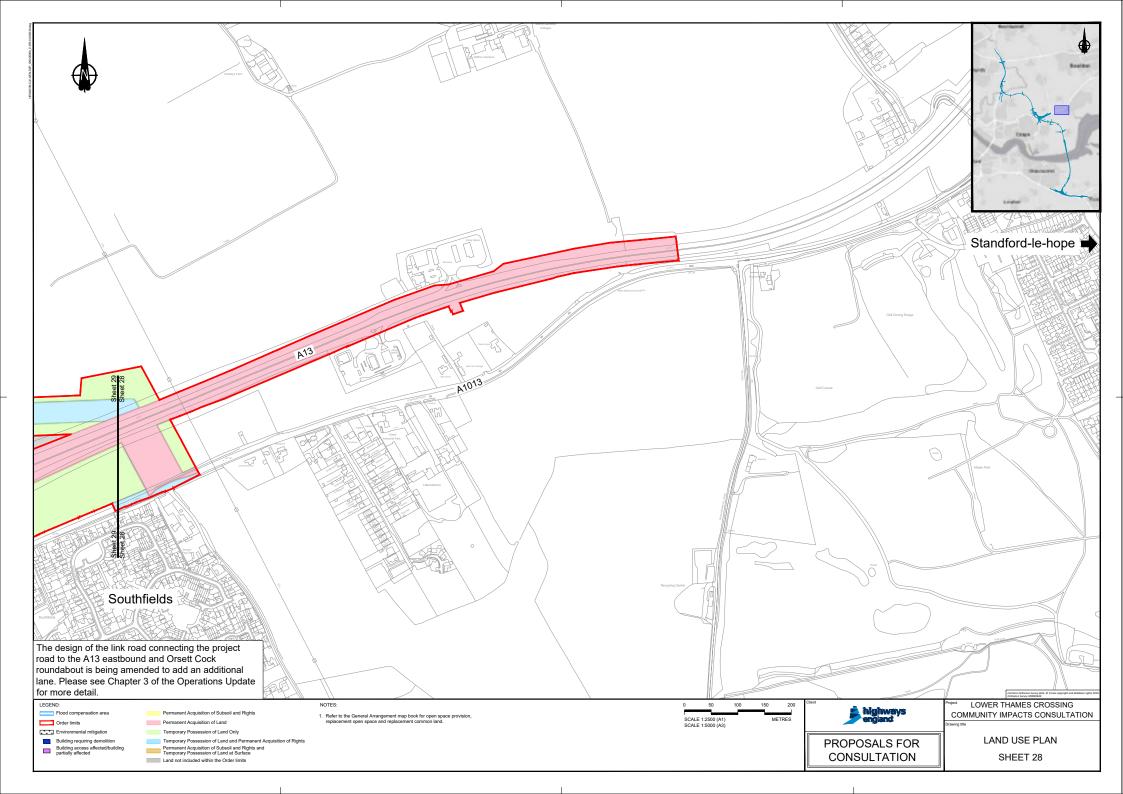


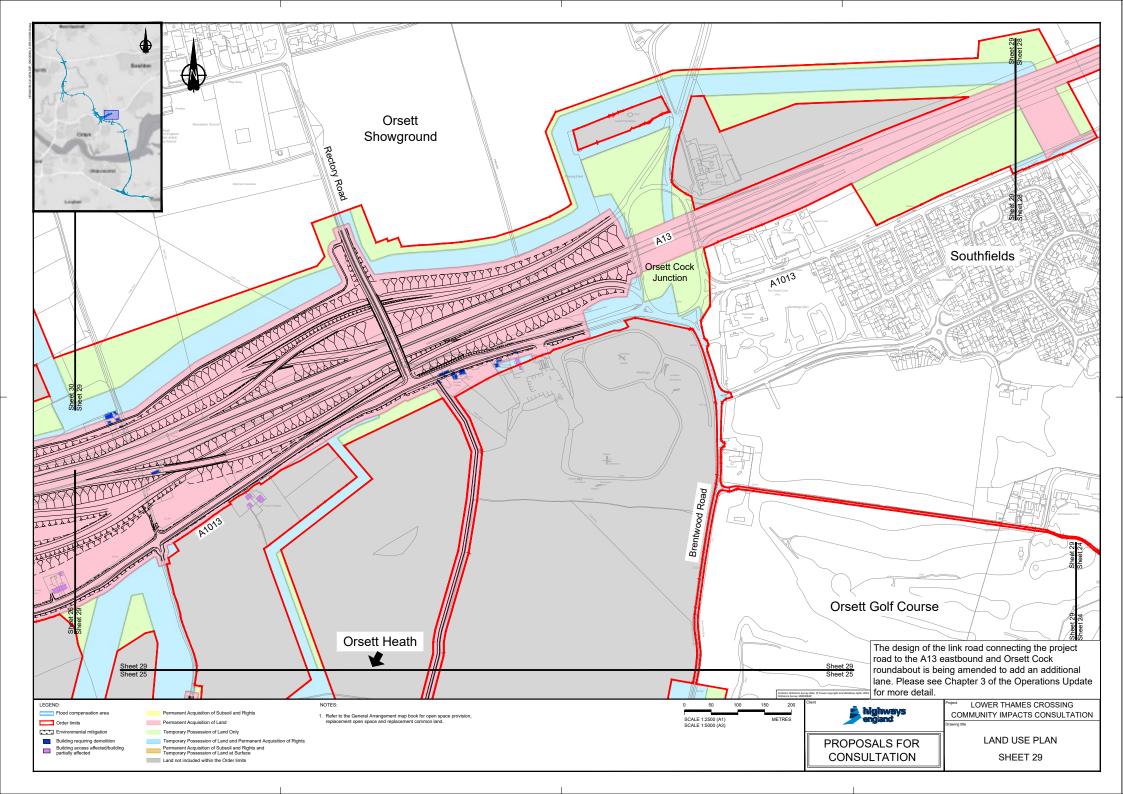


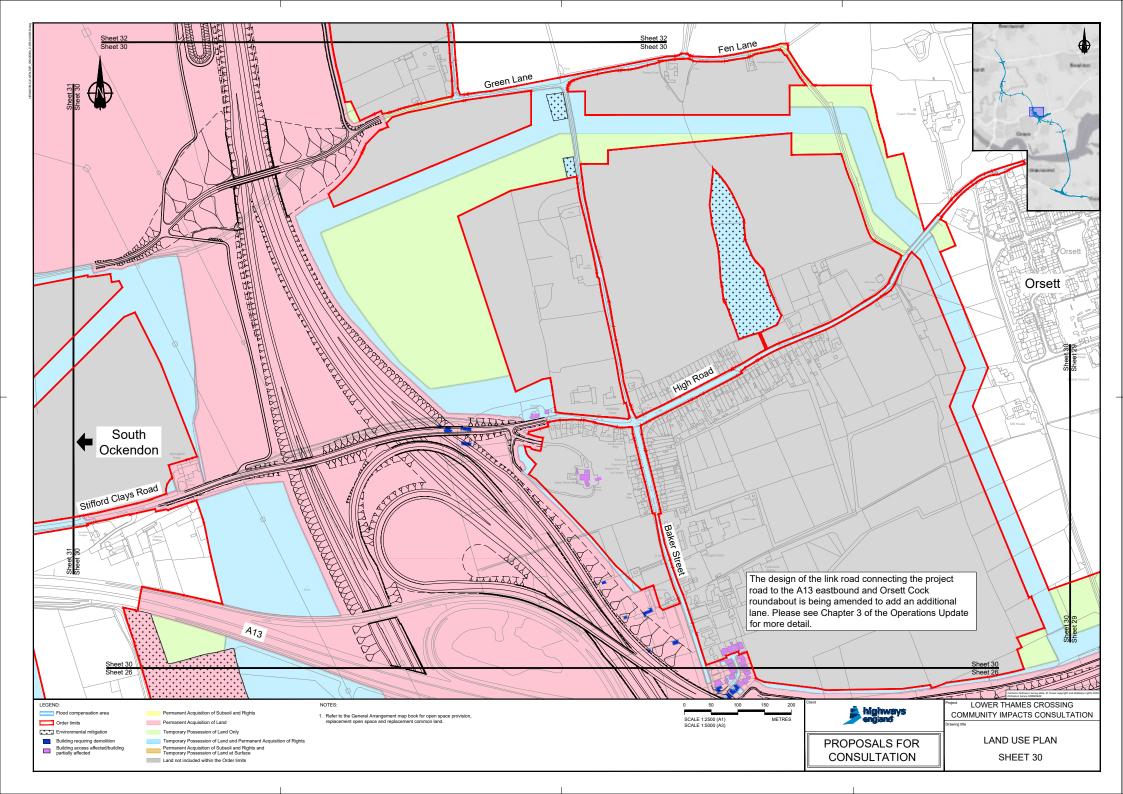


