

# Lower Thames Crossing

## 6.2 Environmental Statement Figures

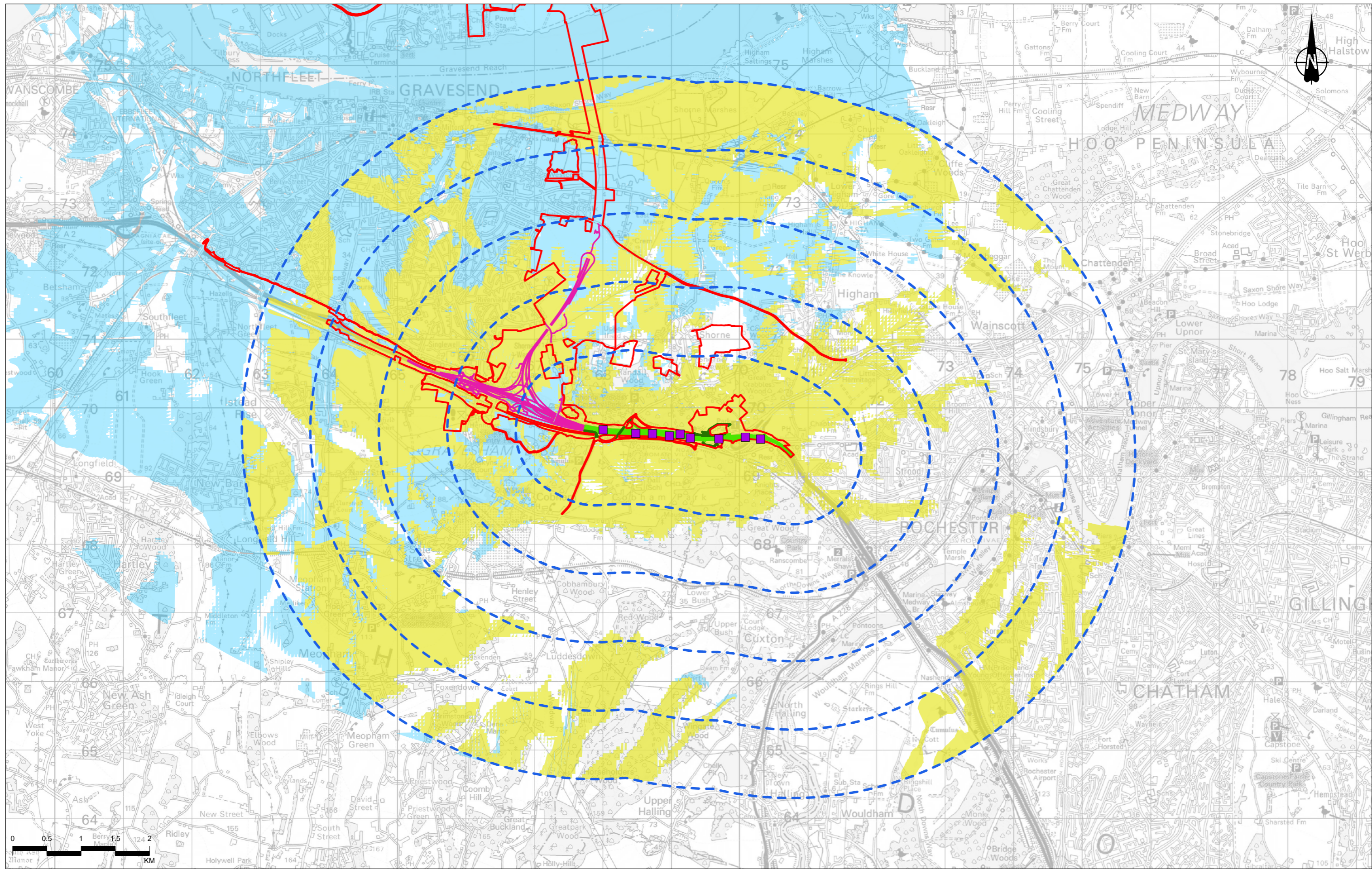
### Figure 7.11 - ZTV (5km) - Lower Thames Crossing route Highway Section Analysis (1 of 6)

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



0	0.5	1	1.5	2
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03	S8	09/08/2022	DCO Application	RG SK BF
Rev	Status	Rev. Date	Purpose of revision	Drawn Chkd Apprvd

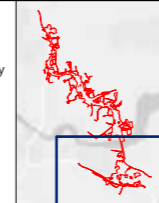
- Legend**
- Order Limits
  - Gantry locations considered within ZTV
  - 5km study area (1km interval offsets from Section 1)
  - Section 1 of route alignment considered within ZTV
  - Section 1 of overbridges, side roads and access roads considered within ZTV
  - Route alignment not considered within ZTV

**Zone of Theoretical Visibility (ZTV): (5m DTM)**  
 Area identifying combined visibility of route alignment including gantries, vehicles, overbridges, side roads and access roads within Section 1

Extent of visibility from other highway sections of the route alignment (excluding vehicles) shown on Figure 7.10

