

# Lower Thames Crossing

## 6.2 Environmental Statement Figures

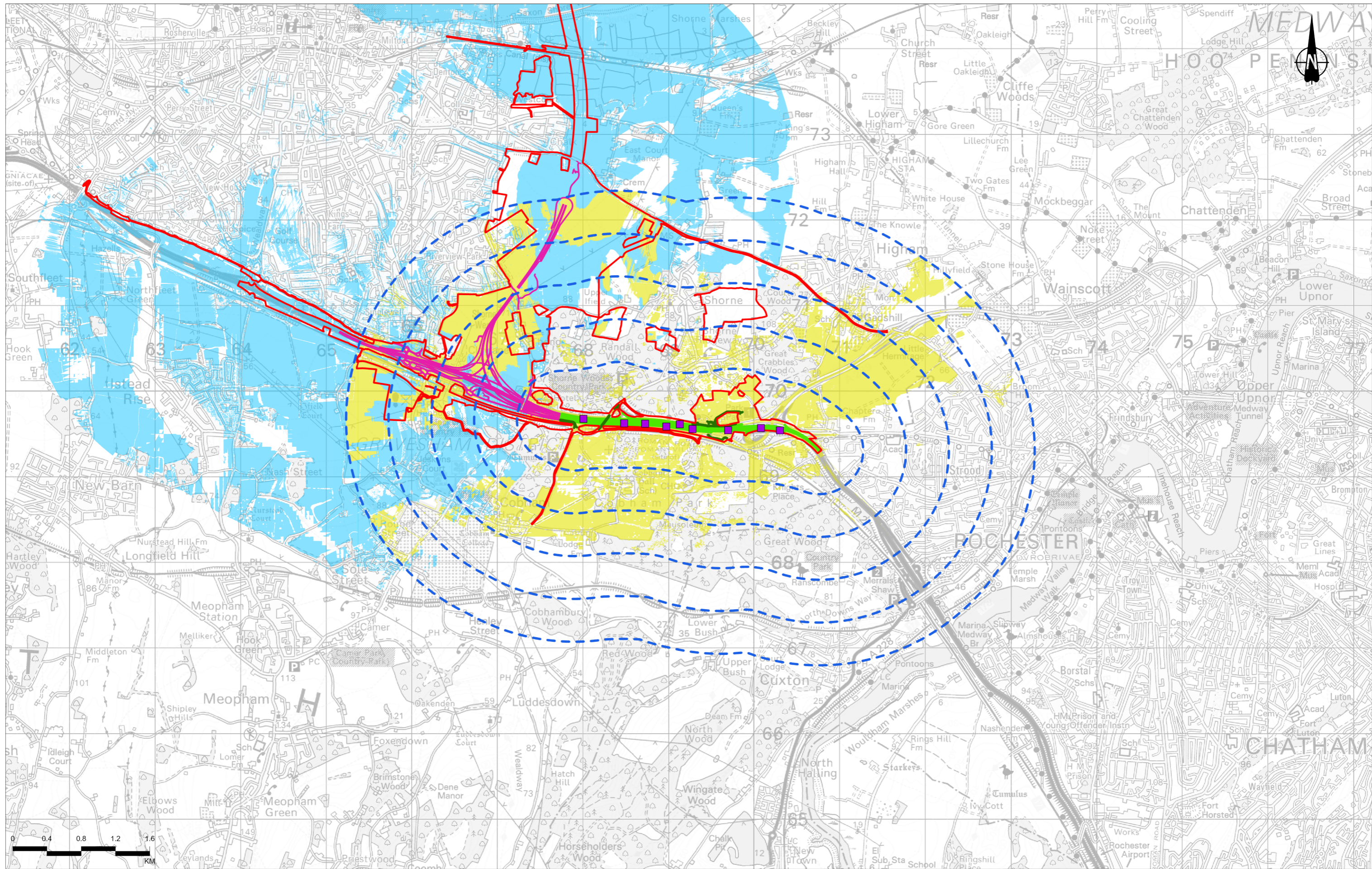
### Figure 7.13 - ZTV (2.5km) - Lower Thames Crossing route Highway Section Analysis (1 of 4)

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

**Legend**

- Order Limits
- Gantry locations considered within ZTV
- - - 2.5km study area (500m 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) : (2.5m DSM)**

- Area identifying combined visibility of route alignment (includes gantries), vehicles, overbridge structures, 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:**

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 the figure, in particular within urban areas where with the exception of settlement edges, outward views are typically screened by existing buildings or other features.