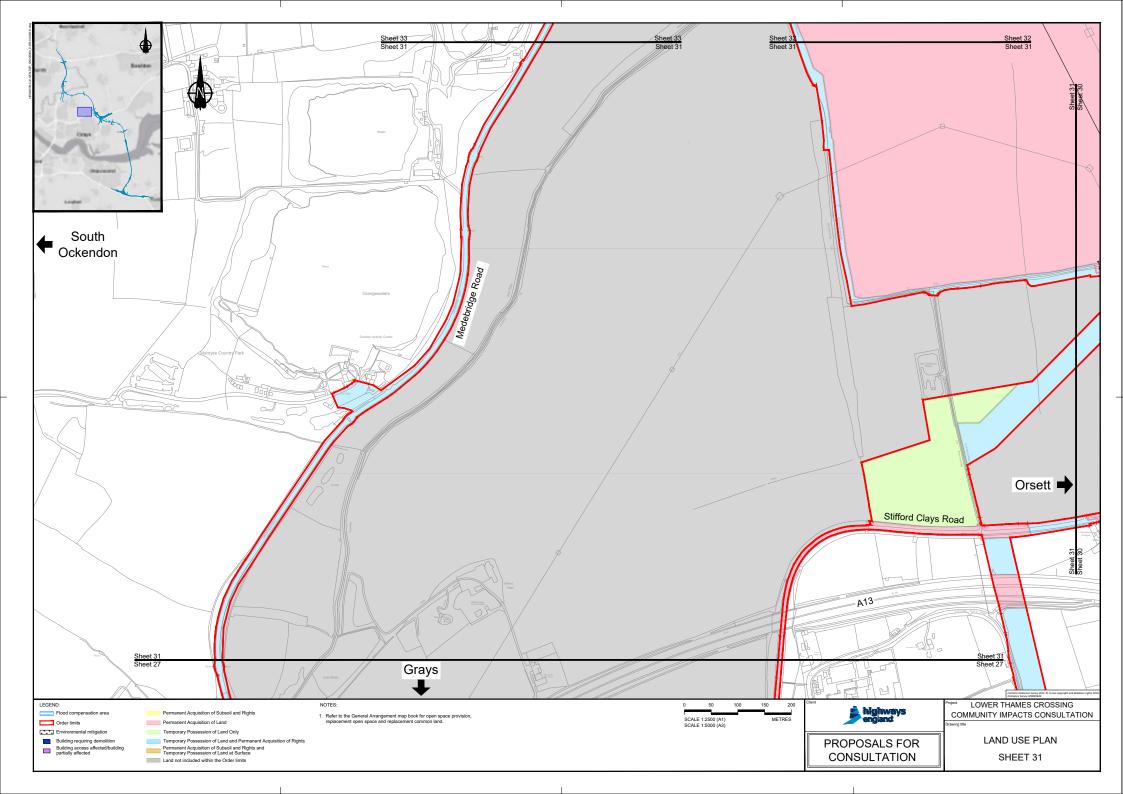


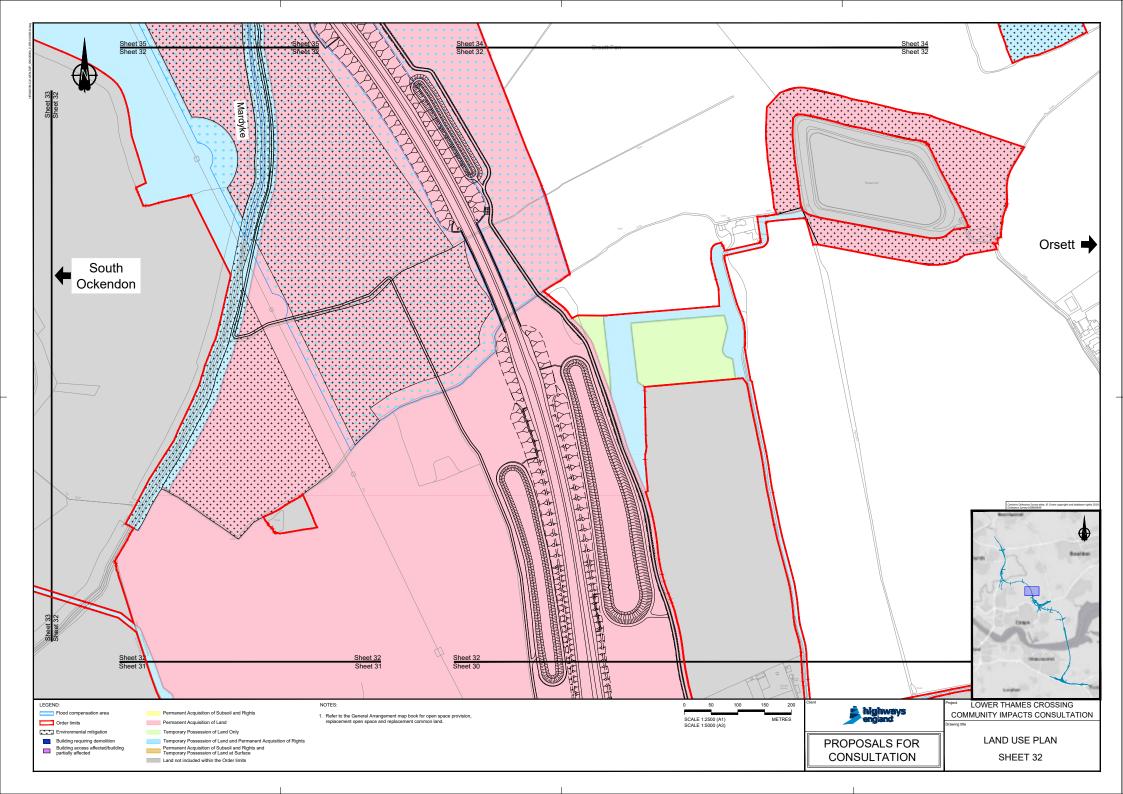


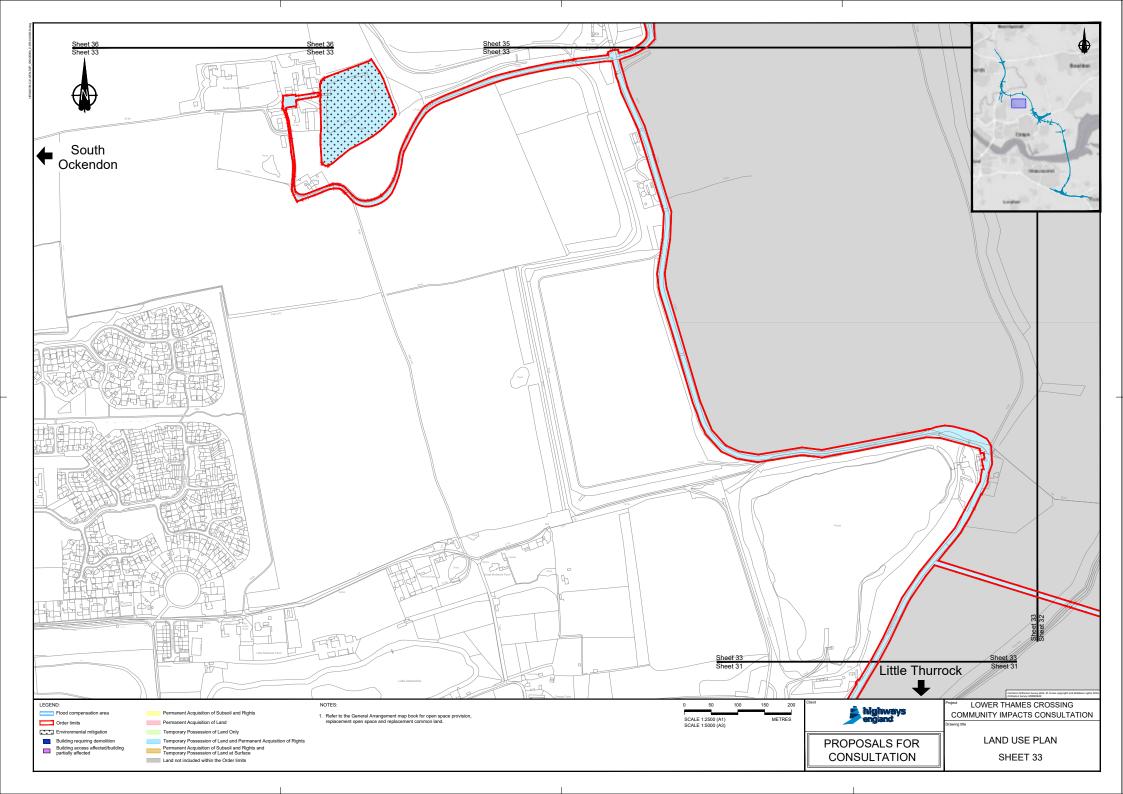


