

# Lower Thames Crossing

## 6.2 Environmental Statement Figures

### Figure 7.14 - ZTV (2.5km) - Lower Thames Crossing route Analysis with Earthwork Mitigation Overview (1 of 2)

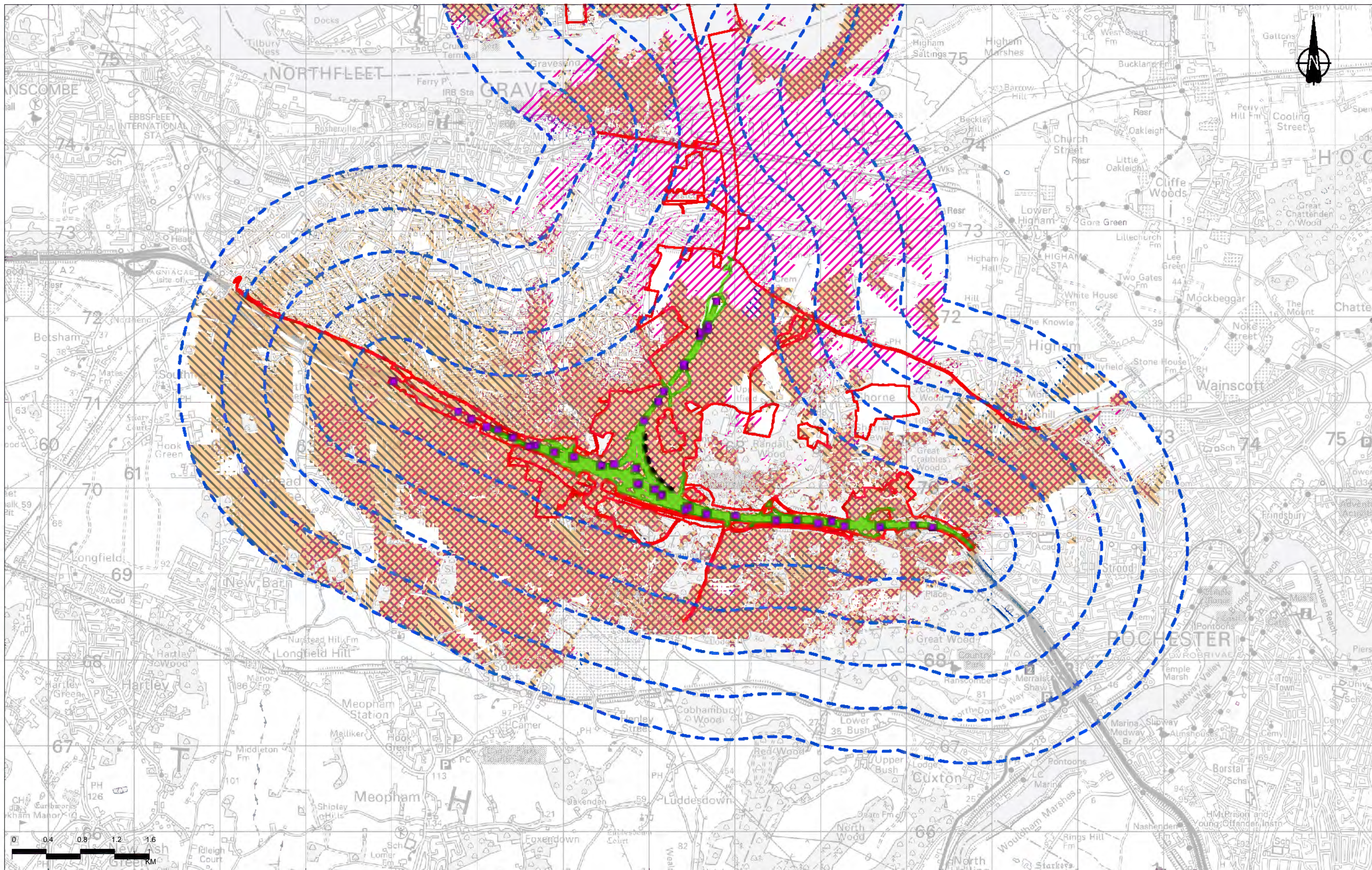
APFP Regulation 5(2)(a)  
Infrastructure Planning  
(Applications: Prescribed Forms and Procedure)  
Regulations 2009  
Volume 6

