

Lower Thames Crossing

6.2 Environmental Statement Figures

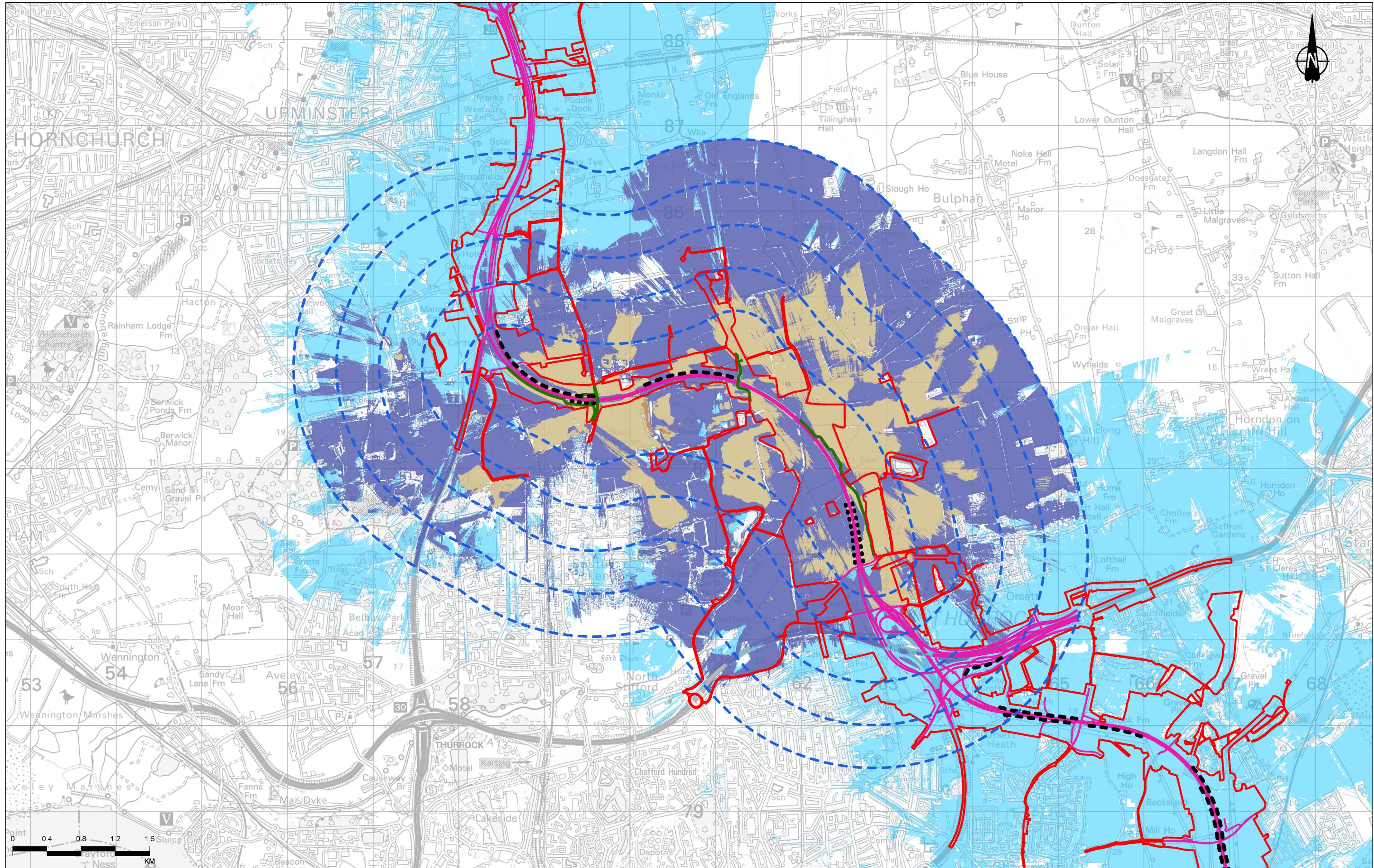
**Figure 7.15 - ZTV (2.5km) - Lower Thames Crossing route
Highway Section with Earthwork Mitigation (10 of 12)**

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



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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 Pro (version 2.8). It is based on the combined 1m Digital Surface Model (DSM) and has been completed from data received from National Highways.
2. The ZTV illustrates the area of theoretical visibility of the proposed route alignment 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 overbridge structures 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 surface of the road. Actual visibility is likely to be substantially less than shown on this figure, in particular within urban areas where forward views are typically screened by existing buildings or other features.



