

Lower Thames Crossing

6.2 Environmental Statement Figures

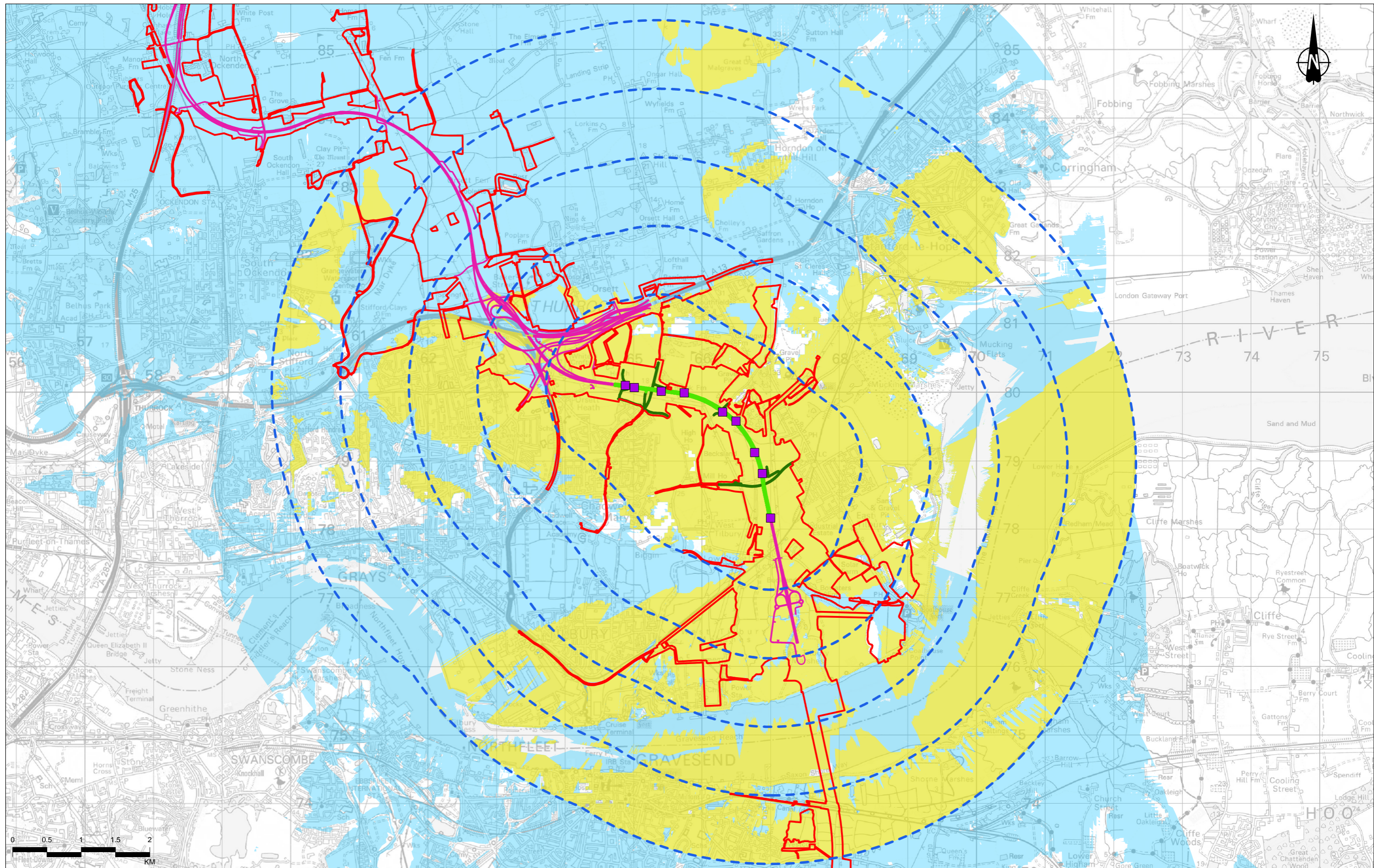
Figure 7.11 - ZTV (5km) - Lower Thames Crossing route Highway Section Analysis (3 of 6)