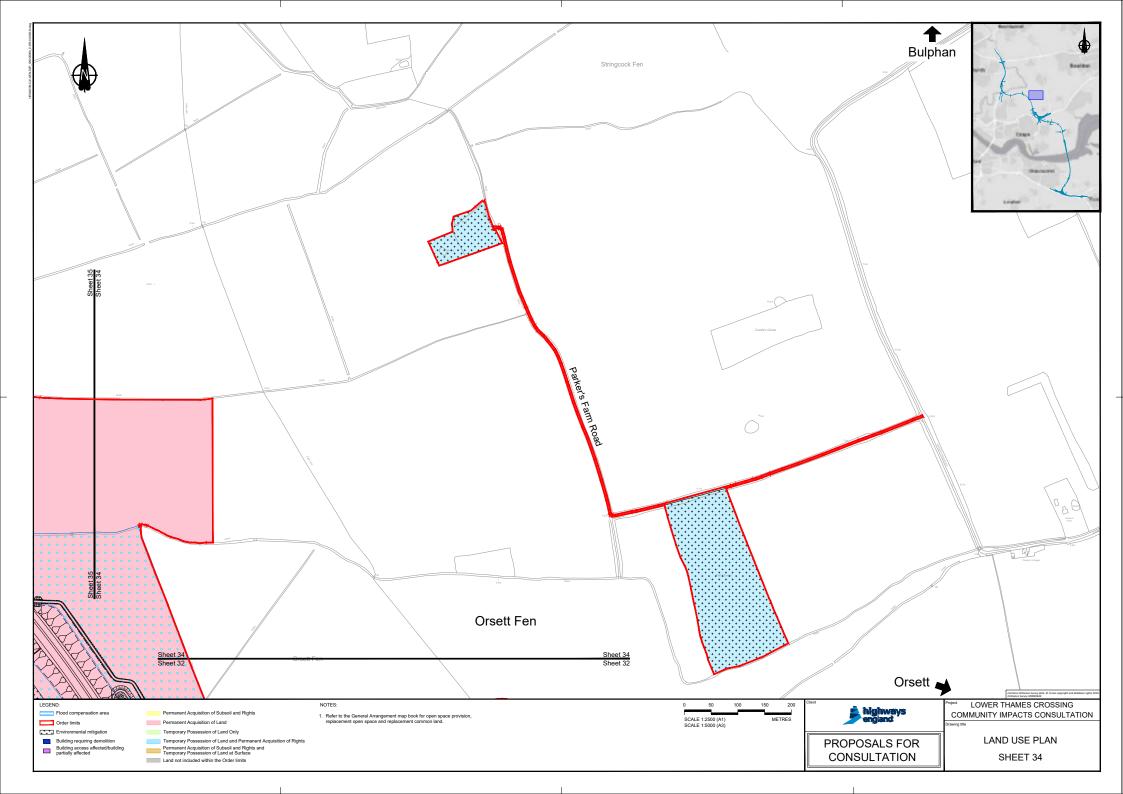


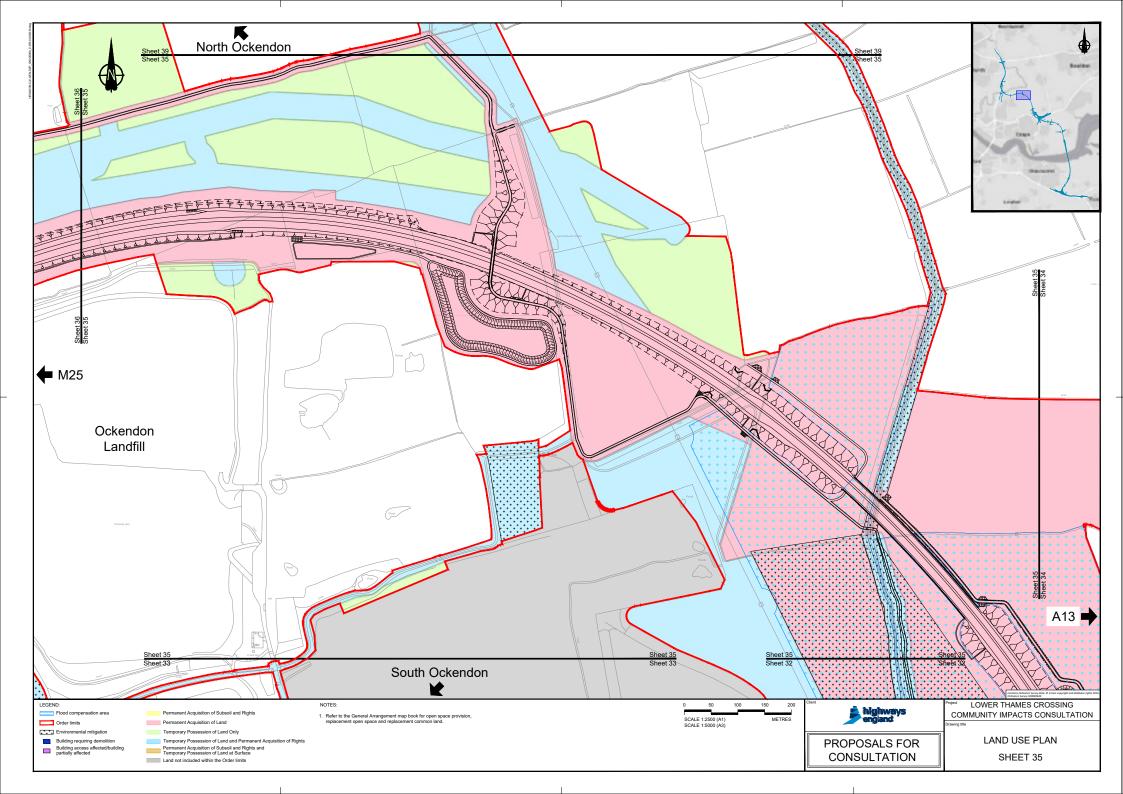


