Lower Thames Crossing

6.2 Environmental Statement Figures

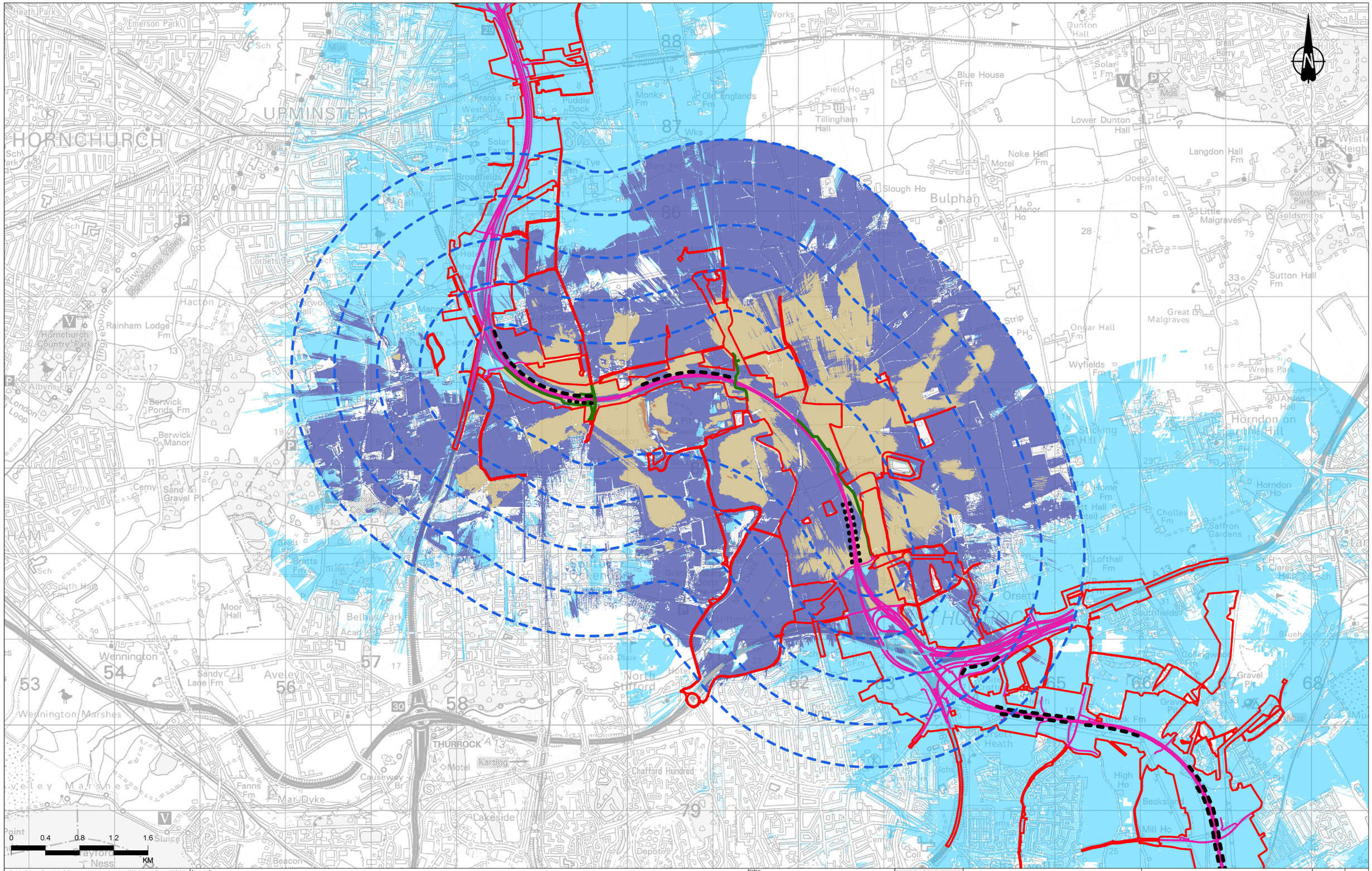
Figure 7.15 - ZTV (2.5km) - Lower Thames Crossing route Highway Section with Earthwork Mitigation (10 of 12)

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



Legend

- Order Limits
- 2.5km study area (500m interval offsets from Section 12)
- 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)
Section 12 - Vehicles on overbridge structures, side roads and access roads

- Area from which 1% to 33% of Section 12 of vehicles travelling on overbridge structures, side roads and access roads would be theoretically visible
- Area from which 34% to 66% of Section 12 of vehicles travelling on overbridge structures, side roads and access roads would be theoretically visible
- Area from which 67% to 100% of Section 12 of vehicles travelling on overbridge structures, side roads and access roads would be theoretically visible
- 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:

1. 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.
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 5km study area.
3. 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.