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



PO3	S8	09/08/2022	DCO Application	RG	SK	BF
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chkd	Apprvd

	Order Limits
	Gantry locations considered within ZTV
	5km study area (1km interval offsets from Section 10)
	Section 10 of route alignment considered within ZTV
	Section 10 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 10
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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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Notes:

- The Zone of Theoretical Visibility (ZTV) was created using Esri ArcGIS (Visibility Tool). It is based on the combined 5m Digital Terrain Model (DTM). This has been compiled from data received from National Highways.
- 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 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.

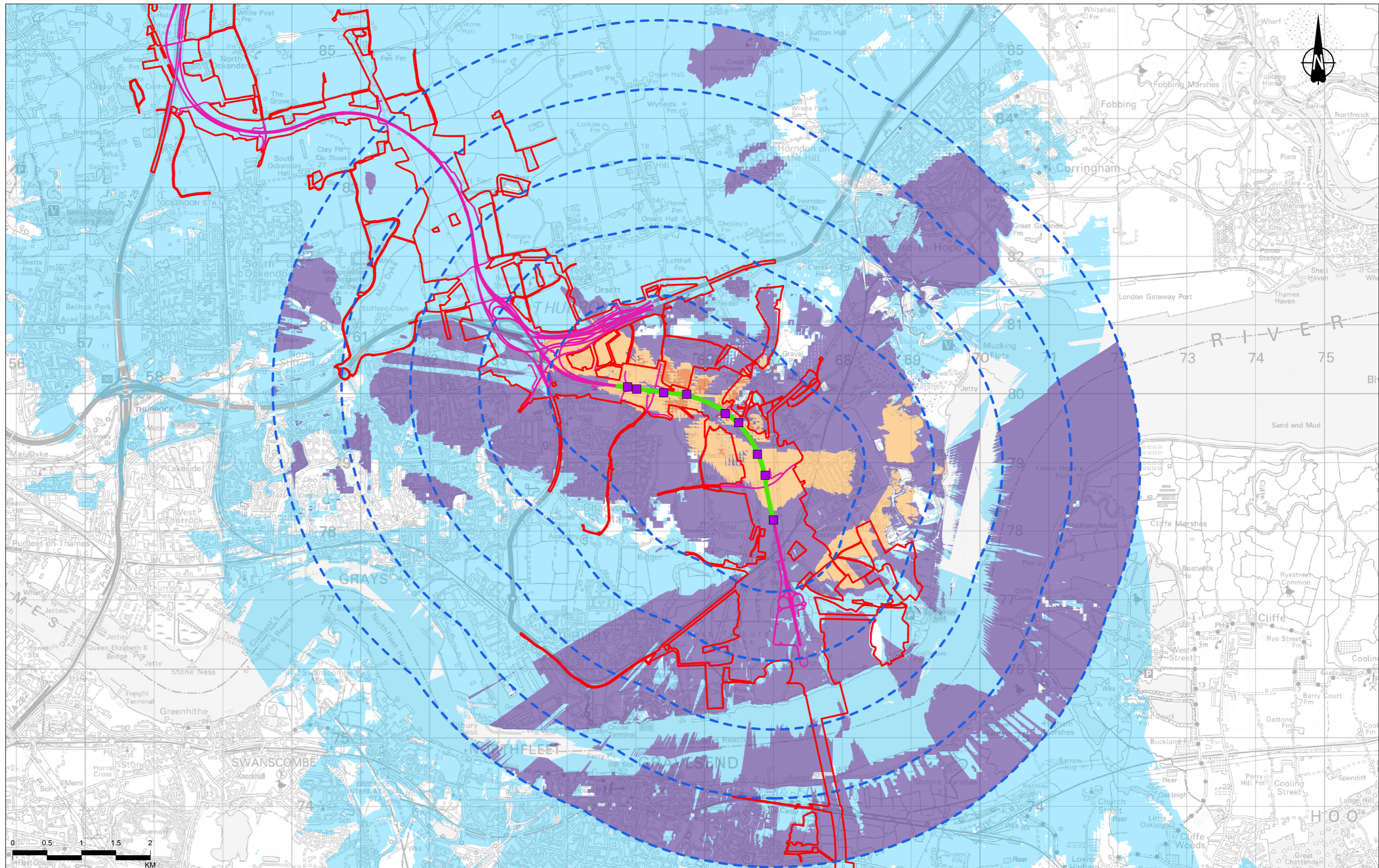
4. This figure shows theoretical visibility and therefore the worst case extent to which the Project could be visible from the surrounding landscape. The actual extent of visibility is likely to be substantially less than shown on this figure, in particular within urban areas where with the exception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