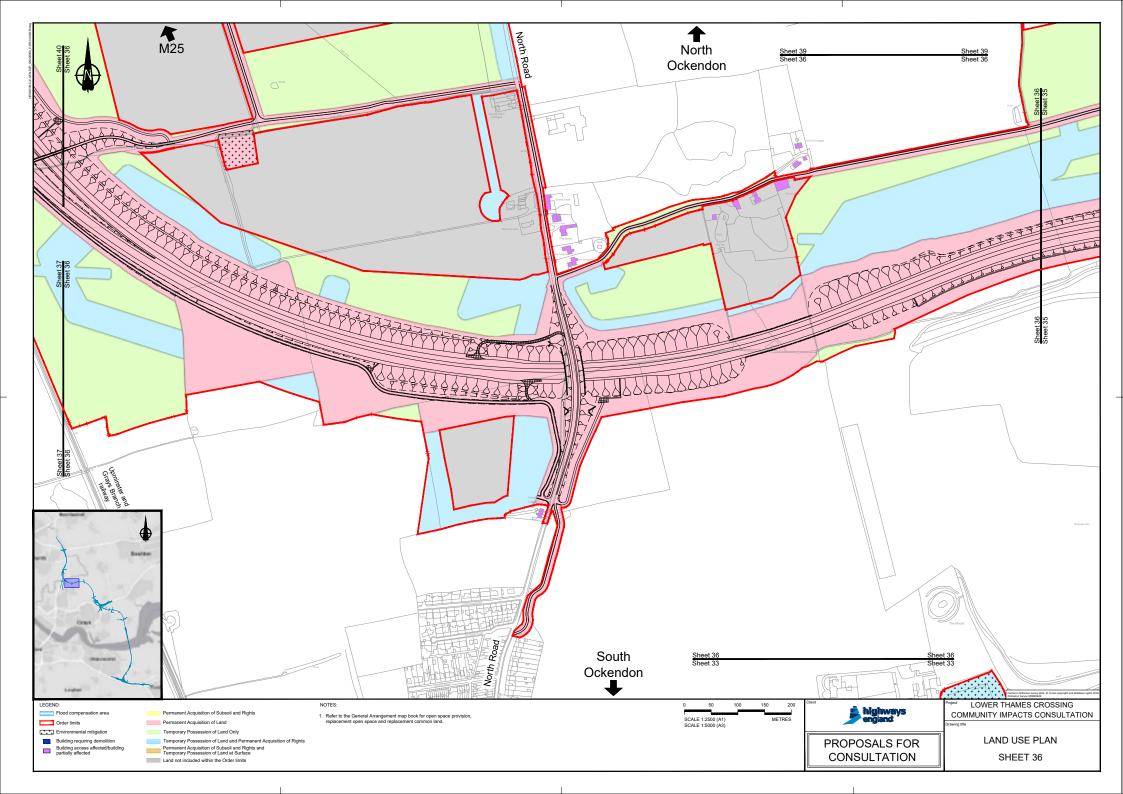


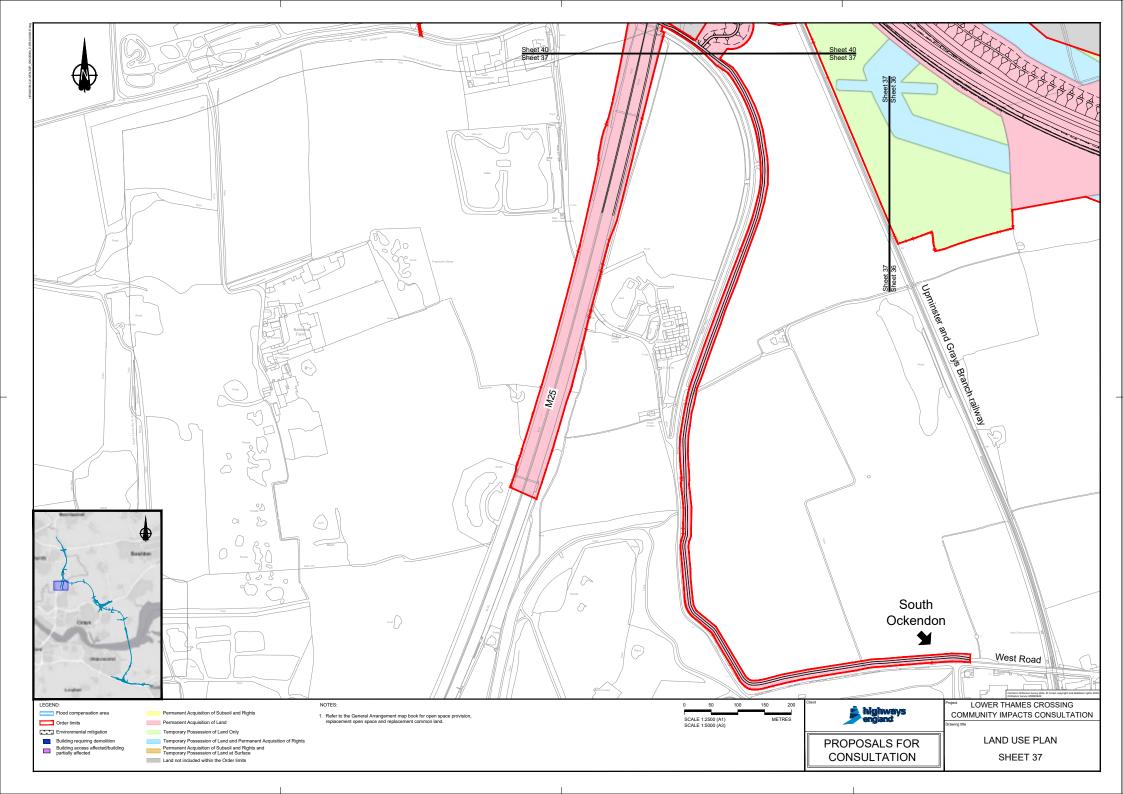


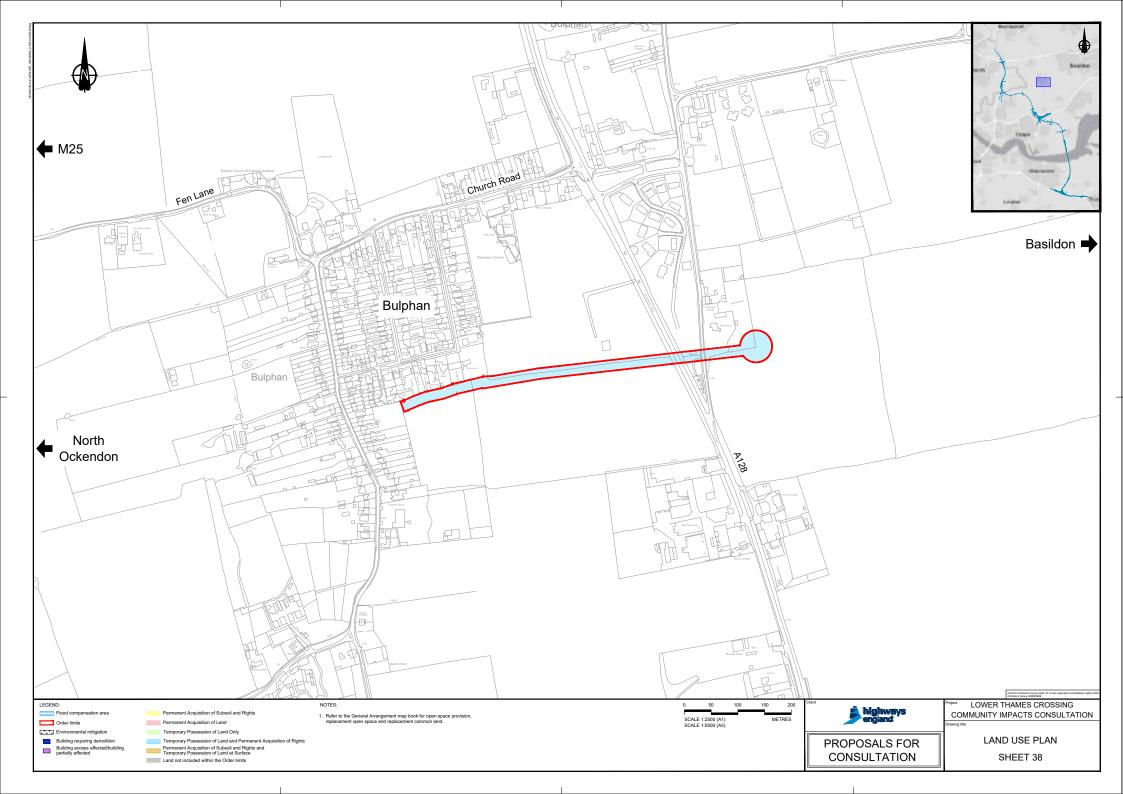