**Notes:**

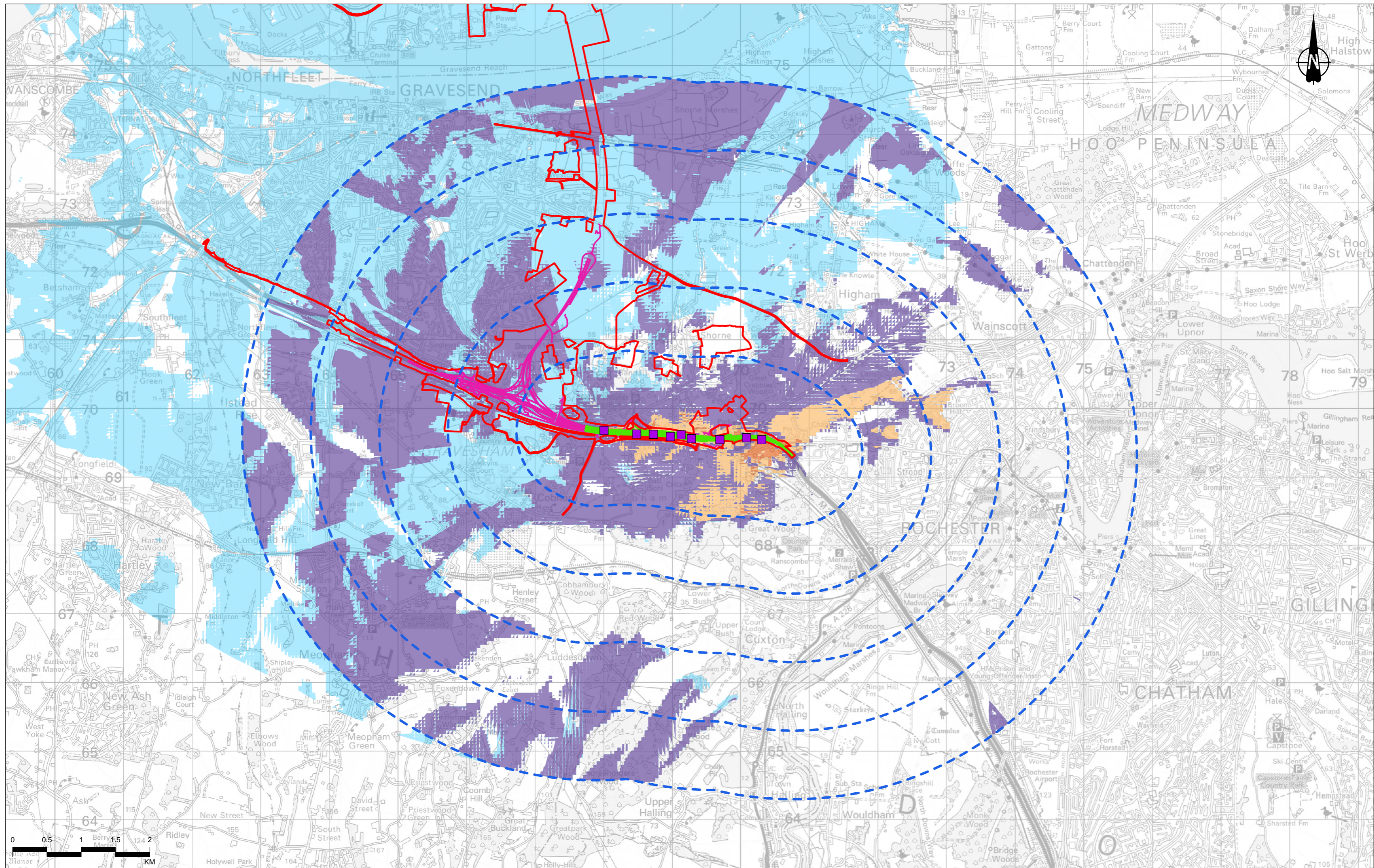
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- The ZTV for vehicles travelling along route alignment and ZTV for overbridges/side roads/access roads have been run using an assumed maximum vehicle height of 4.5m.
- This figure shows theoretical visibility and therefore the worst case extent to 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.



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Project: **LOWER THAMES CROSSING**

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Application Document Number	TR010032/APP/6.2	Scale	1:50,000		
Drawing Title	Figure 7.11 - ZTV (5km) - Lower Thames Crossing route Highway Section Analysis				
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Drawing Number	HE540039-CJV-ELS-SZP_EGNE0000000-DR-LE-50030				



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	Order Limits
	Gantry locations considered within ZTV
	5km study area (1km interval offsets from Section 1)
	Section 1 of route alignment considered within ZTV
	Route alignment not considered within ZTV

	Area from which 1% to 33% of Section 1 of the route alignment would be theoretically visible (including gantries)
	Area from which 34% to 66% of Section 1 of the route alignment would be theoretically visible (including gantries)
	Area from which 67% to 100% of Section 1 of the route alignment would be theoretically visible (including gantries)