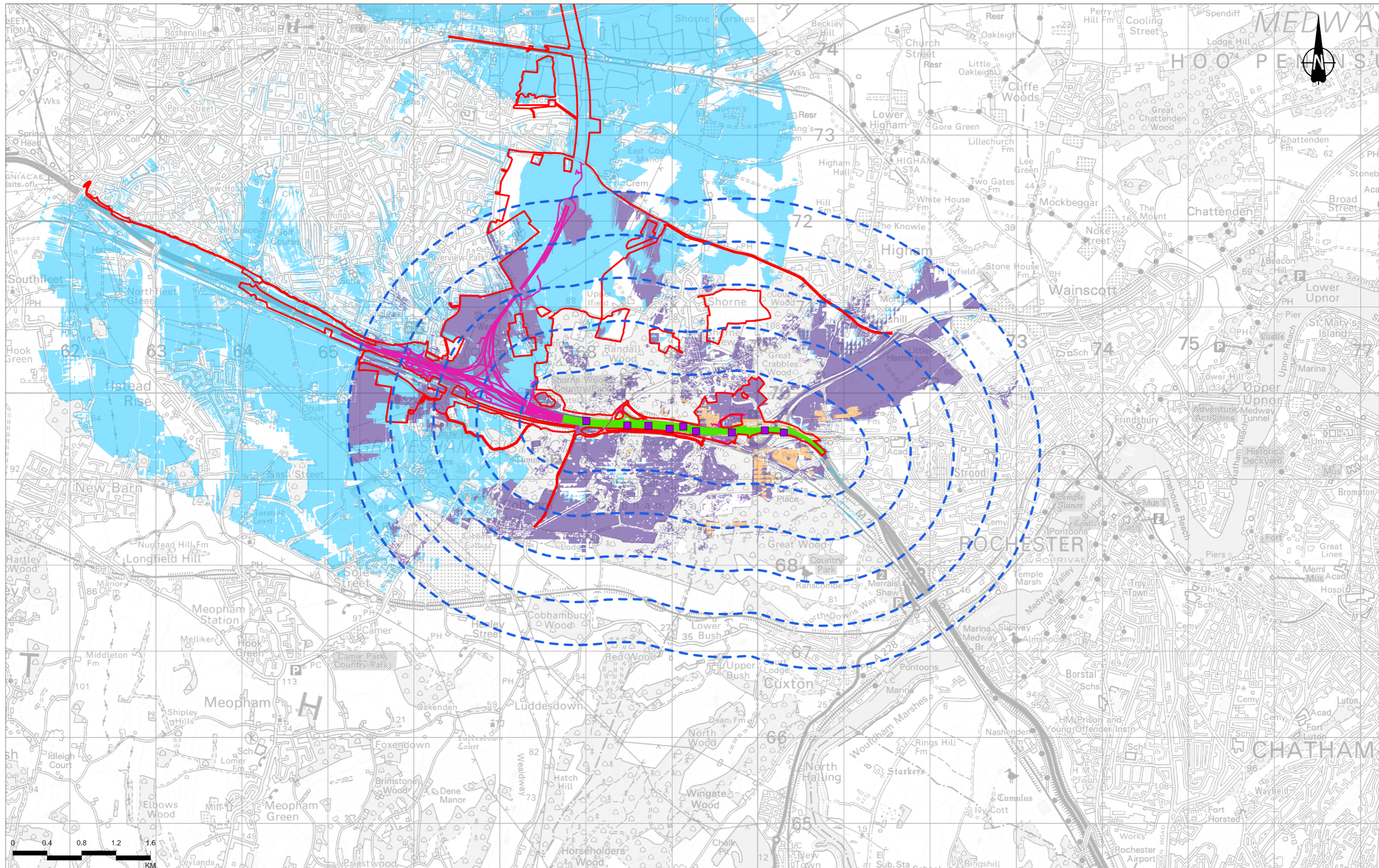


Client: **national highways**

Project: **LOWER THAMES CROSSING**

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Application Document Number	TR010032/APP/6.2	Scale	1:40,000		
Drawing Title	Figure 7.13 - ZTV (2.5km) - Lower Thames Crossing route Highway Section Analysis				
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**Legend**

- Order Limits
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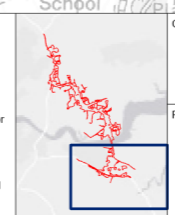
**Zone of Theoretical Visibility (ZTV): (2.5m DSM)**  
Section 1 - Route alignment