Client

national highways

Status

DCO APPLICATION

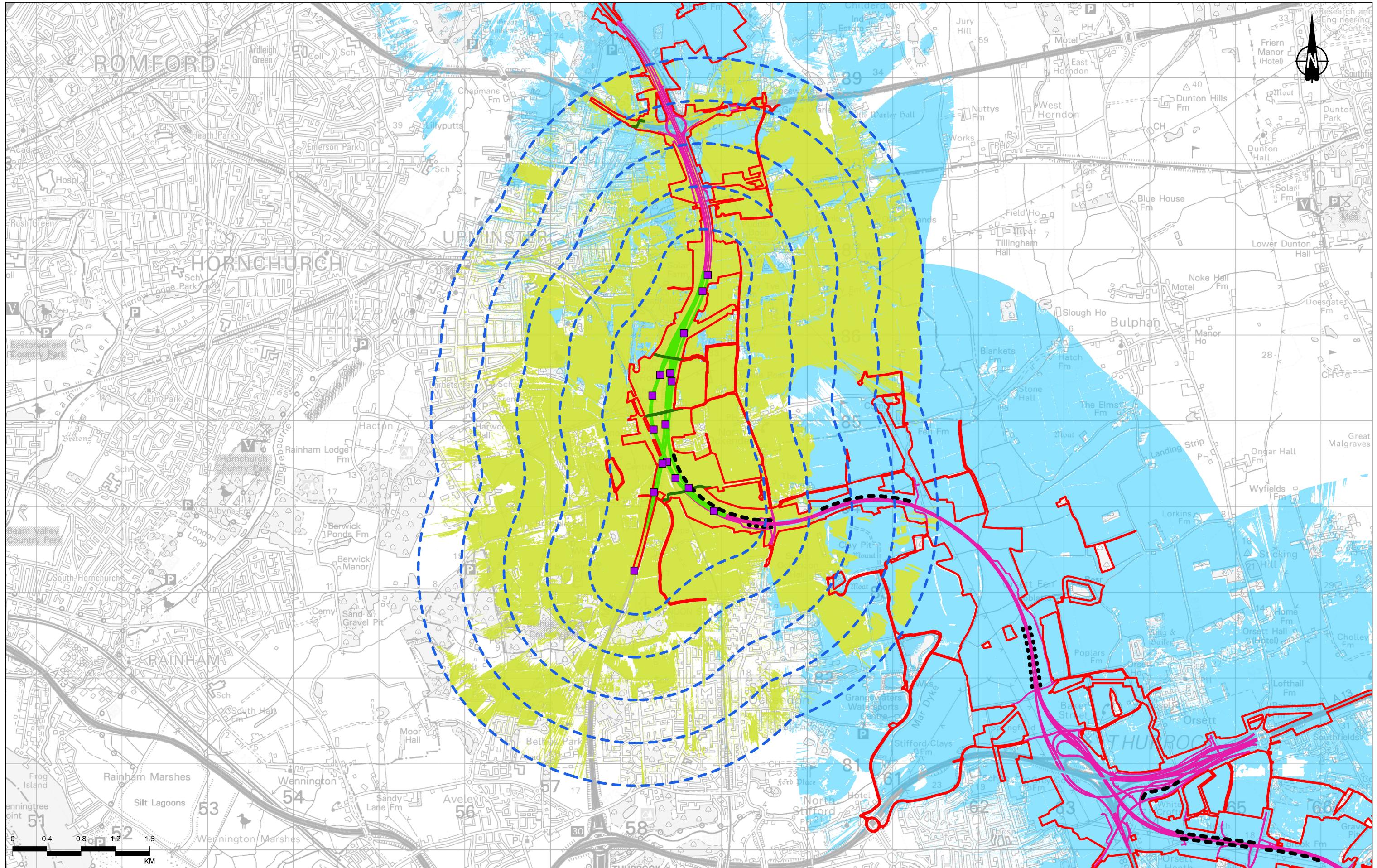
Original Size	A3	Revision	P03
Application Document Number	TR010032/APP/6.2	Scale	1:40,000
Drawing Title	Figure 7.15 - ZTV (2.5km) - Lower Thames Crossing route Highway Section with Earthwork Mitigation		
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Project

LOWER THAMES CROSSING

Drawing Number

HE540039-CJV-ELS-SZP_EGNE00000000-DR-LE-50034



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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	
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