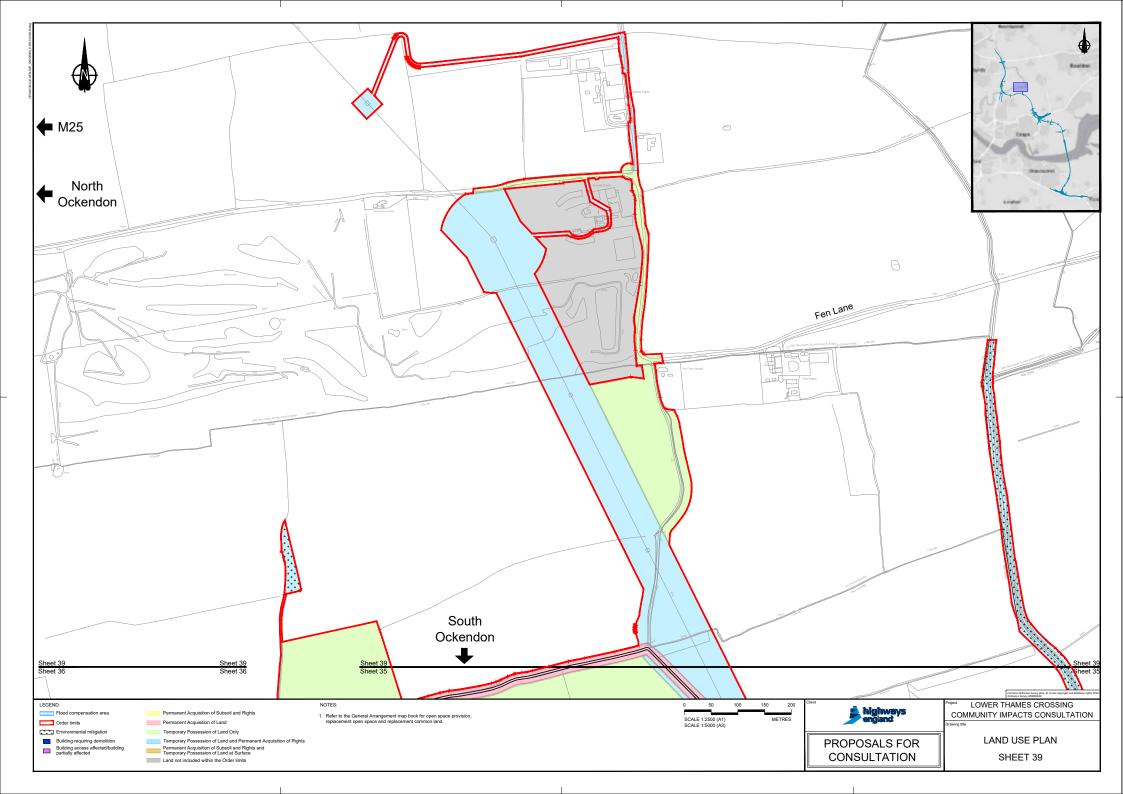


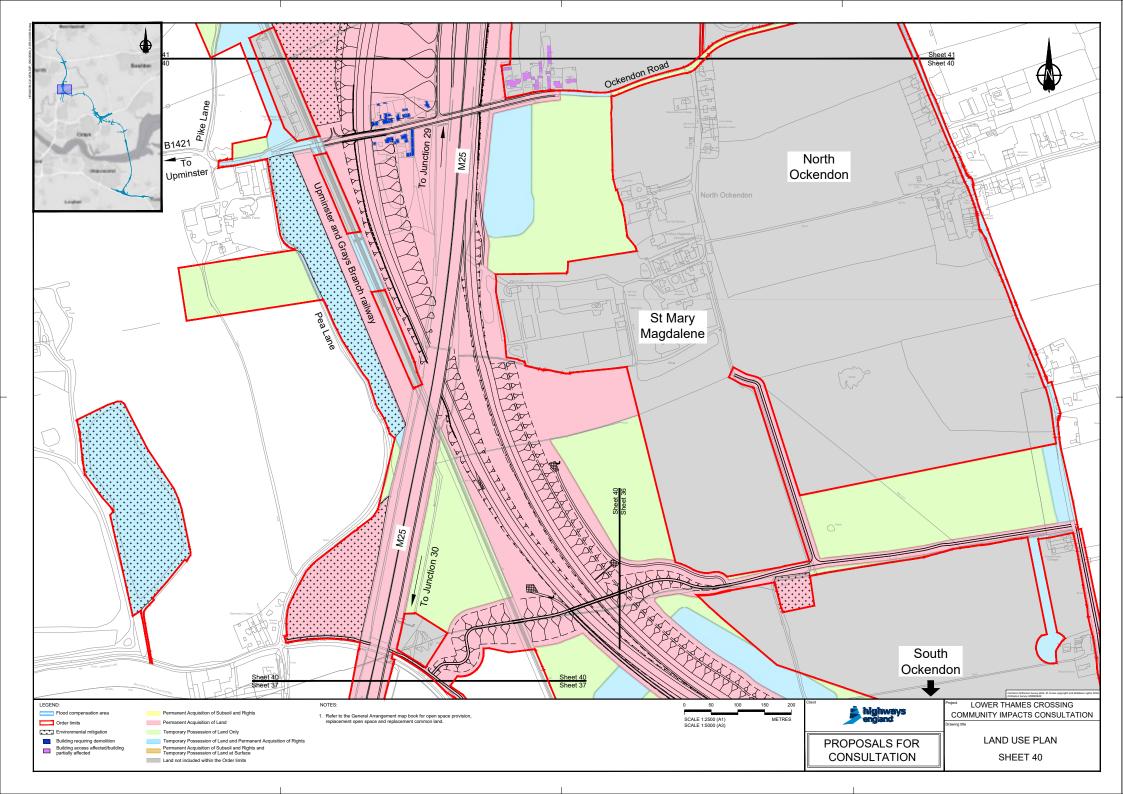


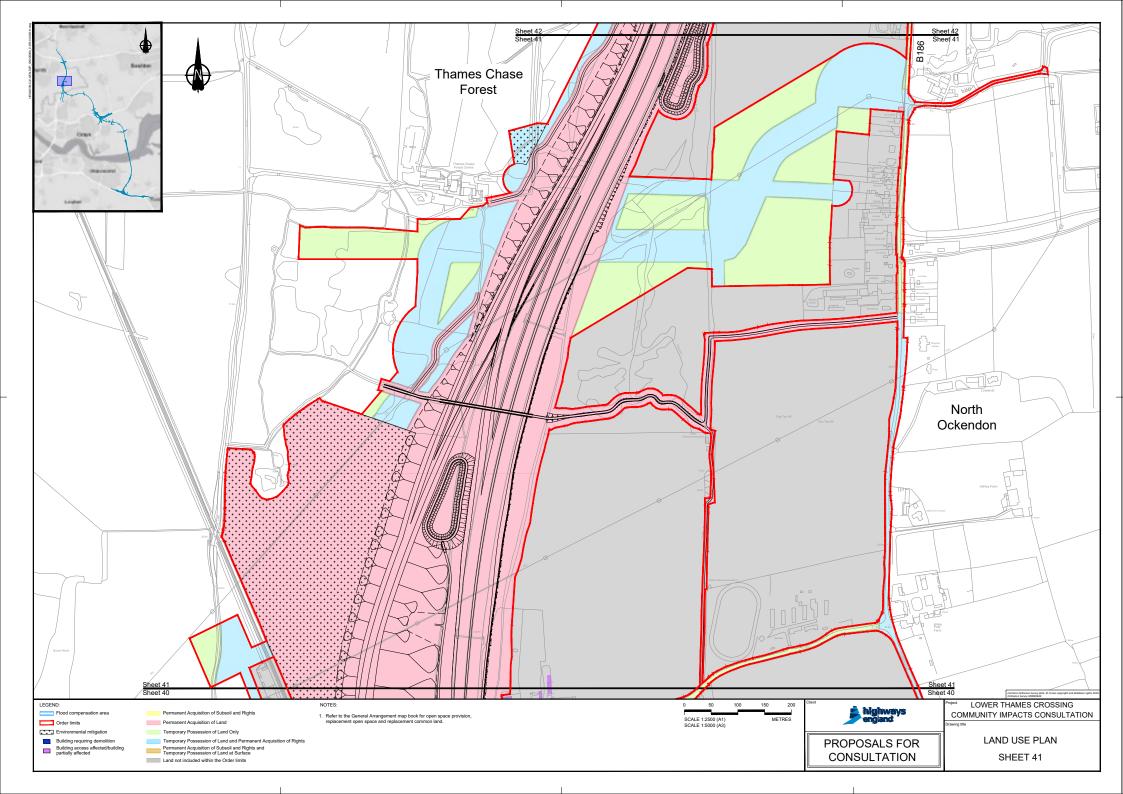