Client

Project

LOWER THAMES CROSSING

Status	DCO APPLICATION	Original Size	A3	Revision	P03
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				
Drawing Number	HE540039-CJV-ELS-SZP_EGNE00000000-DR-LE-50030				



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

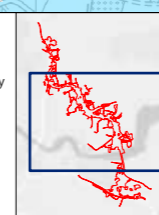
Legend	
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	Gantry locations considered within ZTV
	5km study area (1km interval offsets from Section 10)
	Section 10 of route alignment considered within ZTV
	Route alignment not considered within ZTV

Zone of Theoretical Visibility (ZTV): (5m DTM)	
	Area from which 1% to 33% of Section 10 of the route alignment would be theoretically visible (including gantries)
	Area from which 34% to 66% of Section 10 of the route alignment would be theoretically visible (including gantries)
	Area from which 67% to 100% of Section 10 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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Notes:

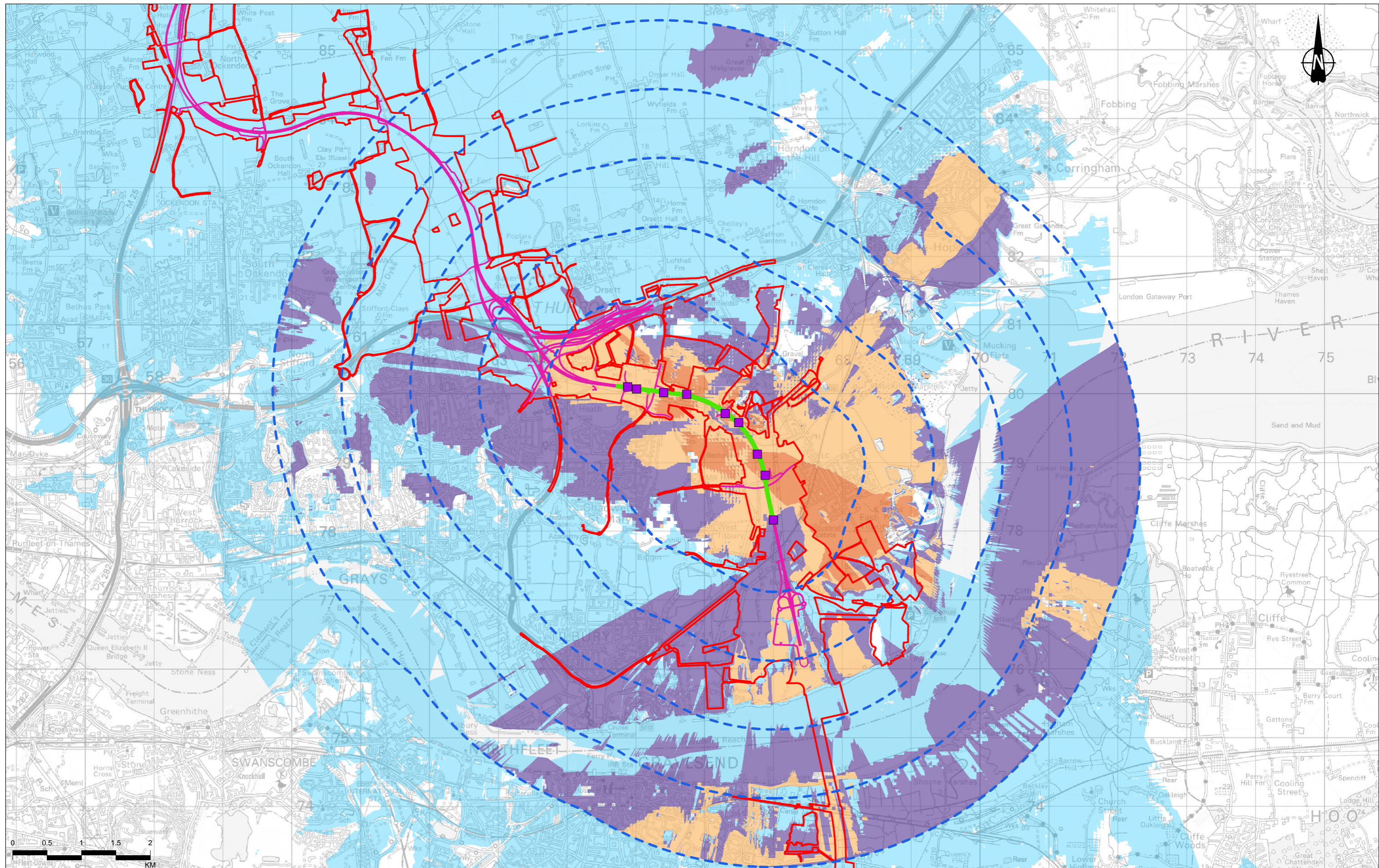
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Project: LOWER THAMES CROSSING