	Extent of visibility from other highway sections of the route alignment (excluding vehicles) shown on Figure 7.10
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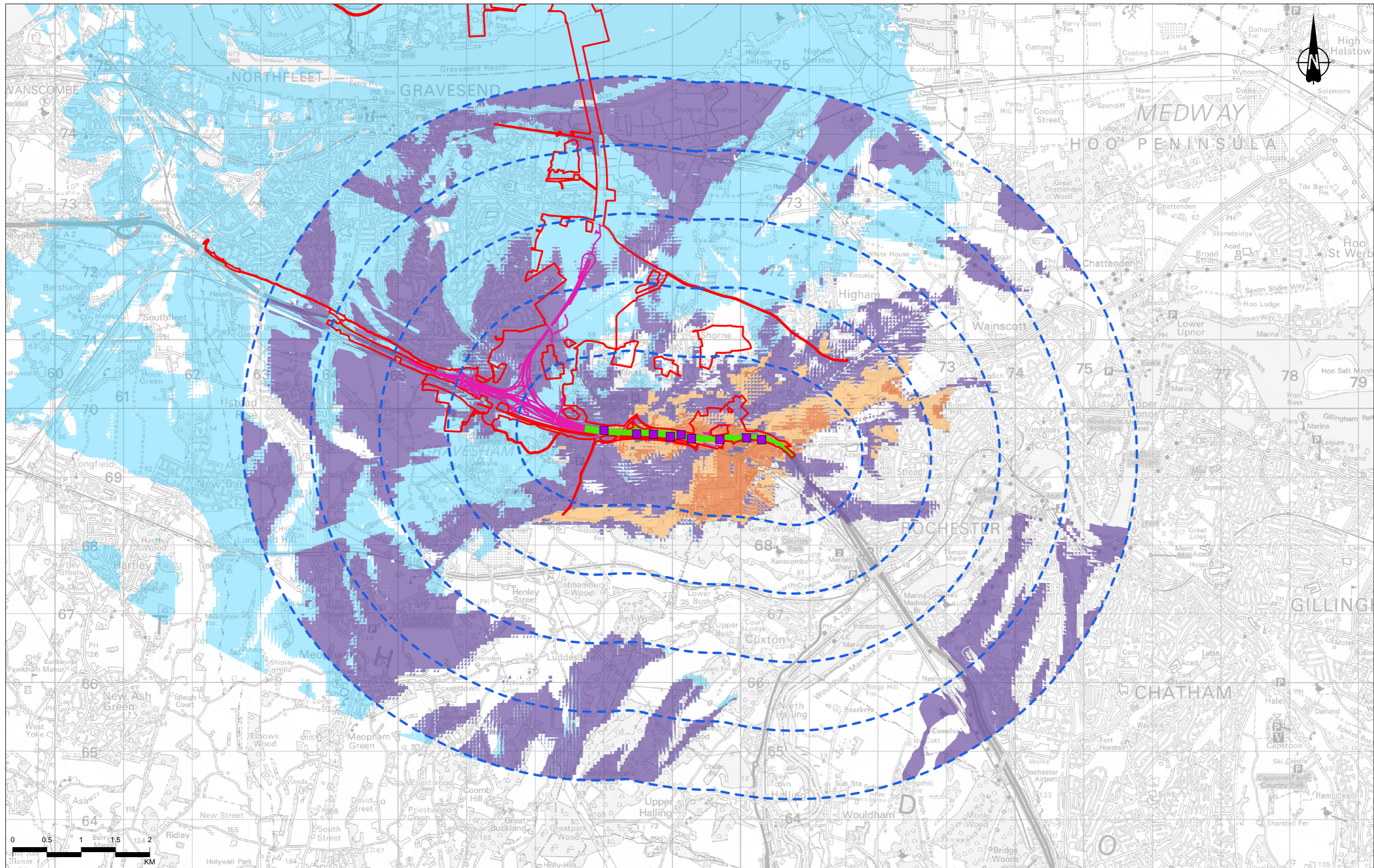
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- The ZTV for vehicles travelling along



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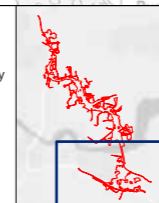
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- Order Limits
  - Gantry locations considered within ZTV
  - Section 1 of route alignment considered within ZTV
  - 5km study area (1km interval offsets from Section 1)
  - Route alignment not considered within ZTV

- Zone of Theoretical Visibility (ZTV): (5m DTM)**  
Section 1 - Vehicles on route alignment
- Area from which 1% to 33% of Section 1 of vehicles travelling along route alignment would be theoretically visible (including gantries)
  - Area from which 34% to 66% of Section 1 of vehicles travelling along route alignment would be theoretically visible (including gantries)
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- Extent of visibility from other highway sections of the route alignment (excluding vehicles) shown on Figure 7.10

