

Lower Thames Crossing

6.2 Environmental Statement Figures

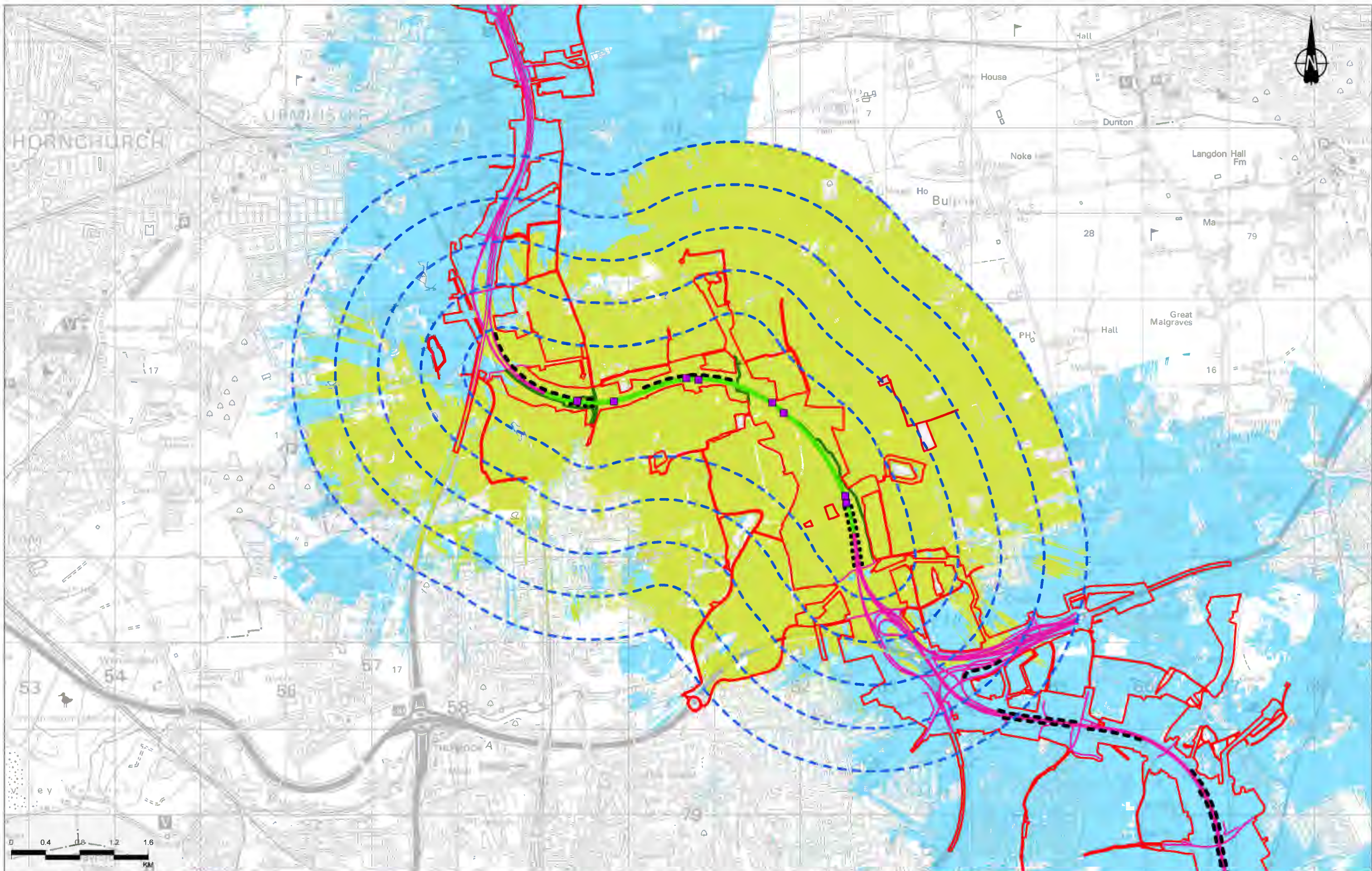
Figure 7.15 - ZTV (2.5km) - Lower Thames Crossing route Highway Section with Earthwork Mitigation (9 of 12)