- 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

**Notes:**

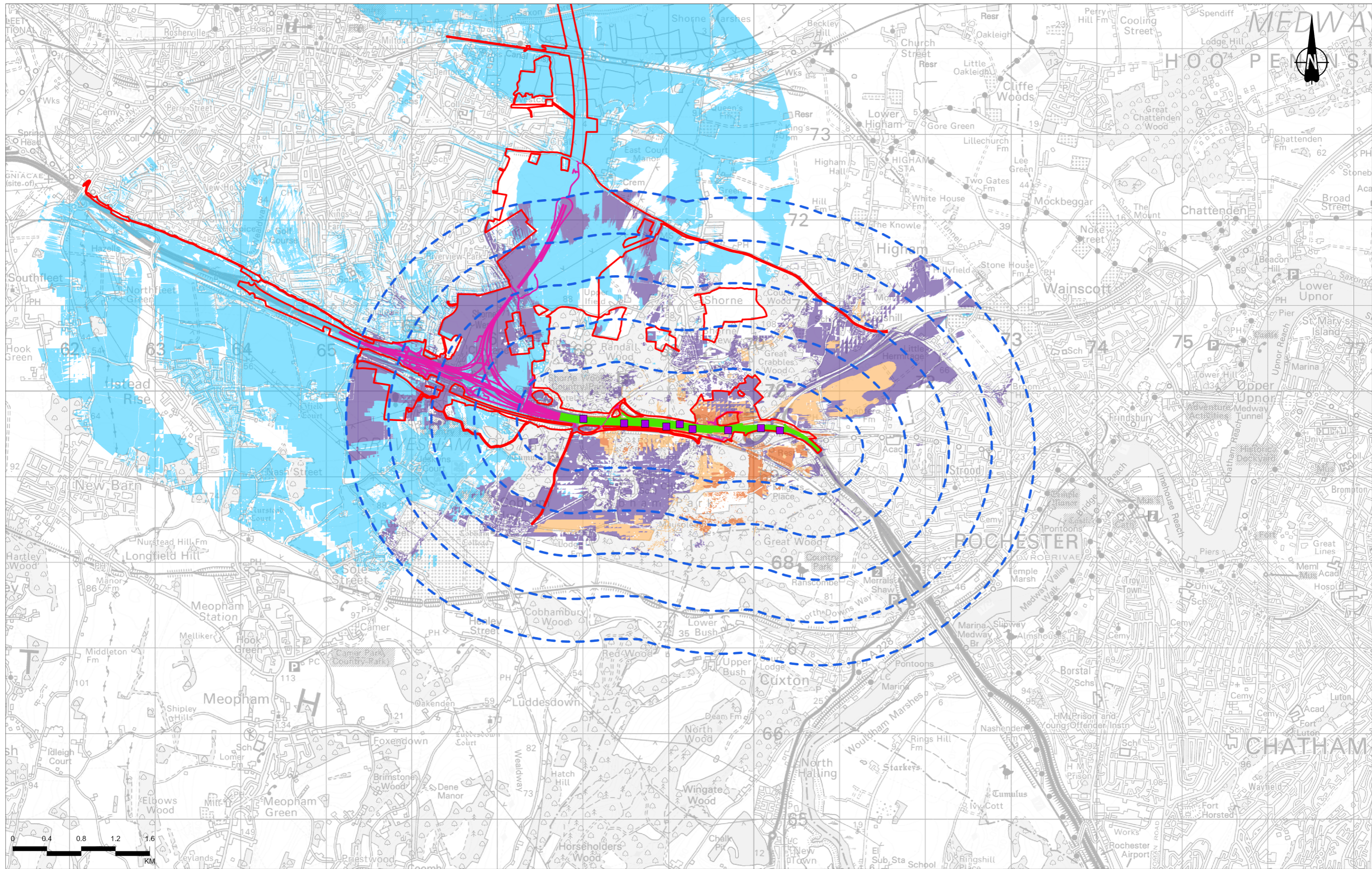
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<b>Legend</b>
<span style="color: red;">—</span> Order Limits
<span style="color: purple;">■</span> Gantry locations considered within ZTV
<span style="color: blue;">—</span> 2.5km study area (500m interval offsets from Section 1)
<span style="color: green;">—</span> Section 1 of route alignment considered within ZTV
<span style="color: magenta;">—</span> Route alignment not considered within ZTV

<b>Zone of Theoretical Visibility (ZTV): (2.5m DSM)</b>
Section 1 - Vehicles on route alignment
<span style="color: purple;">■</span> Area from which 1% to 33% of Section 1 of vehicles travelling along route alignment would be theoretically visible (including gantries)
<span style="color: orange;">■</span> Area from which 34% to 66% of Section 1 of vehicles travelling along route alignment would be theoretically visible (including gantries)
<span style="color: brown;">■</span> Area from which 67% to 100% of Section 1 of vehicles travelling along route alignment would be theoretically visible (including gantries)

<span style="color: lightblue;">■</span> Extent of visibility from other highway sections of the route alignment (excluding vehicles) shown on Figure 7.10
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**Notes:**