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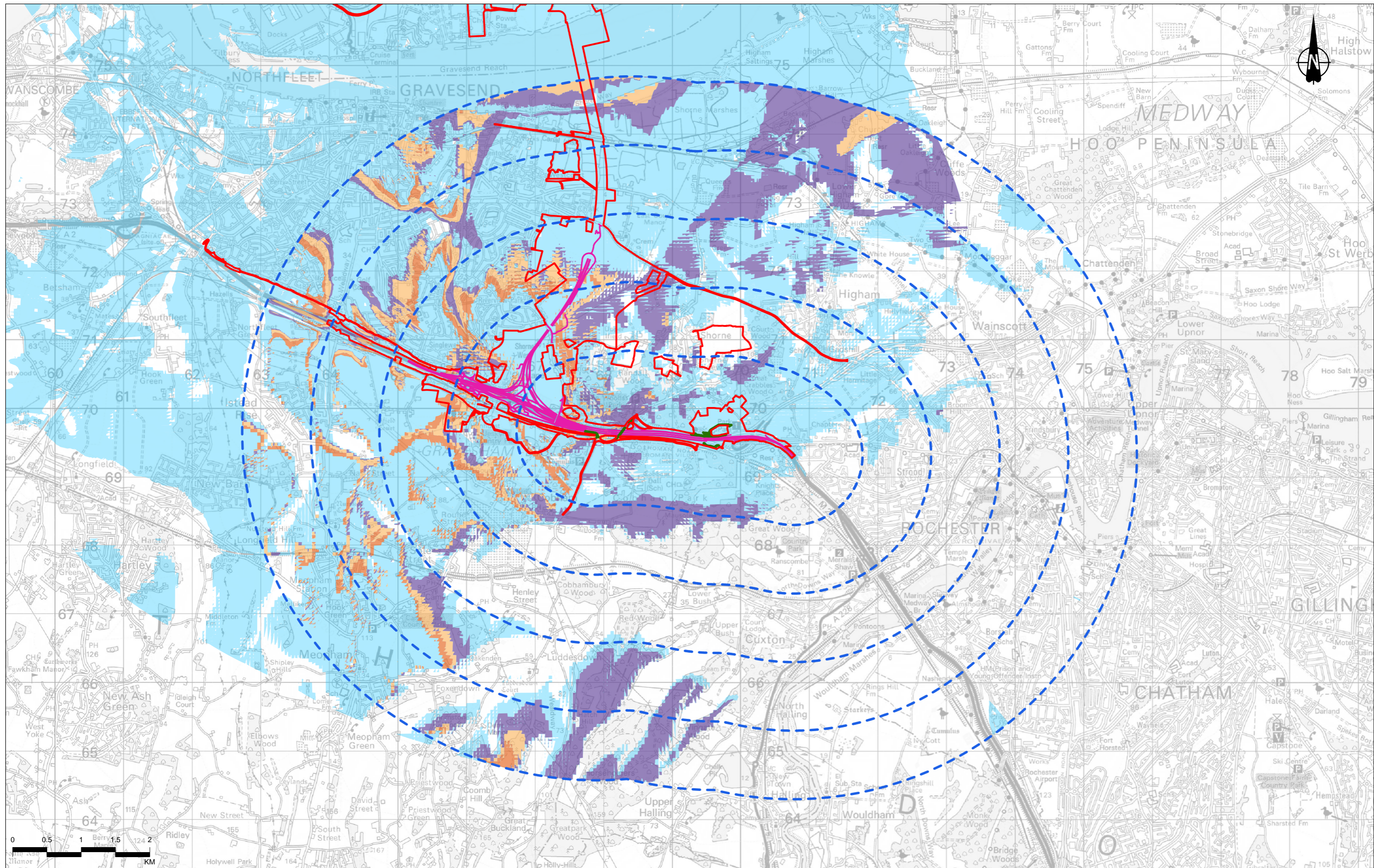
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- Legend**
- Order Limits
  - - - 5km study area (1km interval offsets from Section 1)
  - Section 1 of overbridges, side roads and access roads considered within ZTV
  - Route alignment not considered within ZTV