**DATE:** October 2022

Planning Inspectorate Scheme Ref: TR010032  
Application Document Ref: TR010032/APP/6.2

**VERSION:** 1.0





**Legend**

- Order Limits
- Gantry locations considered within ZTV
- Route alignment, overbridges, side roads and access roads considered within Zone of Theoretical Visibility
- 2.5km study area (500m interval offset)
- Zone of Theoretical Visibility (ZTV): ZTV for route alignment (including gantries)
- ZTV for vehicles travelling along overbridge structures, side roads and access roads
- ZTV for vehicles travelling along the route alignment (including gantries)
- Up to 4m high false cutting

Notes:

1. The Zone of Theoretical Visibility (ZTV) was created using Esri ArcGIS (Spatial Analyst). It is based on the combined 1m Digital Surface Model (DSM). This has been compiled from data received from National Highways.
2. The ZTV illustrates the area of theoretical visibility of the proposed elements of the Project and a view height of 2m and is limited to a 2.5km study area.
3. The ZTV for vehicles travelling along route alignment and ZTV for overbridge/side roads/access roads have been run using an assumed maximum vehicle height of 4.5m.
4. This figure shows theoretical visibility and therefore the worst case extent to which the Project could be visible from the surrounding area. The actual extent of visibility is likely to be substantially less than shown on this figure, in particular within urban areas where with the exception of settlement edges, outward views are typically screened by existing buildings or other features.