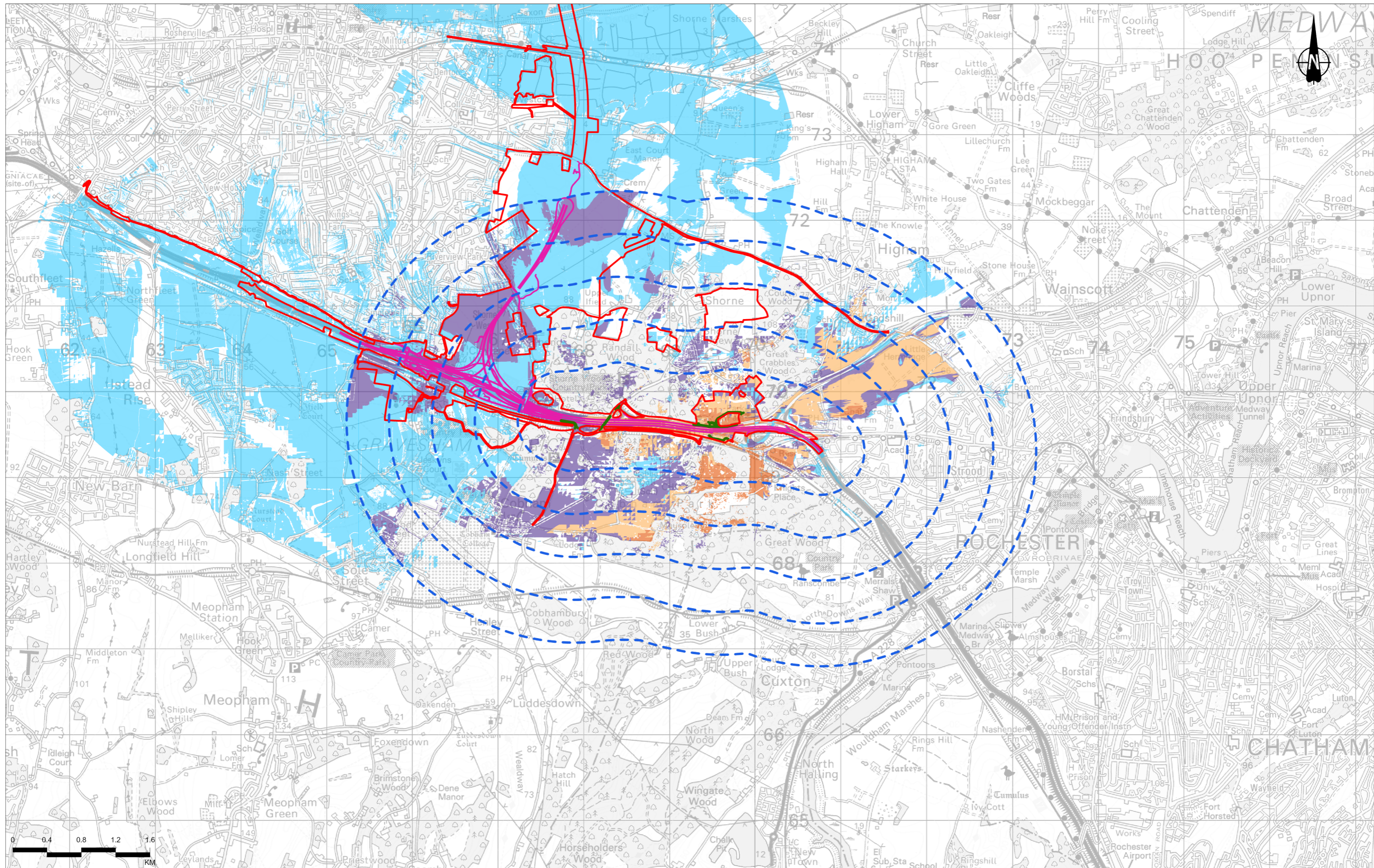
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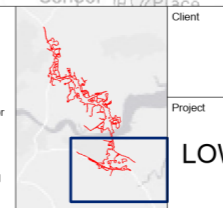
- Legend**
- Order Limits
  - 2.5km study area (500m interval offsets from Section 1)
  - Section 1 of overbridges, side roads and access roads considered within ZTV
  - Route alignment not considered within ZTV

- Zone of Theoretical Visibility (ZTV): (2.5m DSM)**
- 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
  - Area from which 67% to 100% of Section 1 of vehicles travelling on overbridge structures, side roads and access roads would be theoretically visible