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Drawing Title	Figure 7.11 - ZTV (5km) - Lower Thames Crossing route Highway Section Analysis				
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- Legend**
- - - Order Limits
 - Gantry locations considered within ZTV
 - Section 10 of route alignment considered within ZTV
 - - - 5km study area (1km interval offsets from Section 10)
 - Route alignment not considered within ZTV

- Zone of Theoretical Visibility (ZTV): (5m DTM)**
- Section 10 - Vehicles on route alignment
- Area from which 1% to 33% of Section 10 of vehicles travelling along route alignment would be theoretically visible (including gantries)
 - Area from which 34% to 66% of Section 10 of vehicles travelling along route alignment would be theoretically visible (including gantries)
 - Area from which 67% to 100% of Section 10 of vehicles travelling along 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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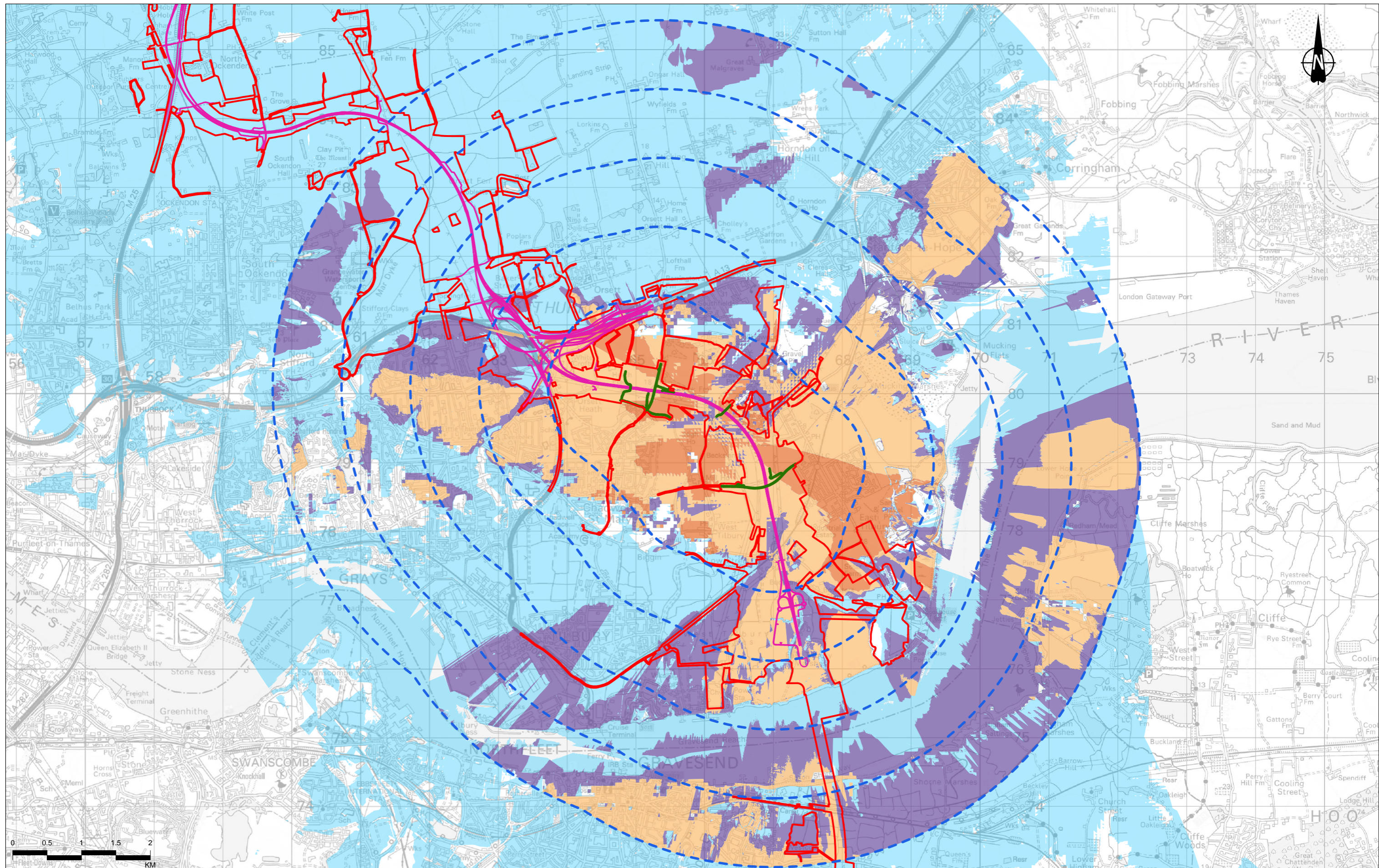
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- Legend**
- Order Limits
 - 5km study area (1km interval offsets from Section 10)
 - Section 10 of overbridges, side roads and access roads considered within ZTV
 - Route alignment not considered within ZTV

- Zone of Theoretical Visibility (ZTV): (5m DTM)**
Section 10 - Vehicles on overbridge structures, side roads and access roads
- Area from which 1% to 33% of Section 10 of vehicles travelling on overbridge structures, side roads and access roads would be theoretically visible
 - Area from which 34% to 66% of Section 10 of vehicles travelling on overbridge structures, side roads and access roads would be theoretically visible
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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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- The ZTV for vehicles travelling along