- Zone of Theoretical Visibility (ZTV): (5m DTM)**
- Section 1 - Vehicles on overbridge structures, side roads and access roads
  - Area from which 1% to 33% of Section 1 of vehicles travelling on overbridge structures, side roads and access roads would be theoretically visible
  - Area from which 34% to 66% of Section 1 of vehicles travelling on overbridge structures, side roads and access roads would be theoretically visible
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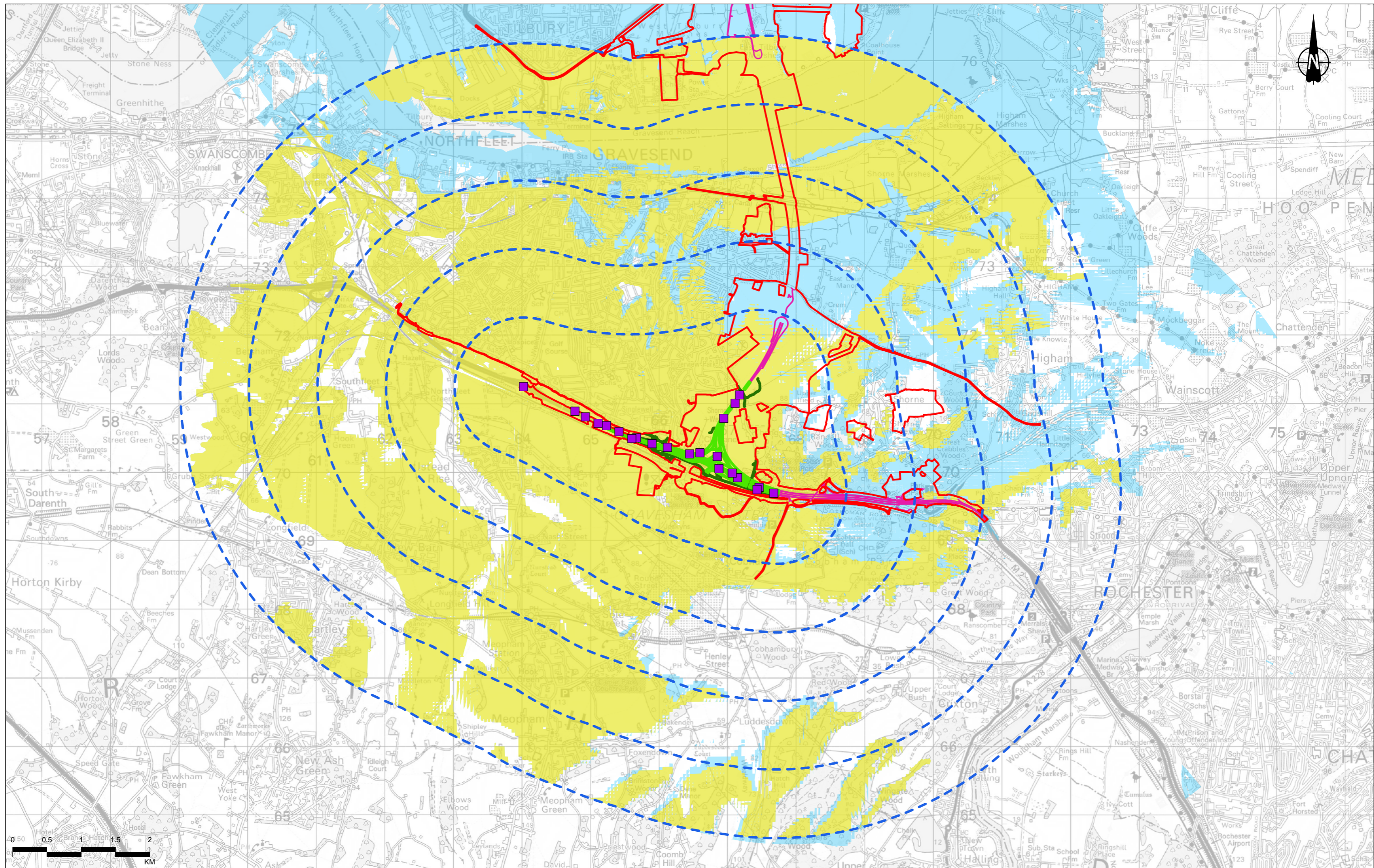
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**Legend**

- Order Limits
- Gantry locations considered within ZTV
- 5km study area (1km interval offsets from Section 2)
- Section 2 of route alignment considered within ZTV
- Section 2 of overbridges, side roads and access roads considered within ZTV
- Route alignment not considered within ZTV

**Zone of Theoretical Visibility (ZTV): (5m DTM)**

- Area identifying combined visibility of route alignment including gantries, vehicles, overbridges, side roads and access roads within Section 2