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

**Notes:**

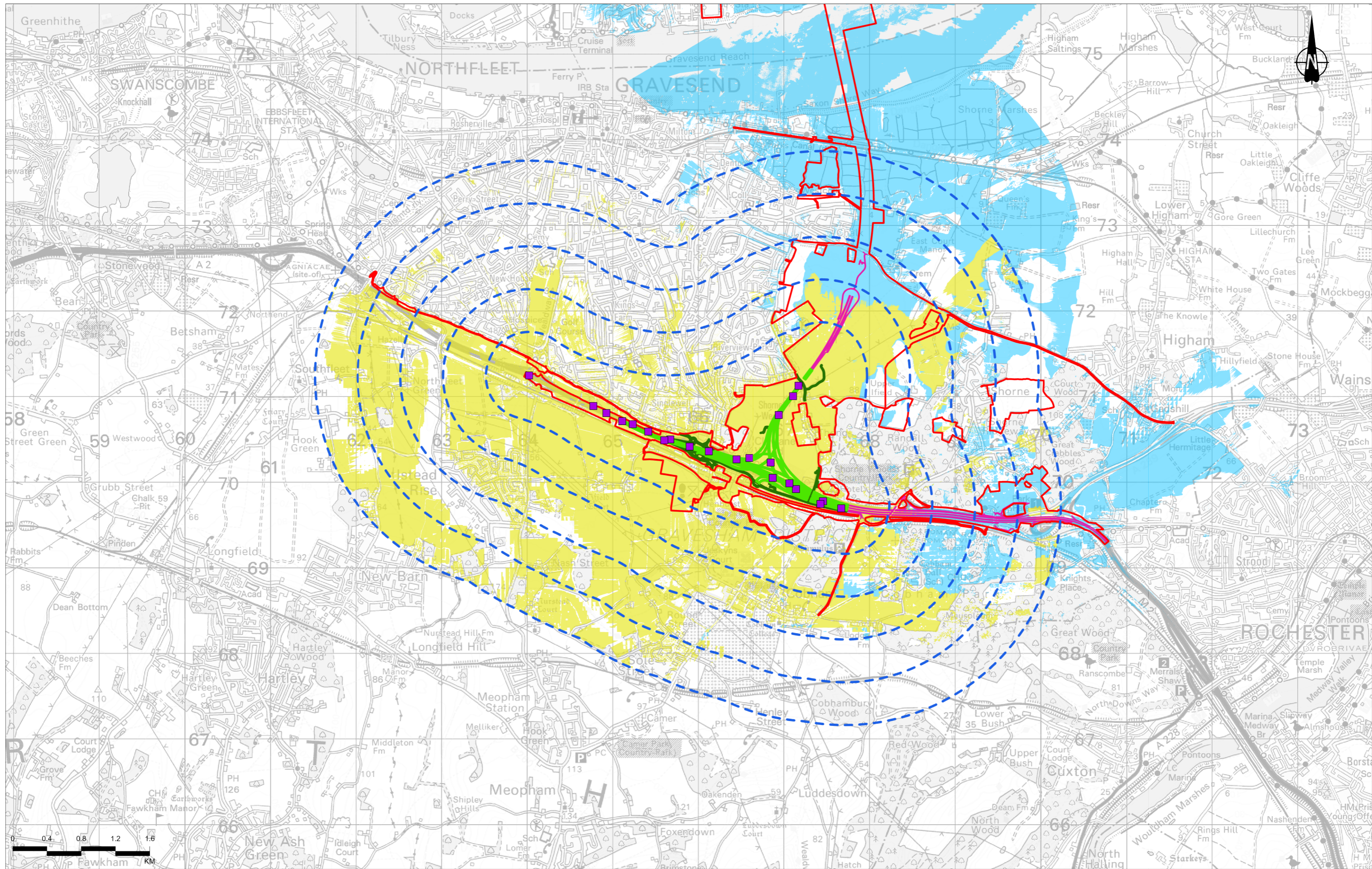
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- Legend**
- Order Limits
  - Gantry locations considered within ZTV
  - - - 2.5km study area (500m interval offsets from Section 2)
  - Section 2 of route alignment considered within ZTV
  - Section 2 of overbridges, side roads and access roads considered within ZTV
  - Route alignment not considered within ZTV

- Zone of Theoretical Visibility (ZTV) : (2.5m DSM)
- Area identifying combined visibility of route alignment (includes gantries), vehicles, overbridge structures, 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