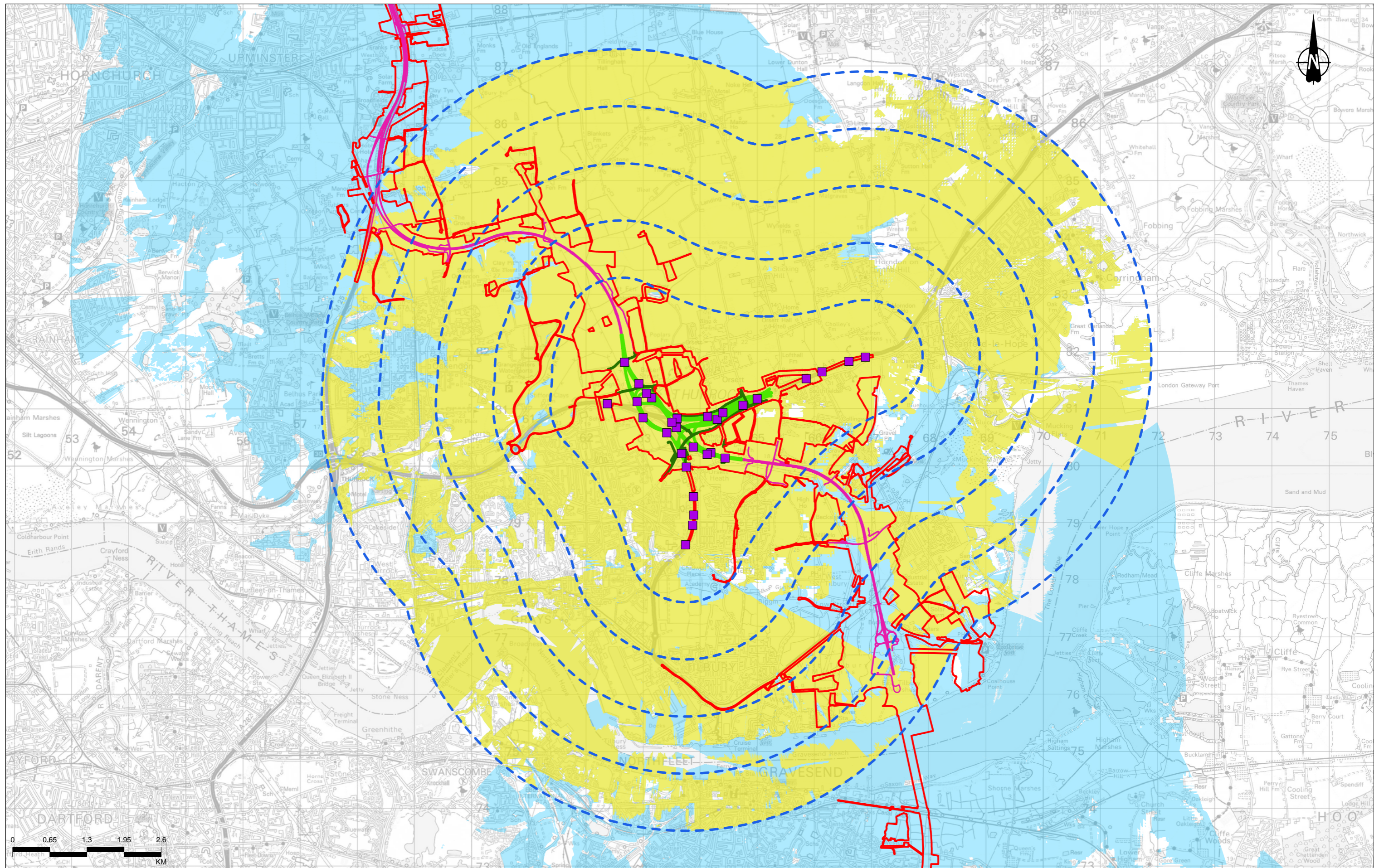
route alignment and ZTV for overbridges/side roads/access roads have been run using an assumed maximum vehicle height of 4.5m.