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



Rev	Rev. Date	Purpose of revision	Drawn	Checked	Approved	
P03	S8	09/06/2022	DCO Application	RG	SK	BF

Legend	
 	Order Limits
	Gantry locations considered within ZTV
 	2.5km study area (500m interval offsets from Section 12)
	Section 12 of route alignment considered within ZTV
	Section 12 of overbridges, side roads and access roads considered within ZTV
	Route alignment (Project) route not considered within ZTV

	Zone of Theoretical Visibility (ZTV): (1m DSM Mitigation)
	Area identifying combined visibility of route alignment (includes gantries, vehicles, overbridge structures, side roads and access roads within Section 12)

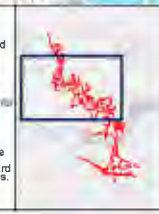
	Extent of visibility from other highway sections of the Lower Thames Crossing route (excluding Vehicles) shown on Figure 7.14
	Up to 2m high false cutting
	Up to 4m high false cutting

1. The Zone of Theoretical Visibility (ZTV) was created using Eri ArcGIS (Visibility 500). 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 areas of theoretical visibility of the proposed elements of the Project and a view height of 2m and is limited to a 5km study area.

3. The ZTV is a vehicle visibility along route alignment and ZTV is shown in yellow. Areas where visibility is not shown are shown in light blue.

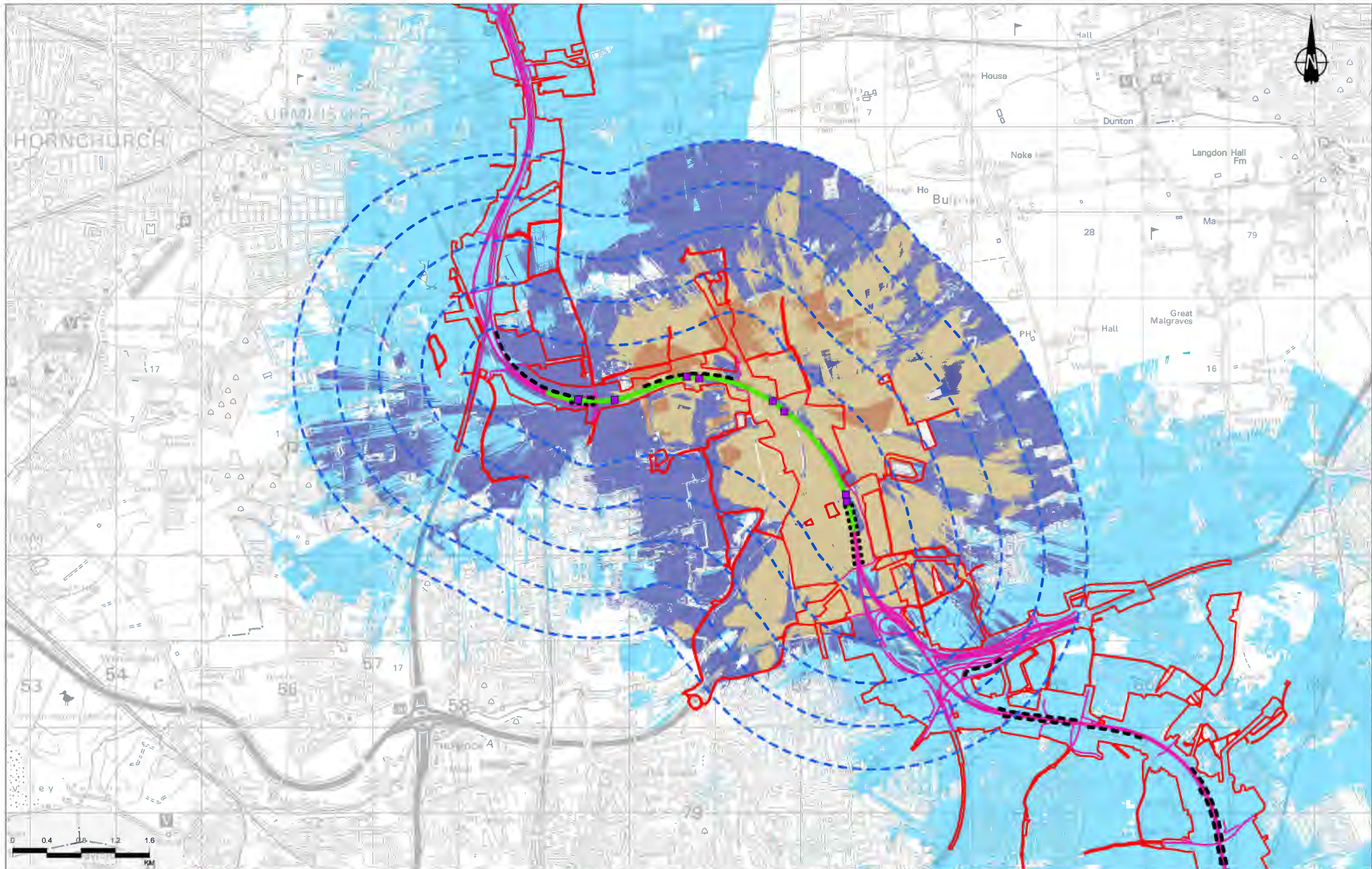
4. This figure shows theoretical visibility and therefore the worst case extent to which the Project could be visible from the surrounding area. The actual extent of visibility is likely to be substantially less than shown on this figure, in particular within urban areas where with the exception of sheltered edges, outward views are typically screened by existing buildings or other features.