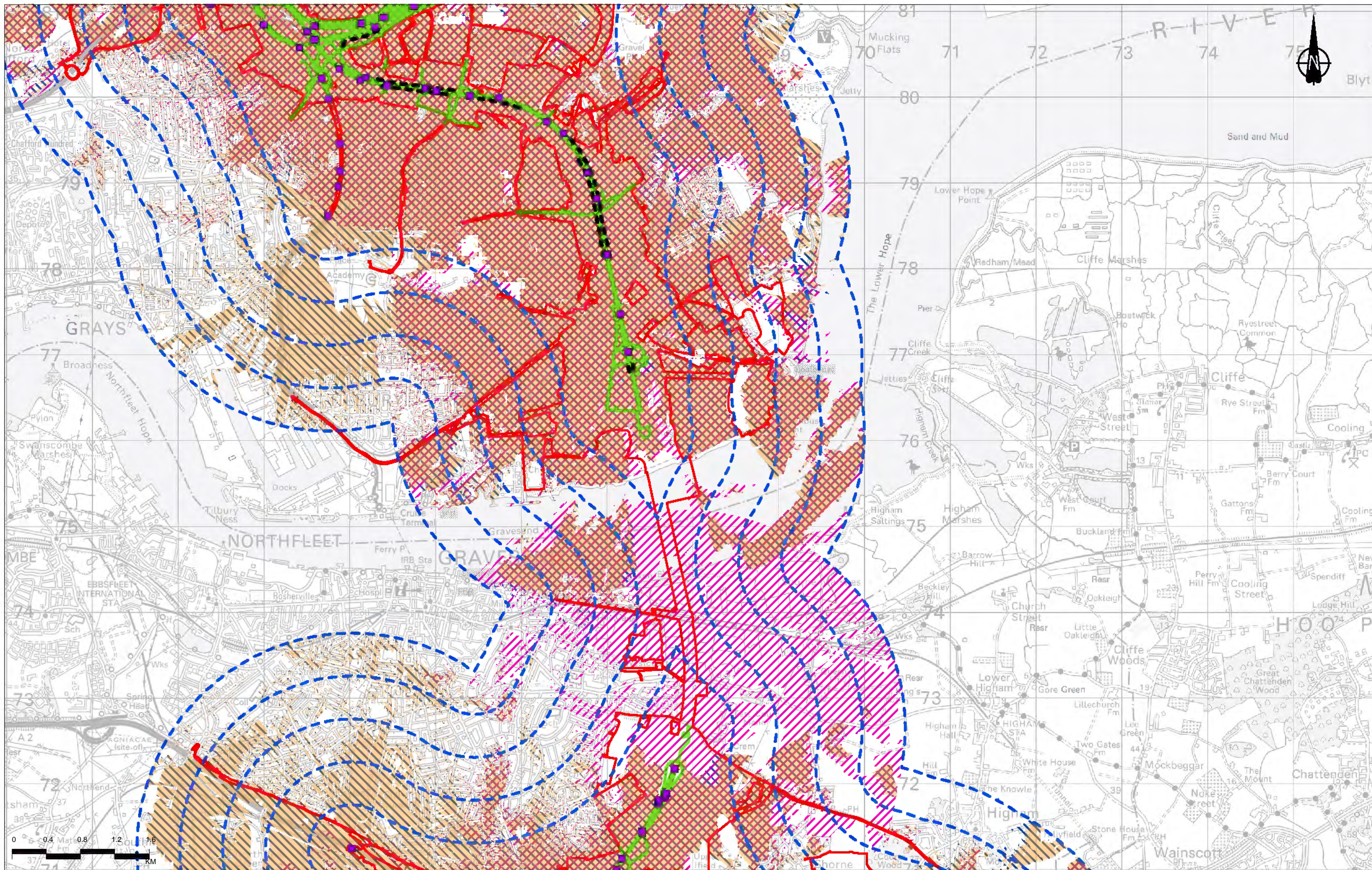


**LOWER THAMES CROSSING**

Status	DCO APPLICATION		Original Size	Revision
Application Document Number	TR010032/APP/6.2		A3	P03
Drawing Title	Figure 7.14 - ZTV (2.5km) - Lower Thames Crossing route Analysis with Earthwork Mitigation Overview			
Drawing Number	HE540039-CJV-ELS-SZP_EGNE00000000-DR-LE-50033			

P03	S8	09/08/2022	DCO Application	RG	SK	BF
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chkd	Apprv





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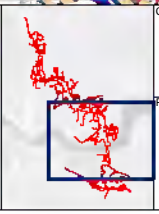
P03	S8	09/08/2022	DCO Application	RG	SK	BF
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chkd	Apprv

- Legend**
- Order Limits
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  - Route alignment, overbridges, side roads and access roads considered within Zone of Theoretical Visibility
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**Notes:**