**Notes:**

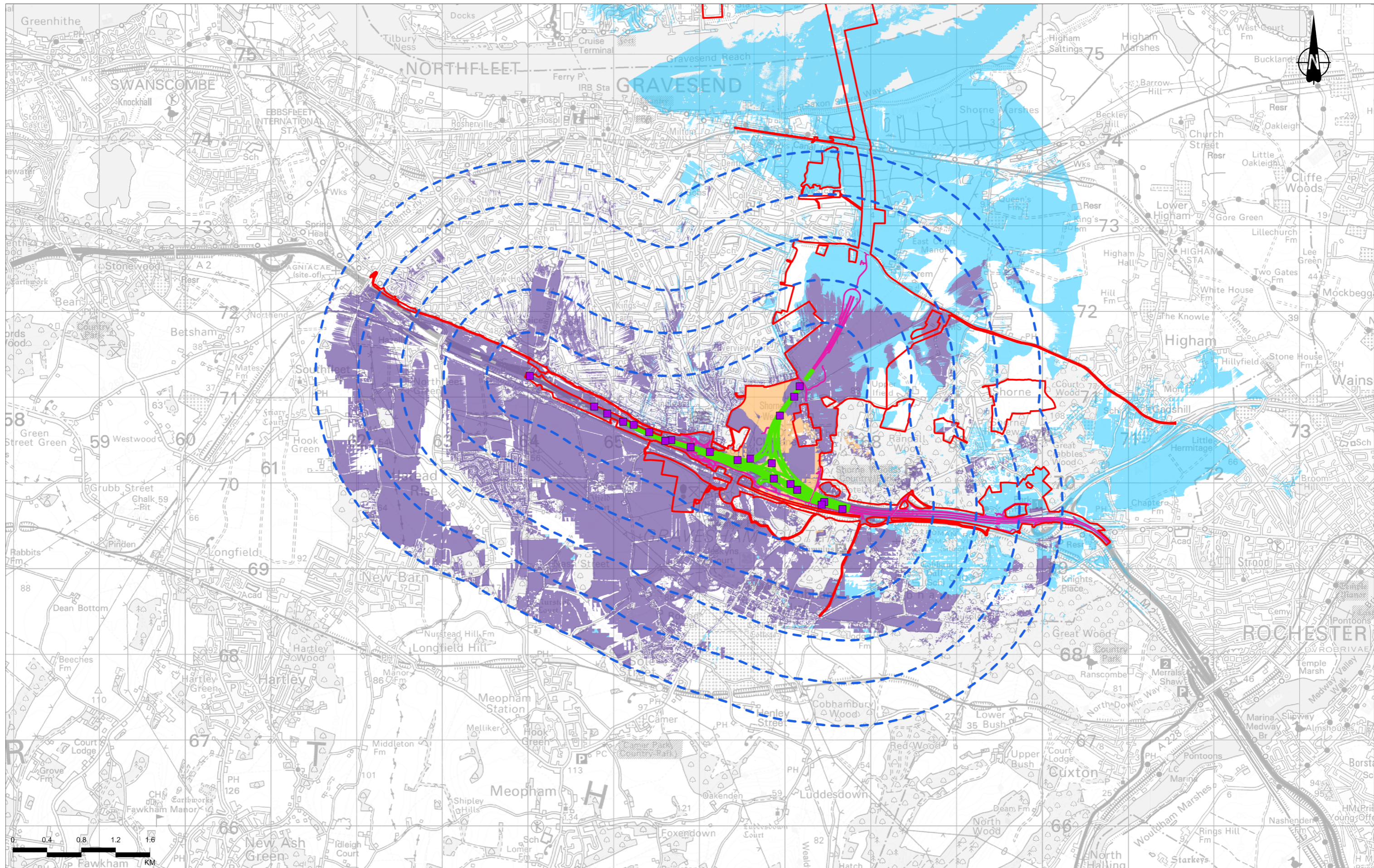
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  - Route alignment not considered within ZTV

- Zone of Theoretical Visibility (ZTV): (2.5m DSM)**  
Section 2 - Route alignment
- 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 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