Client **national highways**

Project **LOWER THAMES CROSSING**

Status	DCO APPLICATION	Original Size	A3	Revision	P03
Document Number	TR010032/APP/6.2	Scale	1:40000		
Drawing Title	Figure 7.15 - ZTV (2.5km) - Lower Thames Crossing route Highway Section with Earthwork Mitigation				
Drawing Number	HE540039-CJV-ELS-SZP_EGNE0000000-DR-LE-50034				
Page 25 of 36					



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P03	S8	09/06/2022	DCO Application	RG	SK	BF

Legend	
	Order Limits
	Gantry locations considered within ZTV
	2.5km study area (500m interval offsets from Section 12)
	Section 12 of route alignment considered within ZTV
	Route alignment (Project) route not considered within ZTV

Zone of Theoretical Visibility (ZTV): (1m DSM Mitigation)	
Section 12 - Vehicles on route alignment	
	Area from which 1% to 33% of Section 12 of vehicles travelling along route alignment would be theoretically visible (including gantries)
	Area from which 34% to 66% of Section 12 of vehicles travelling along route alignment would be theoretically visible (including gantries)
	Area from which 67% to 100% of Section 12 of vehicles travelling along route alignment would be theoretically visible (including gantries)

	Extent of visibility from other highway sections of the Lower Thames Crossing route (excluding Vehicles) shown on Figure 7.14
	Up to 2m high false cutting
	Up to 4m high false cutting

1. The Zone of Theoretical Visibility (ZTV) was created using Eri ArcGIS (Visibility 50) - 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 areas of theoretical visibility of the proposed elements of the Project and a view height of 2m and is limited to a 5km study area.

3. The ZTV is a vehicle visibility along route alignment and ZTV is not a road design feature. It is not a design feature and is not a design requirement.

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 distant edges, outward views are typically screened by existing buildings or other features.

Client: national highways

Project: LOWER THAMES CROSSING

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