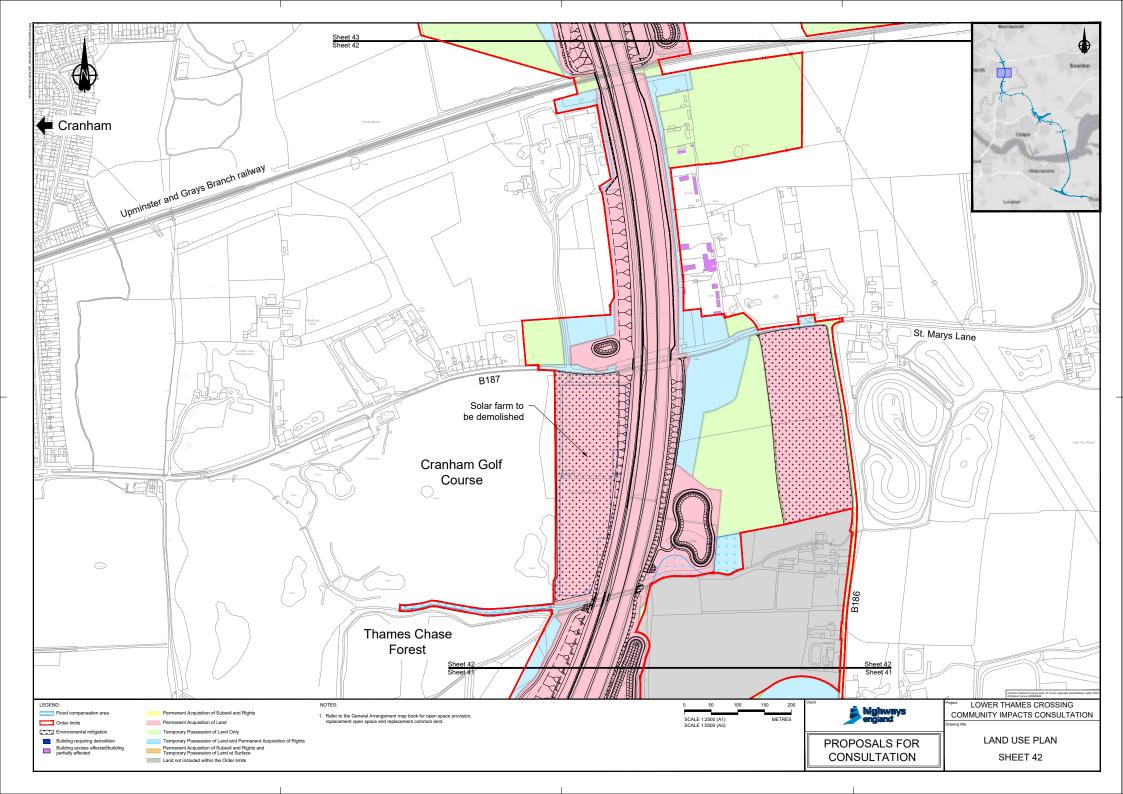


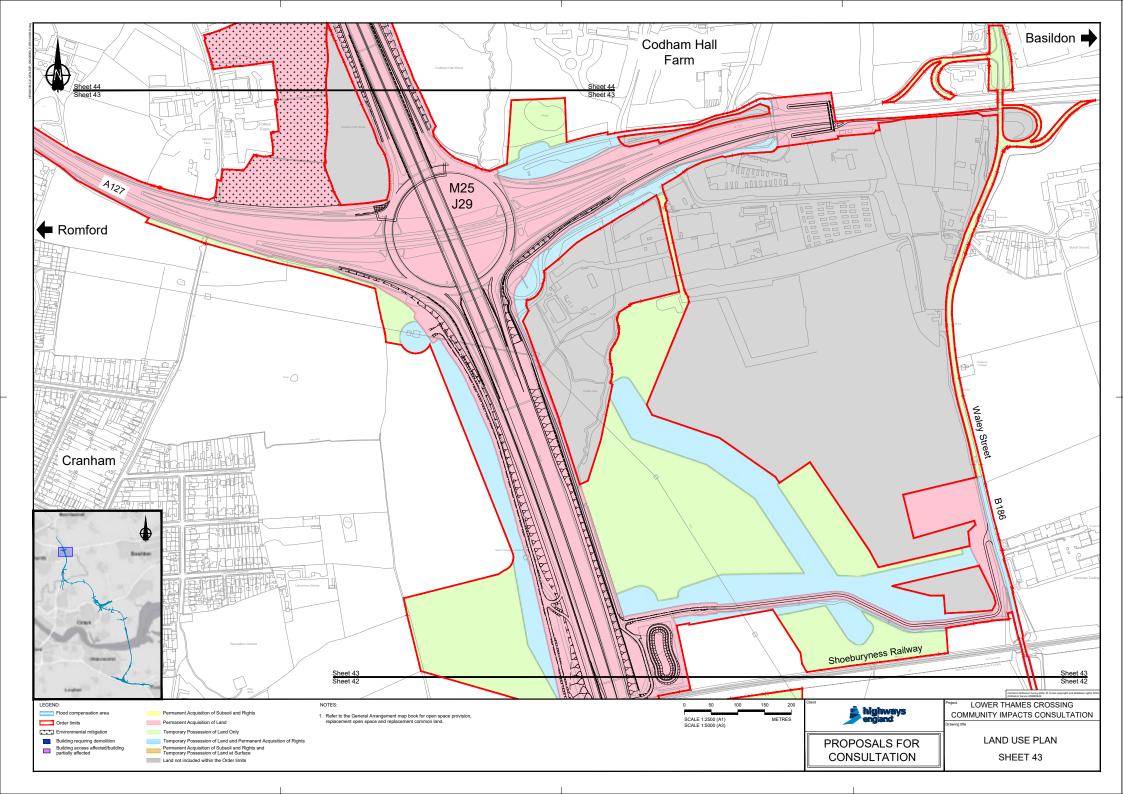


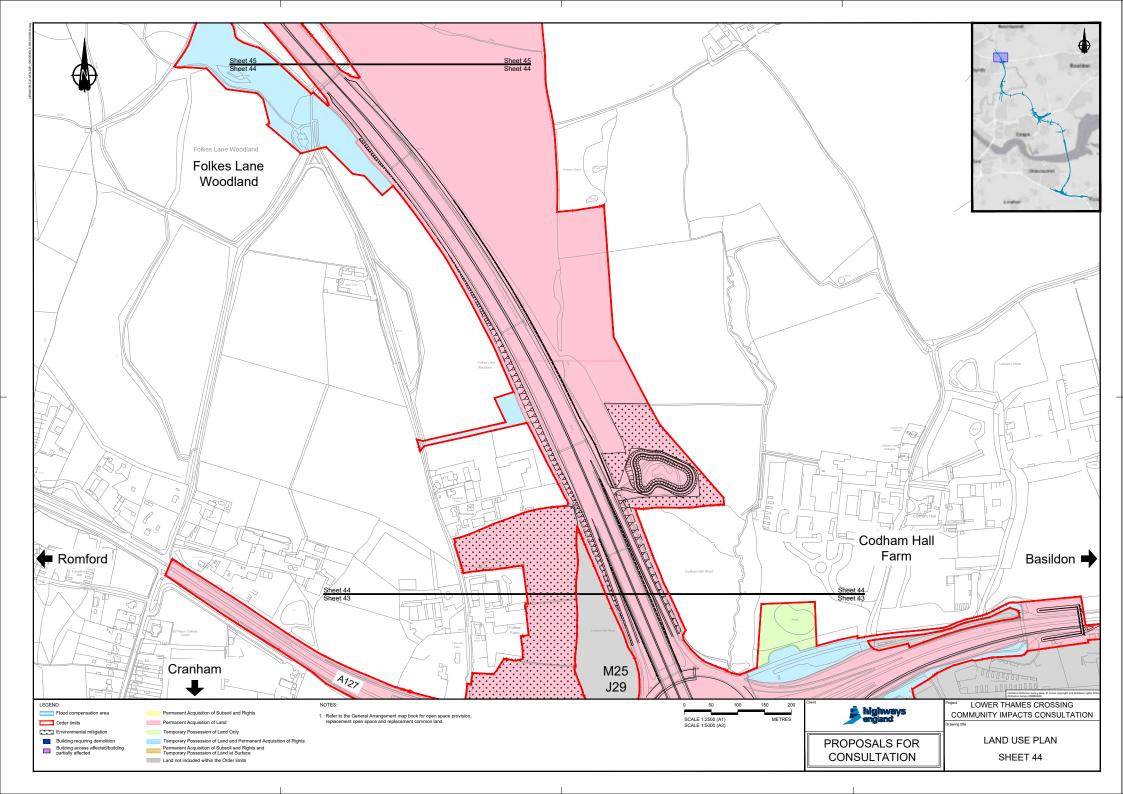