**Notes:**

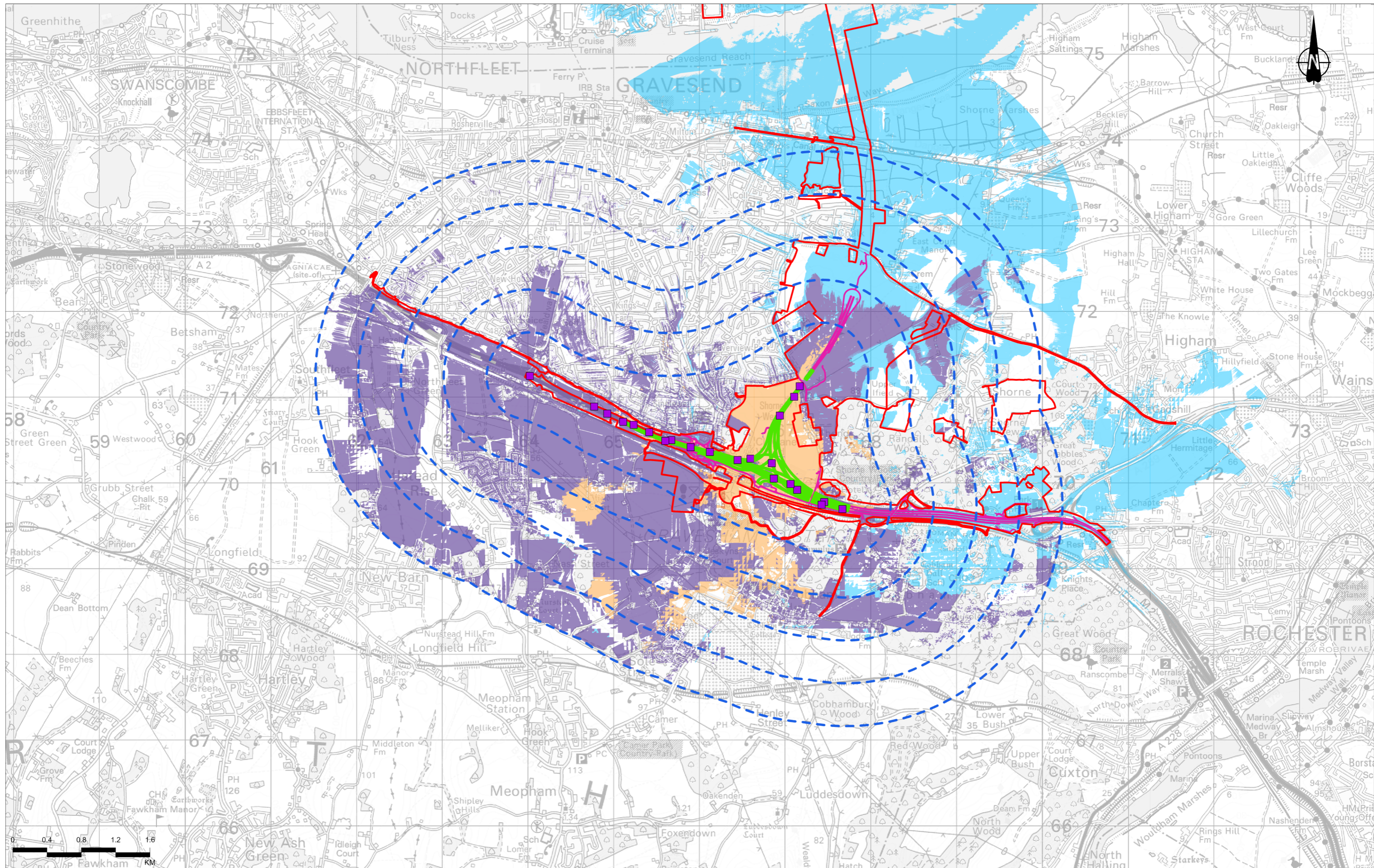
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- Zone of Theoretical Visibility (ZTV): (2.5m DSM)**  
Section 2 - Vehicles on route alignment
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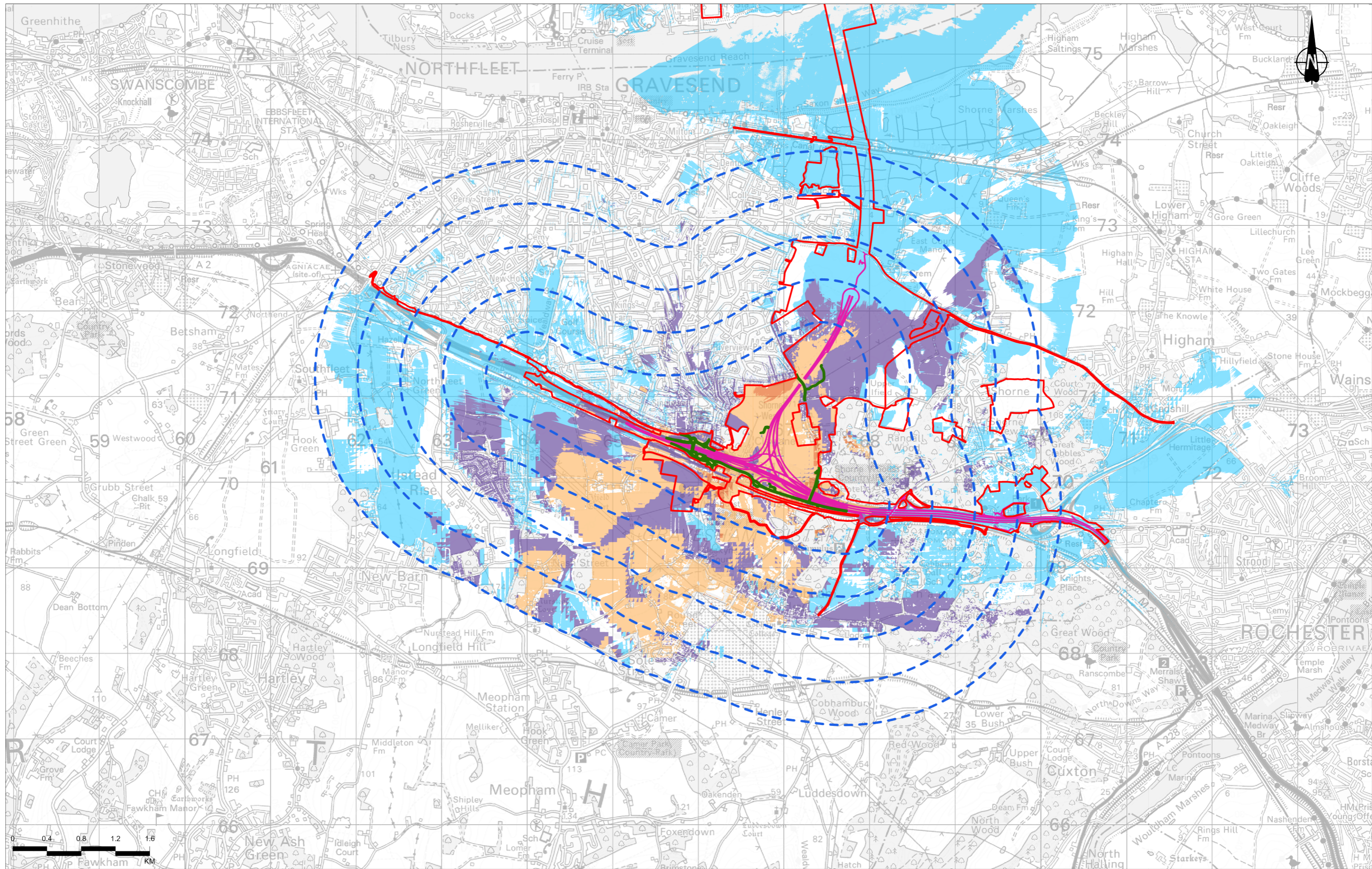


