

Lower Thames Crossing

6.2 Environmental Statement Figures

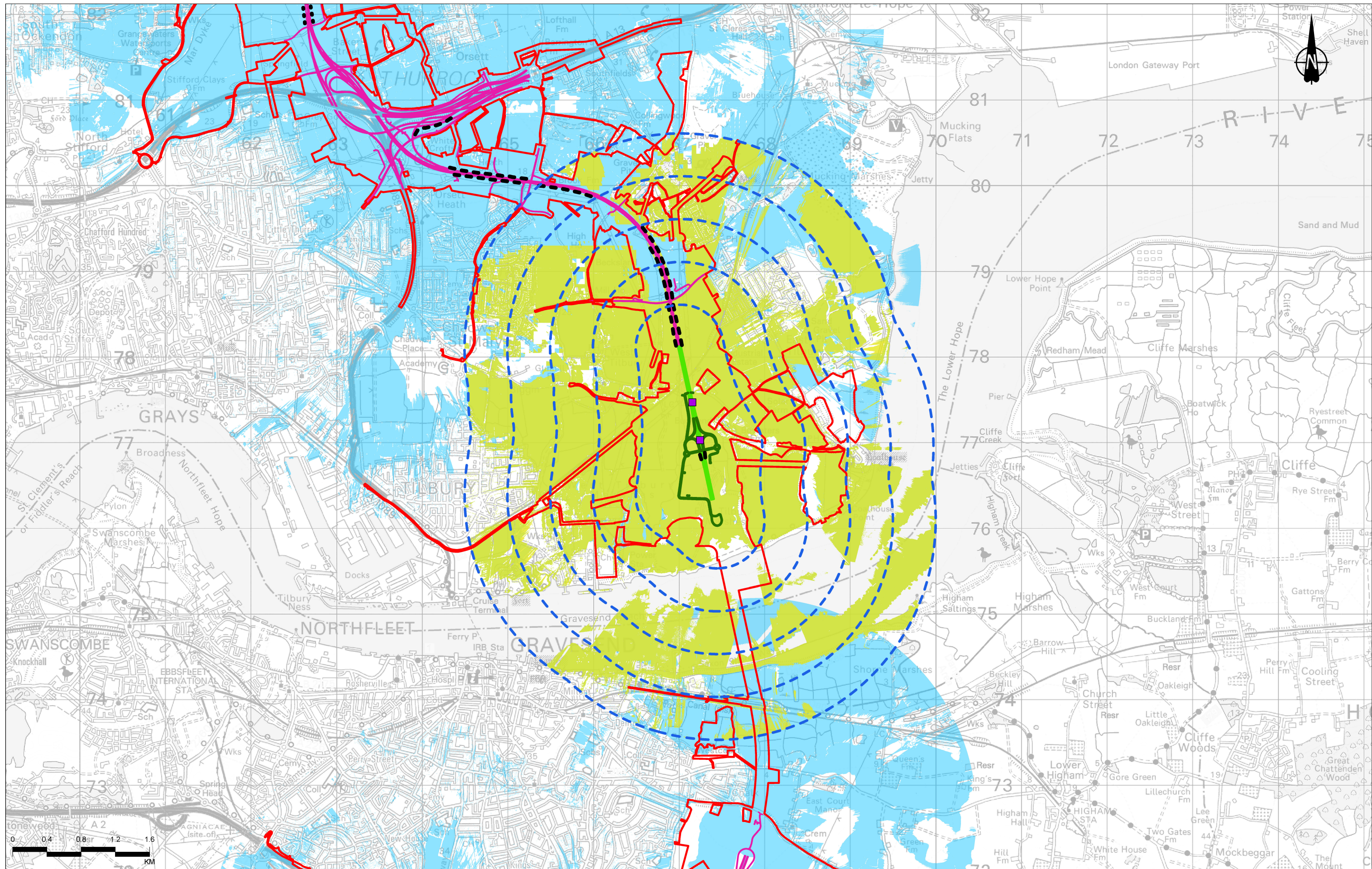
Figure 7.15 - ZTV (2.5km) - Lower Thames Crossing route Highway Section with Earthwork Mitigation (5 of 12)

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



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

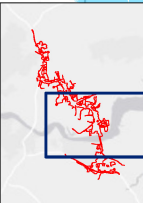
- Legend**
- Order Limits
 - Gantry locations considered within ZTV
 - 2.5km study area (500m interval offsets from Section 9)
 - Section 9 of route alignment considered within ZTV
 - Section 9 of overbridges, side roads and access roads considered within ZTV
 - Route alignment (Project) route not considered 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 9

- 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

Notes:

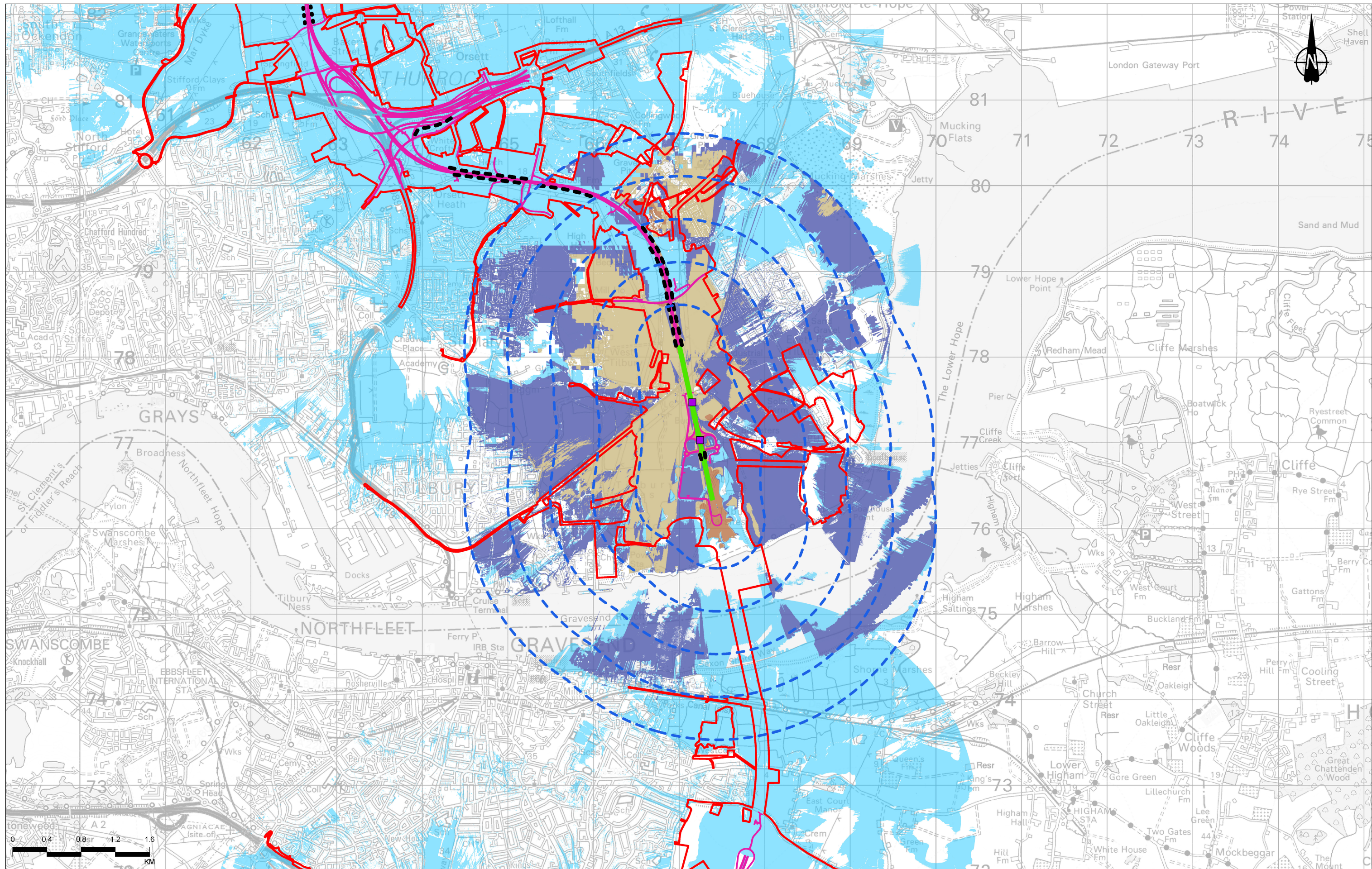
- The Zone of Theoretical Visibility (ZTV) was created using Eari ArcGIS Visibility tool. It is based on the combined 1m Digital Surface Model (DSM). This has been compiled from data received from National Highways.
- The ZTV illustrates the area of theoretical visibility of the proposed alignments of the Project and a view height of 2m and is limited to a 5km study area.
- The ZTV for vehicles travelling along route alignment and ZTV for overbridges/side roads/access roads have been run using an assumed maximum vehicle height of 4.5m.
- This figure shows theoretical visibility and therefore the worst case extent to which the Project could be visible from the surrounding landscape. 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.



Client **national highways**

Project **LOWER THAMES CROSSING**

Status		DCO APPLICATION	Original Size	Revision
Application Document Number	TR010032/APP/6.2		A3	P03
Drawing Title		Figure 7.15 - ZTV (2.5km) - Lower Thames Crossing route Highway Section with Earthwork Mitigation	Scale	1:40,000
Drawing Number		HE540039-CJV-ELS-SZP_EGNE00000000-DR-LE-50034	Page 13 of 36	



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

- Legend**
- ▬ Order Limits
 - ▬ Gantry locations considered within ZTV
 - ▬ 2.5km study area (500m interval offsets from Section 9)
 - ▬ Section 9 of route alignment considered within ZTV
 - ▬ Route alignment (Project) route not considered within ZTV