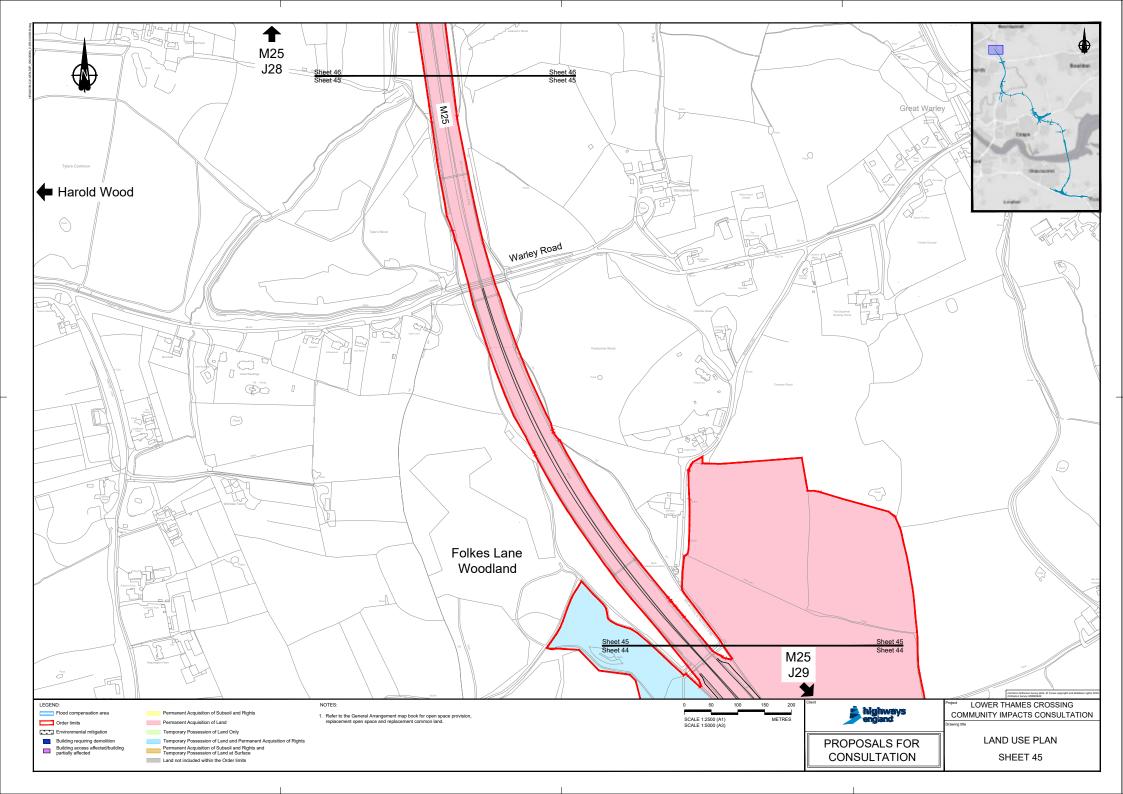


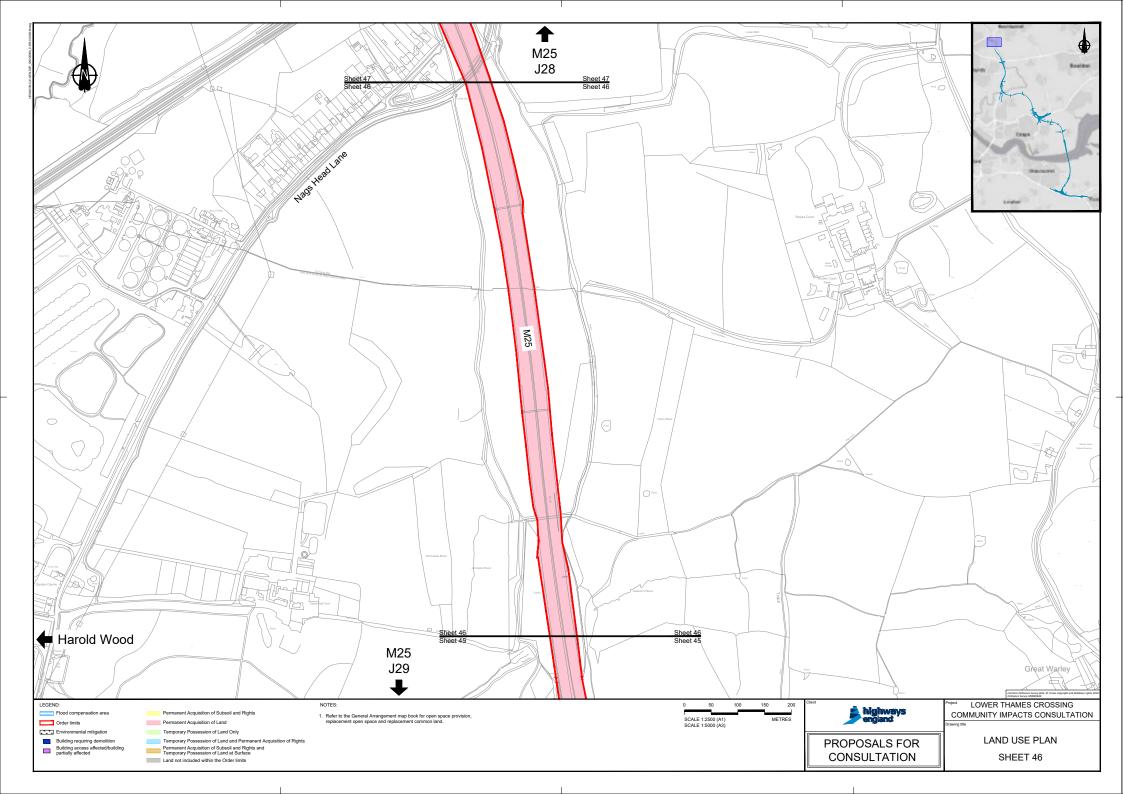


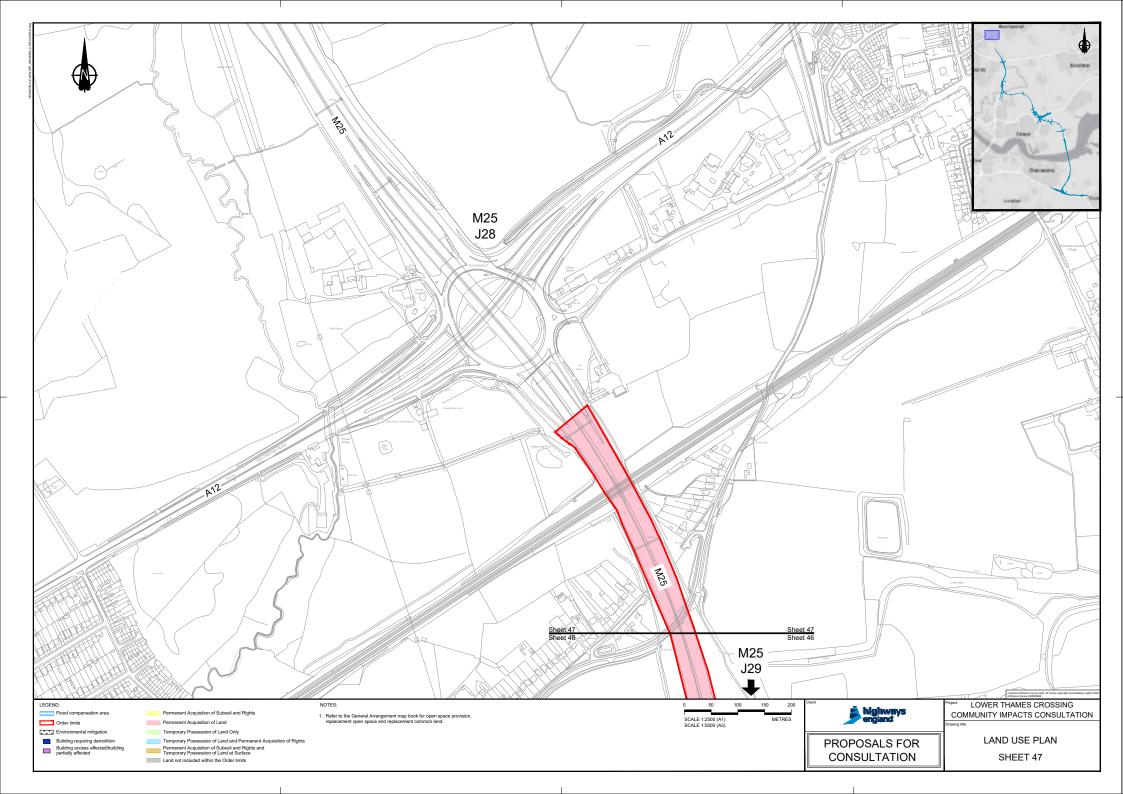