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  - Route alignment not considered within ZTV

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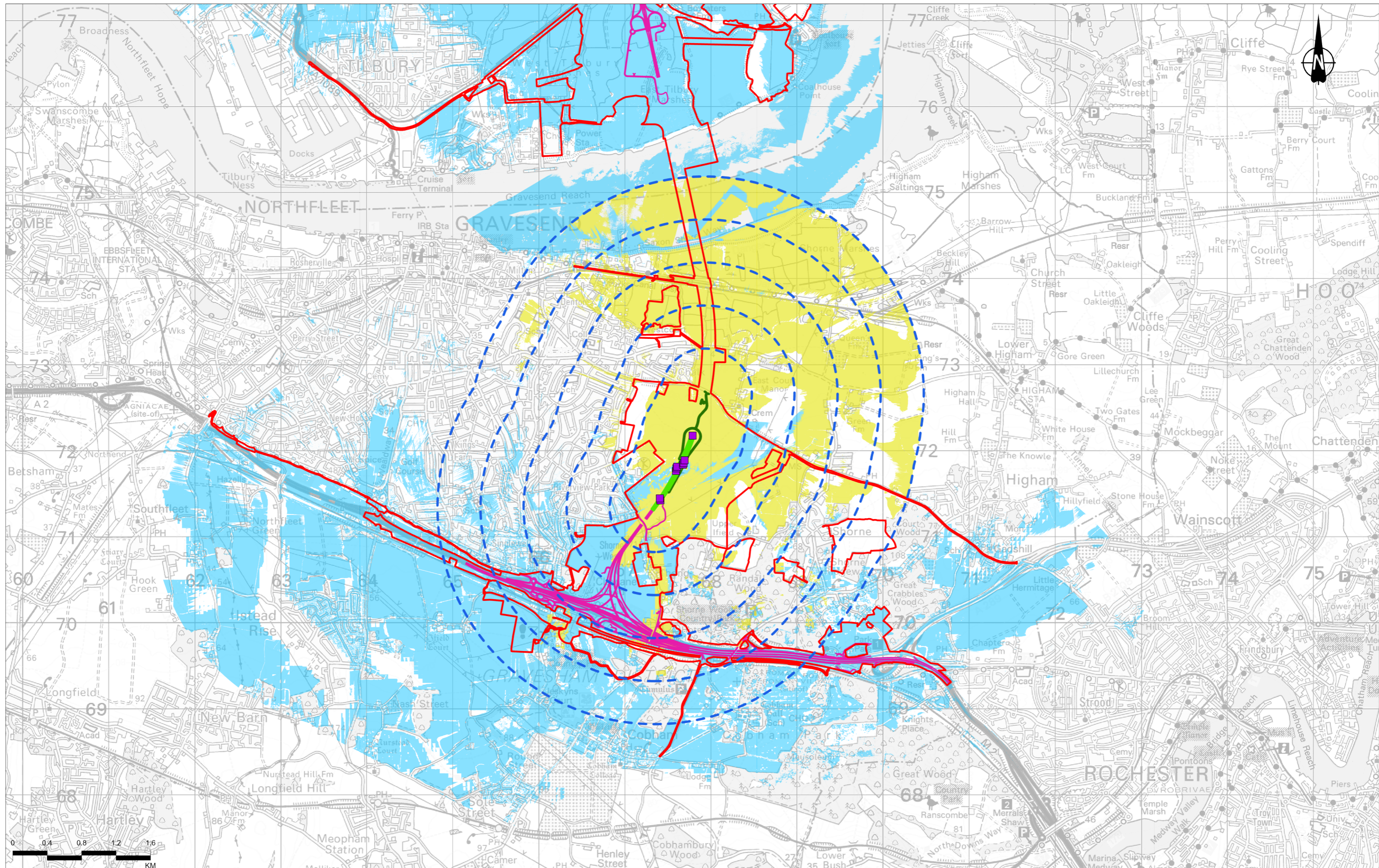
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**Legend**

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- Gantry locations considered within ZTV
- 2.5km study area (500m interval offsets from Section 3)
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**Zone of Theoretical Visibility (ZTV) : (2.5m DSM)**

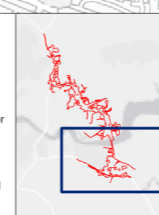
- Area identifying combined visibility of route alignment (includes gantries), vehicles, overbridge structures, side roads and access roads within Section 3

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

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