- Zone of Theoretical Visibility (ZTV): (1m DSM Mitigation)**
- Section 9 - route alignment
- Area from which 1% to 33% of Section 9 of the route alignment would be theoretically visible (including gantries)
 - Area from which 34% to 66% of Section 9 of the route alignment would be theoretically visible (including gantries)
 - Area from which 67% to 100% of Section 9 of the route alignment would be theoretically visible (including gantries)

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 - Up to 4m high false cutting

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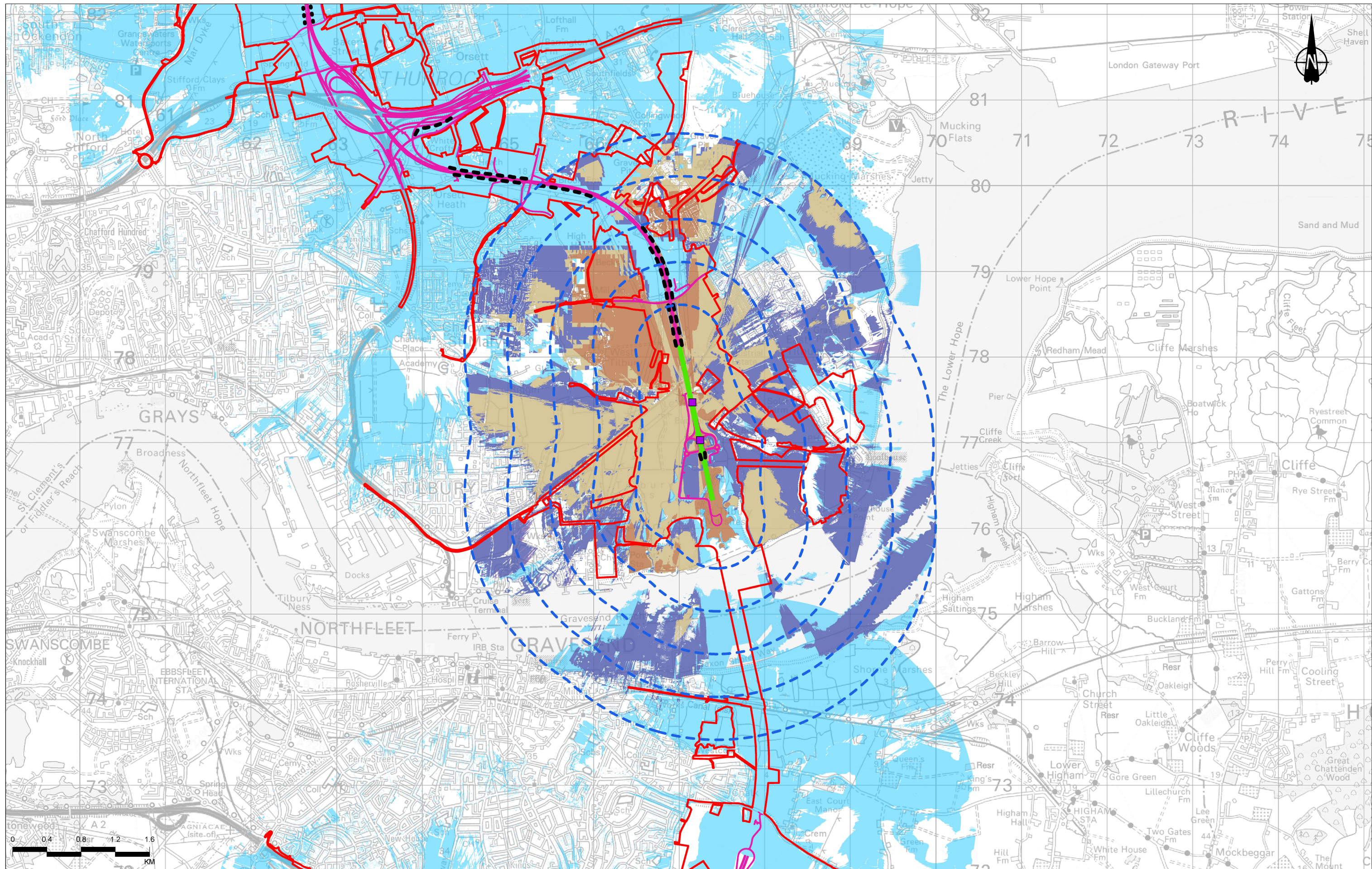
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Project: **LOWER THAMES CROSSING**

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	Page 14 of 36				
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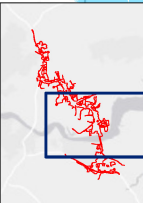
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- Zone of Theoretical Visibility (ZTV): (1m DSM Mitigation)**
- Section 9 - Vehicles on route alignment
- Area from which 1% to 33% of Section 9 of vehicles travelling along route alignment would be theoretically visible (including gantries)
 - Area from which 34% to 66% of Section 9 of vehicles travelling along route alignment would be theoretically visible (including gantries)
 - Area from which 67% to 100% of Section 9 of vehicles travelling along route alignment would be theoretically visible (including gantries)

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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

National Highways Company Limited registered in England and Wales number 09346363