**Extent of visibility from other highway sections of the route alignment (excluding vehicles) shown on Figure 7.10**

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**Notes:**

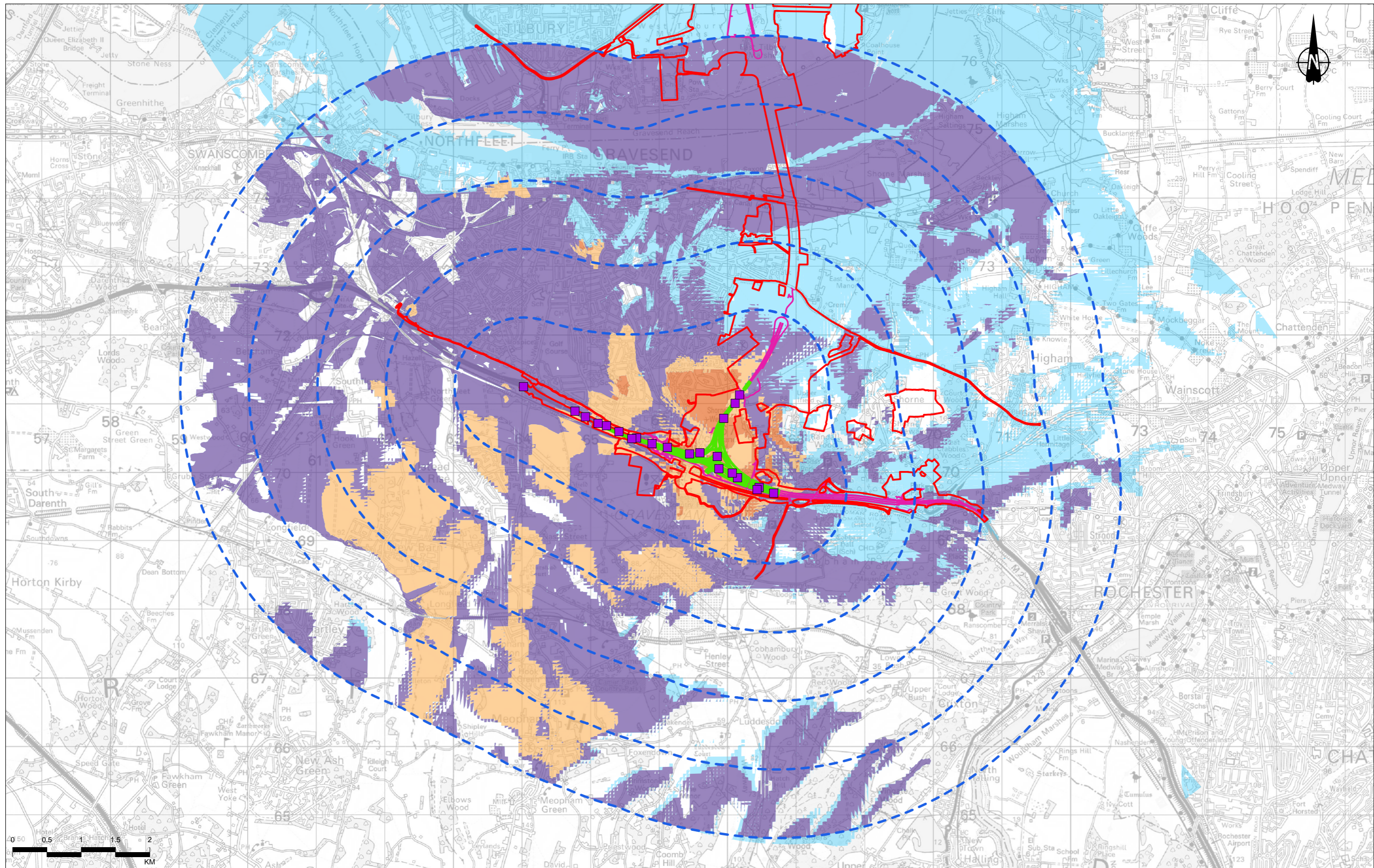
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	Route alignment not considered within ZTV