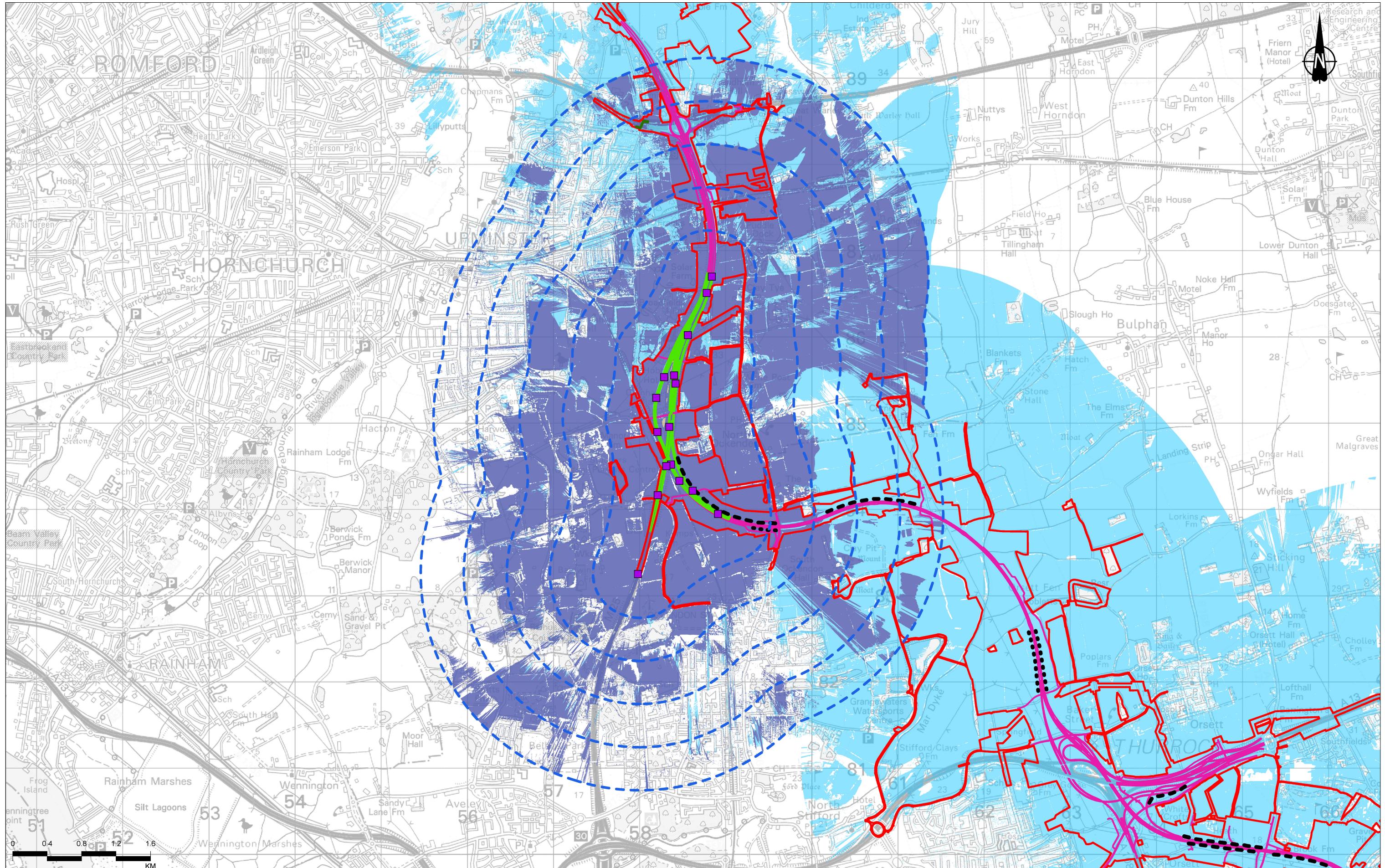
- Extent of visibility from other highway sections of the Lower Thames Crossing route (excluding Vehicles) shown on Figure 7.14
- Up to 2m high false cutting
- Up to 4m high false cutting

Notes:
1. The Zone of Theoretical Visibility (ZTV) was created using Esri ArcGIS (version 10.2). It is based on the combined 1m Digital Surface Model (DSM). This has been completed from data received from National Highways.
2. The ZTV illustrates the area of theoretical visibility of the proposed highway section 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 and 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 surface of the road. In reality, visibility will likely to be substantially less than shown on this figure, in particular within urban areas where forward views are typically screened by existing buildings or other features.



DCO APPLICATION
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Legend	
Order Limits	Zone of Theoretical Visibility (ZTV): (1m DSM Mitigation)
Gantry locations considered within ZTV	Extent of visibility from other highway sections of the Lower Thames Crossing route (excluding Vehicles) shown on Figure 7.14
2.5km study area (500m interval offsets from Section 13)	Area from which 1% to 33% of Section 13 of the route alignment would be theoretically visible (including gantries)
Section 13 - route alignment	● ● ● Up to 2m high false cutting
Section 13 of route alignment considered within ZTV	— — — Up to 4m high false cutting
Route alignment (Project) route not considered within ZTV	

Notes:
 1. The Zone of Theoretical Visibility (ZTV) was created using Esri ArcGIS (version 10.2) and is based on the combined 1m Digital Surface Model (DSM). This has been completed from data received from National Highways.
 2. The ZTV illustrates the area of theoretical visibility of the proposed highway alignment for the project and a view height of 2m and is limited to a 2.5km study area.
 3. The ZTV for vehicles travelling along route alignment and ZTV for over-bridging structures 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 surface of the road. In reality, visibility will be substantially less than shown on this figure, in particular within urban areas where forward views are typically screened by existing buildings or other features.

Client

 Project
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