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 - - - 5km study area (1km interval offsets from Section 11)
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- 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 11

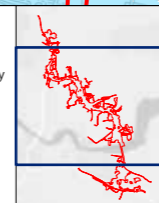
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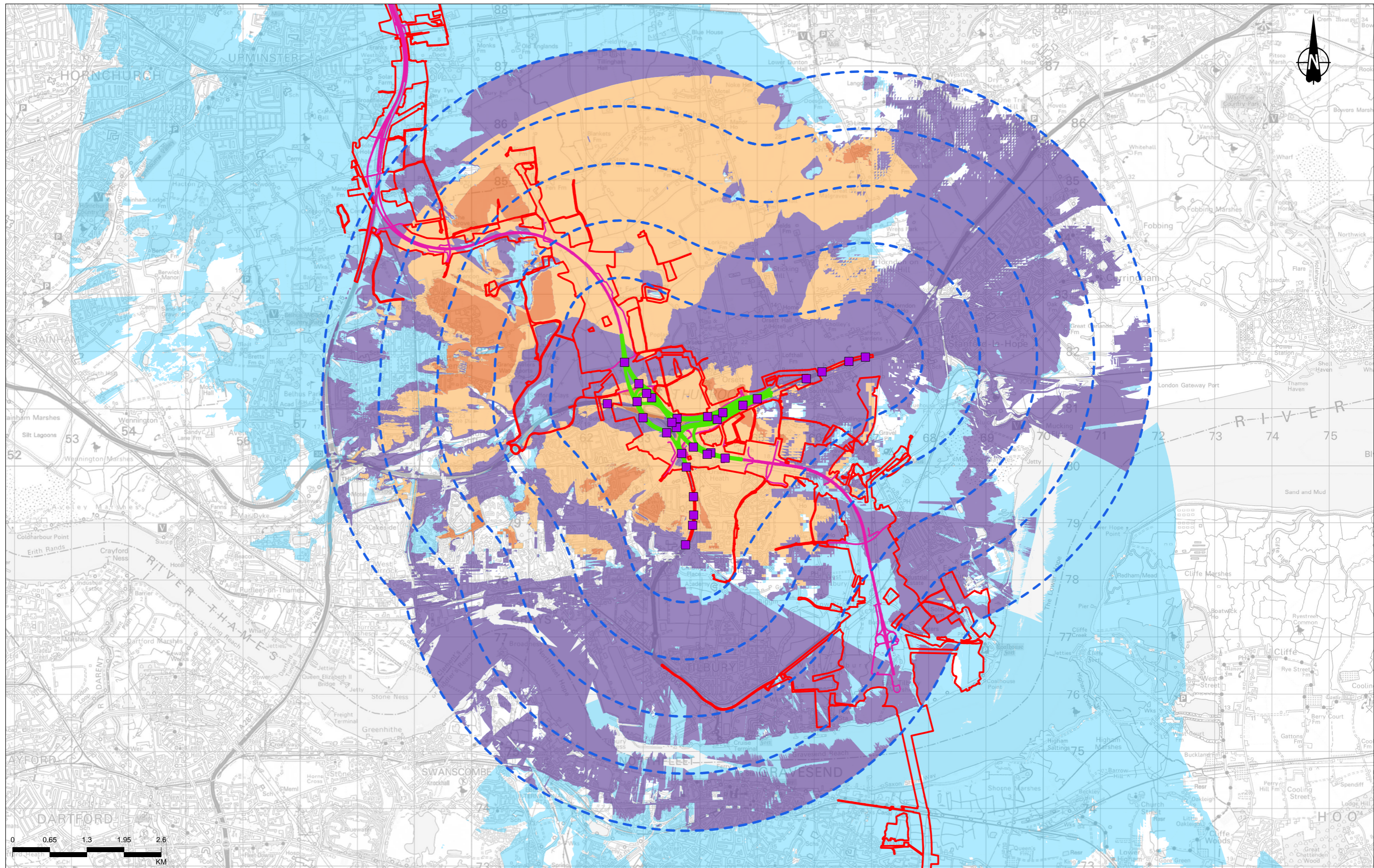
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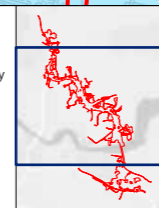
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