Zone of Theoretical Visibility (ZTV): (5m DTM)	
	Area from which 1% to 33% of Section 2 of the route alignment would be theoretically visible (including gantries)
	Area from which 34% to 66% of Section 2 of the route alignment would be theoretically visible (including gantries)
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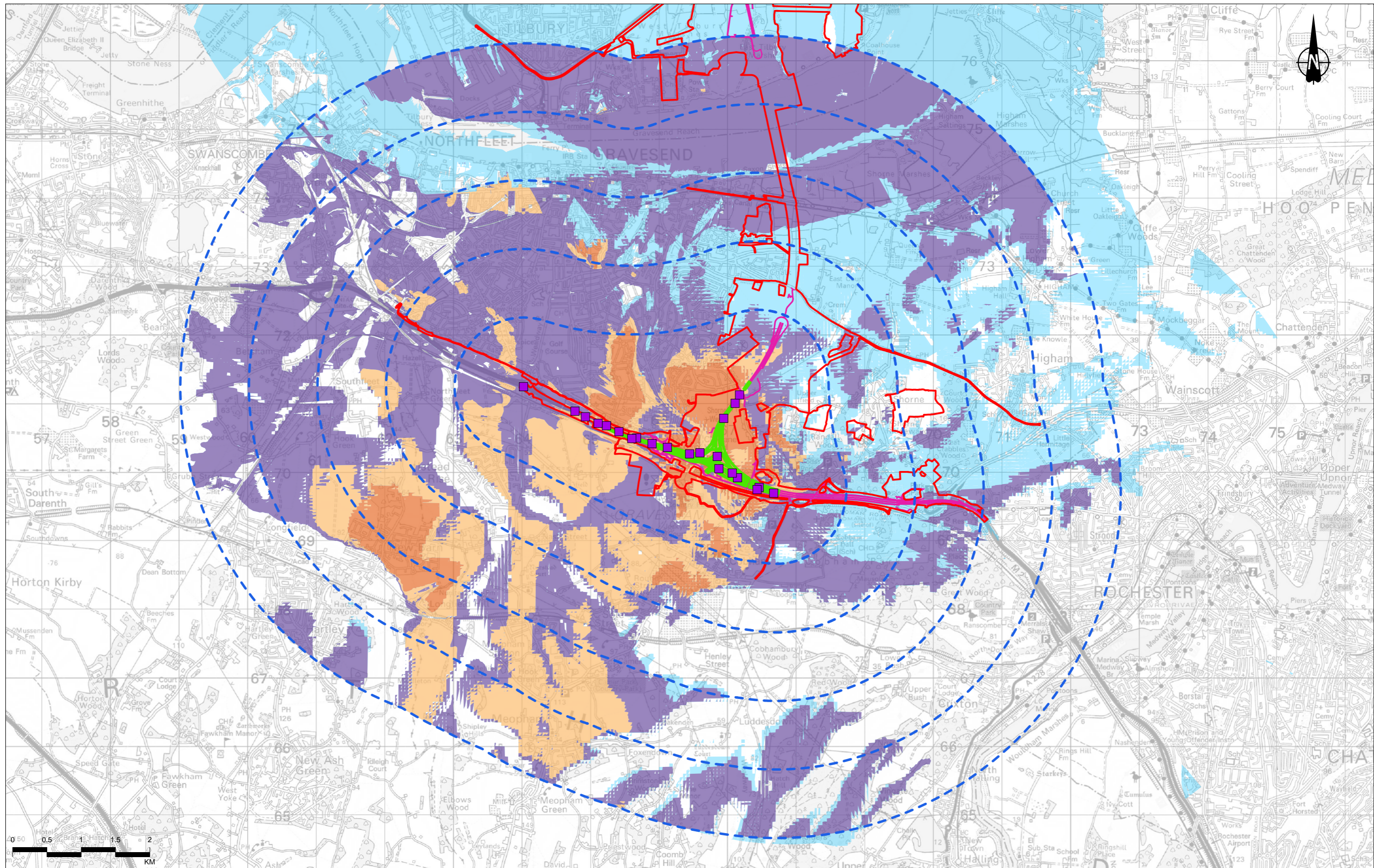
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Zone of Theoretical Visibility (ZTV): (5m DTM)	
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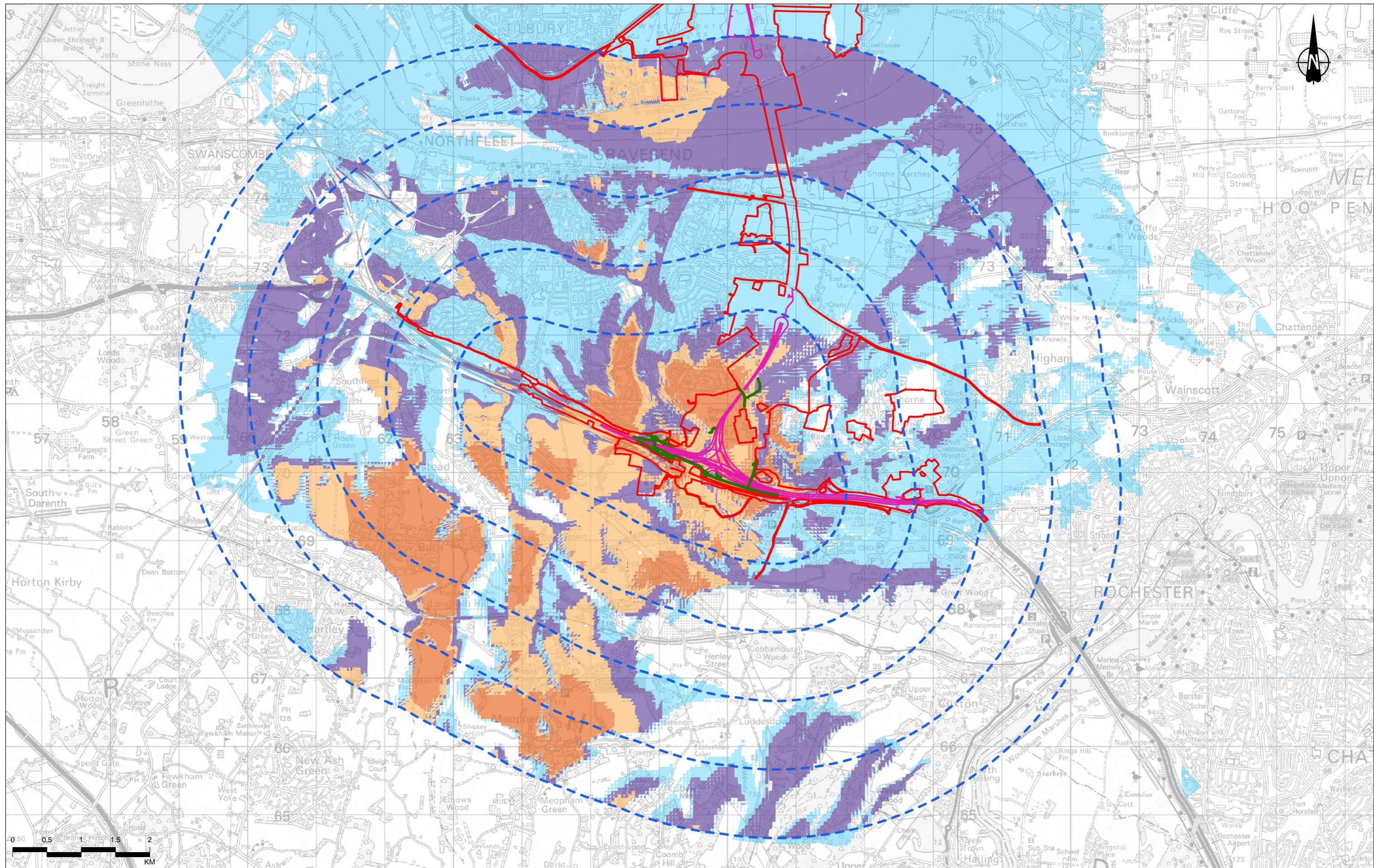