- The Zone of Theoretical Visibility (ZTV) was created using Esri ArcGIS (Visibility) tool. It is based on the combined 1m Digital Surface Model (DSM). This has been compiled from data received from National Highways.
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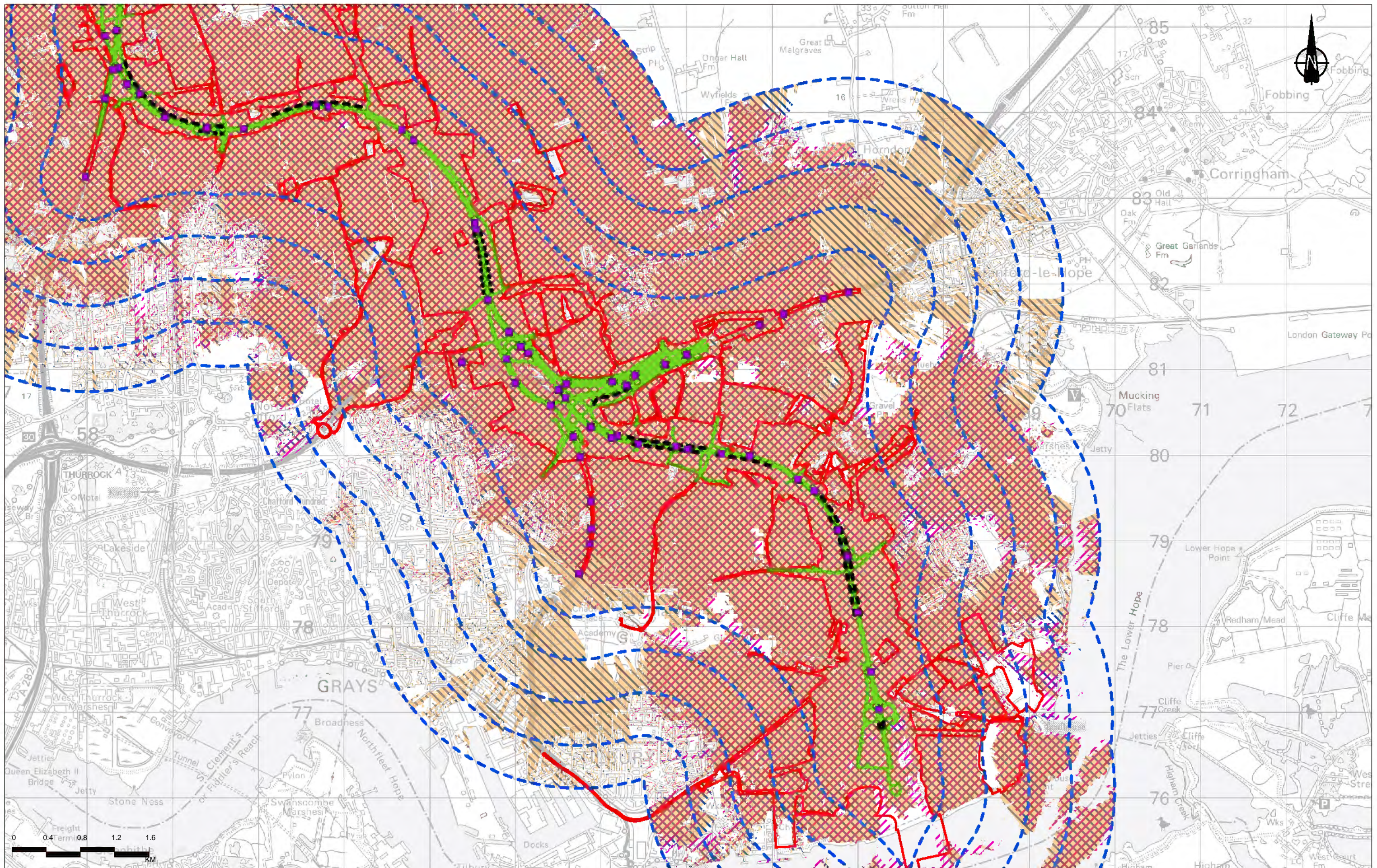


Client: **national highways**

Project: **LOWER THAMES CROSSING**

Status	DCO APPLICATION	Original Size	A3	Revision	P03
Application Document Number	TR010032/APP/6.2	Scale	1:40,000		
Drawing Title	Figure 7.14 - ZTV (2.5km) - Lower Thames Crossing route Analysis with Earthwork Mitigation Overview				
Page	Page 2 of 5				
Drawing Number	HE540039-CJV-ELS-SZP_EGNE00000000-DR-LE-50033				





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P03	S8	09/08/2022	DCO Application	RG	SK	BF
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chkd	Apprv

**Legend**

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- Route alignment, overbridges, side roads and access roads considered within Zone of Theoretical Visibility
- 2.5km study area (500m interval offset)

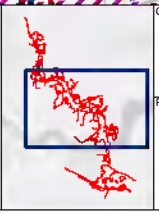
**Zone of Theoretical Visibility (ZTV):**

- ZTV for route alignment (including gantries)
- ZTV for vehicles travelling along overbridge structures, side roads and access roads
- ZTV for vehicles travelling along the route alignment (including gantries)

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- Up to 4m high false cutting

Notes:

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