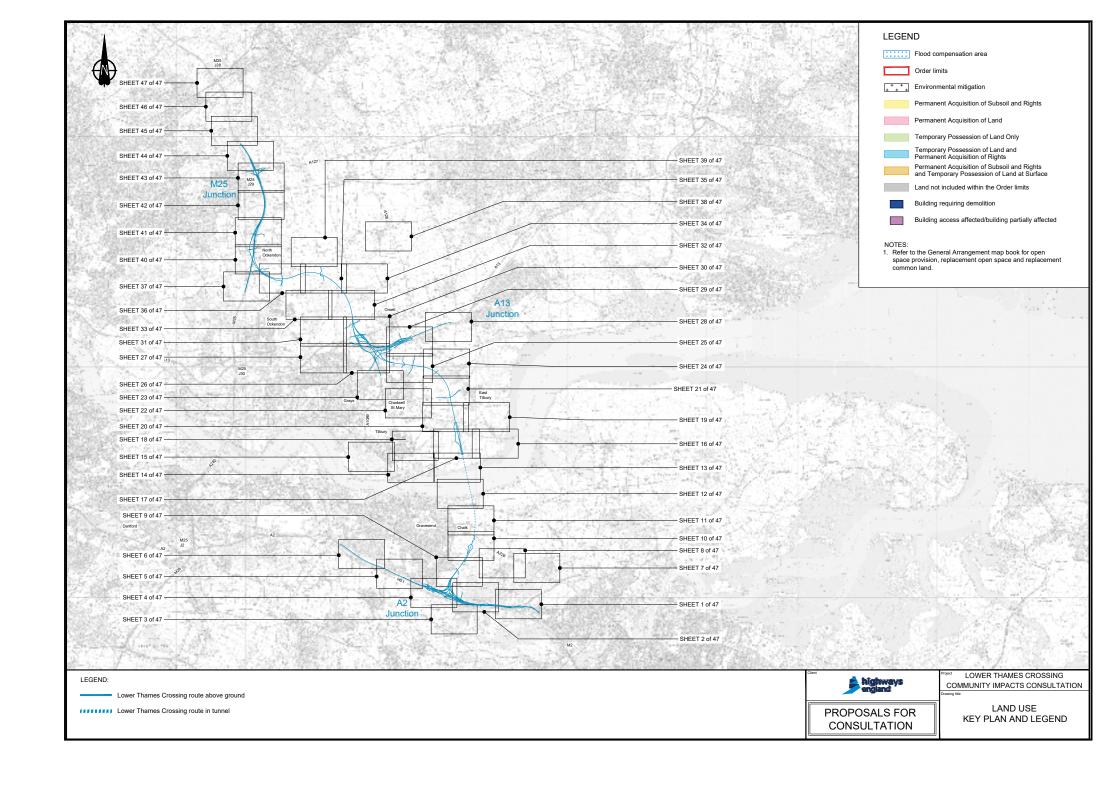












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