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  - 5km study area (1km interval offsets from Section 2)
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  - Route alignment not considered within ZTV

- Zone of Theoretical Visibility (ZTV): (5m DTM)**
- Section 2 - Vehicles on overbridge structures, side roads and access roads
- Area from which 1% to 33% of Section 2 of vehicles travelling on overbridge structures, side roads and access roads would be theoretically visible
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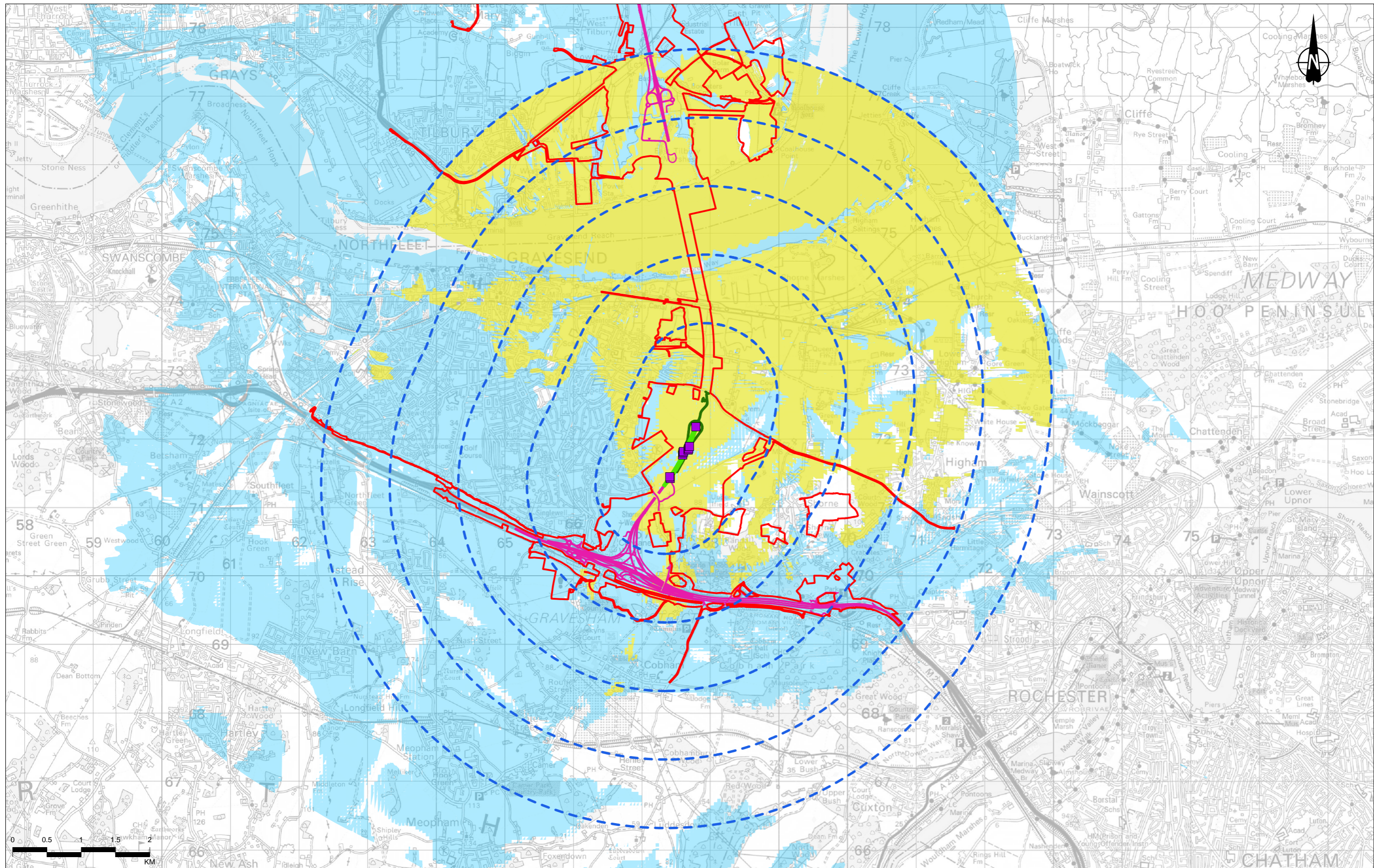
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- Legend**
- Order Limits
  - Gantry locations considered within ZTV
  - - - 5km study area (1km interval offsets from Section 3)
  - Section 3 of route alignment considered within ZTV
  - Section 3 of overbridges, side roads and access roads considered within ZTV
  - Route alignment not considered within ZTV

**Zone of Theoretical Visibility (ZTV): (5m DTM)**  
 Area identifying combined visibility of route alignment including gantries, vehicles, overbridges, side roads and access roads within Section 3

Extent of visibility from other highway sections of the route alignment (excluding vehicles) shown on Figure 7.10

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