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

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

Drawing Number: HE540039-CJV-ELS-SZP_EGNE00000000-DR-LE-50034

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0 0.4 0.8 1.2 1.6 KM

Legend

- Order Limits
- Gantry locations considered within ZTV
- 2.5km study area (500m interval offsets from Section 13)
- Section 13 of route alignment considered within ZTV
- Section 13 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 13
- 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:

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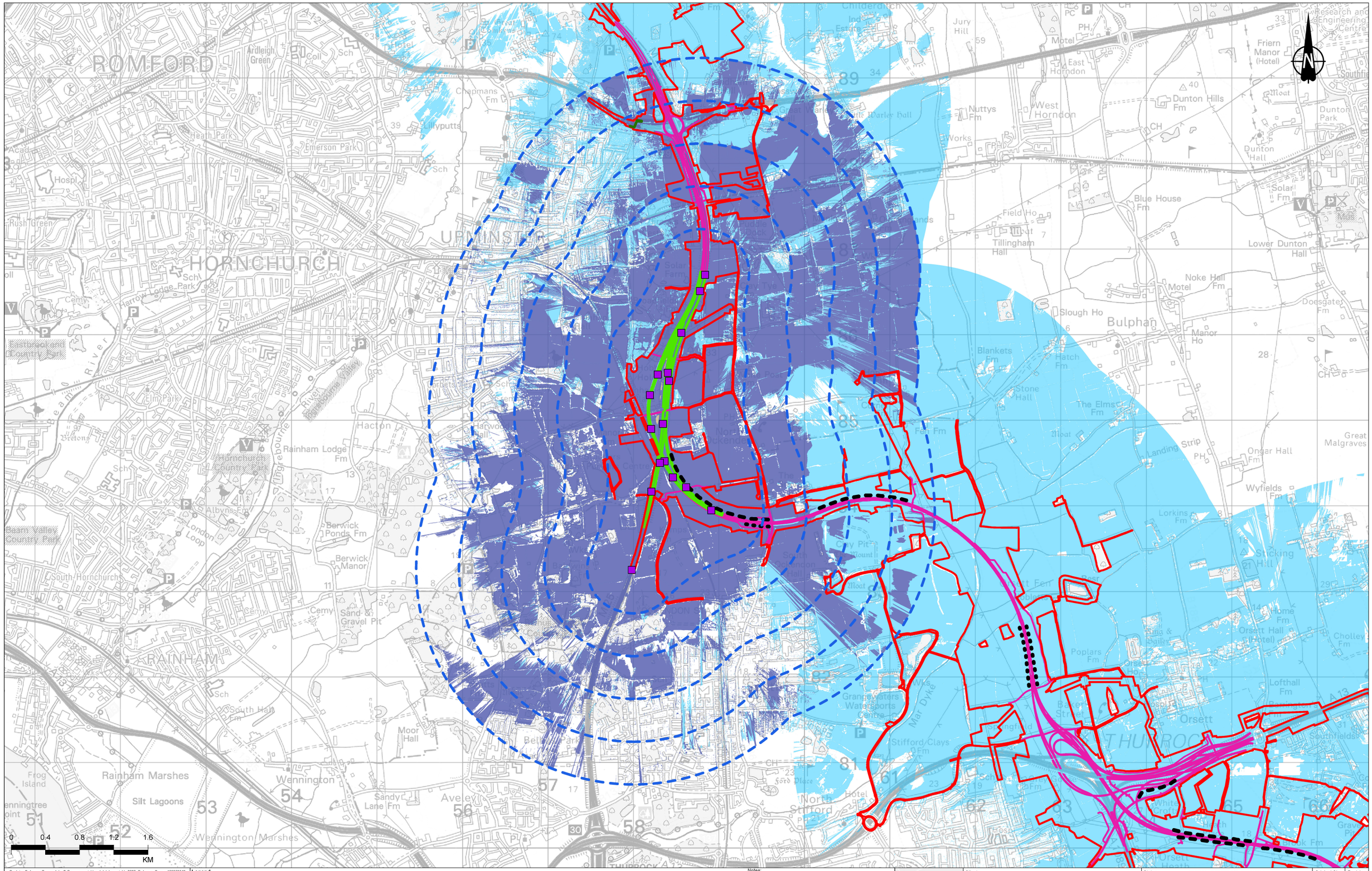

Legend

- Order Limits
- Gantry locations considered within ZTV
- 2.5km study area (500m interval offsets from Section 13)
- Section 13 of route alignment considered within ZTV
- Route alignment (Project) route not considered within ZTV

Zone of Theoretical Visibility (ZTV): (1m DSM Mitigation)

Section 13 - route alignment

- Area from which 1% to 33% of Section 13 of the route alignment would be theoretically visible (including gantries)
- Area from which 34% to 66% of Section 13 of the 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

Notes:

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