

Lower Thames Crossing

6.2 Environmental Statement Figures

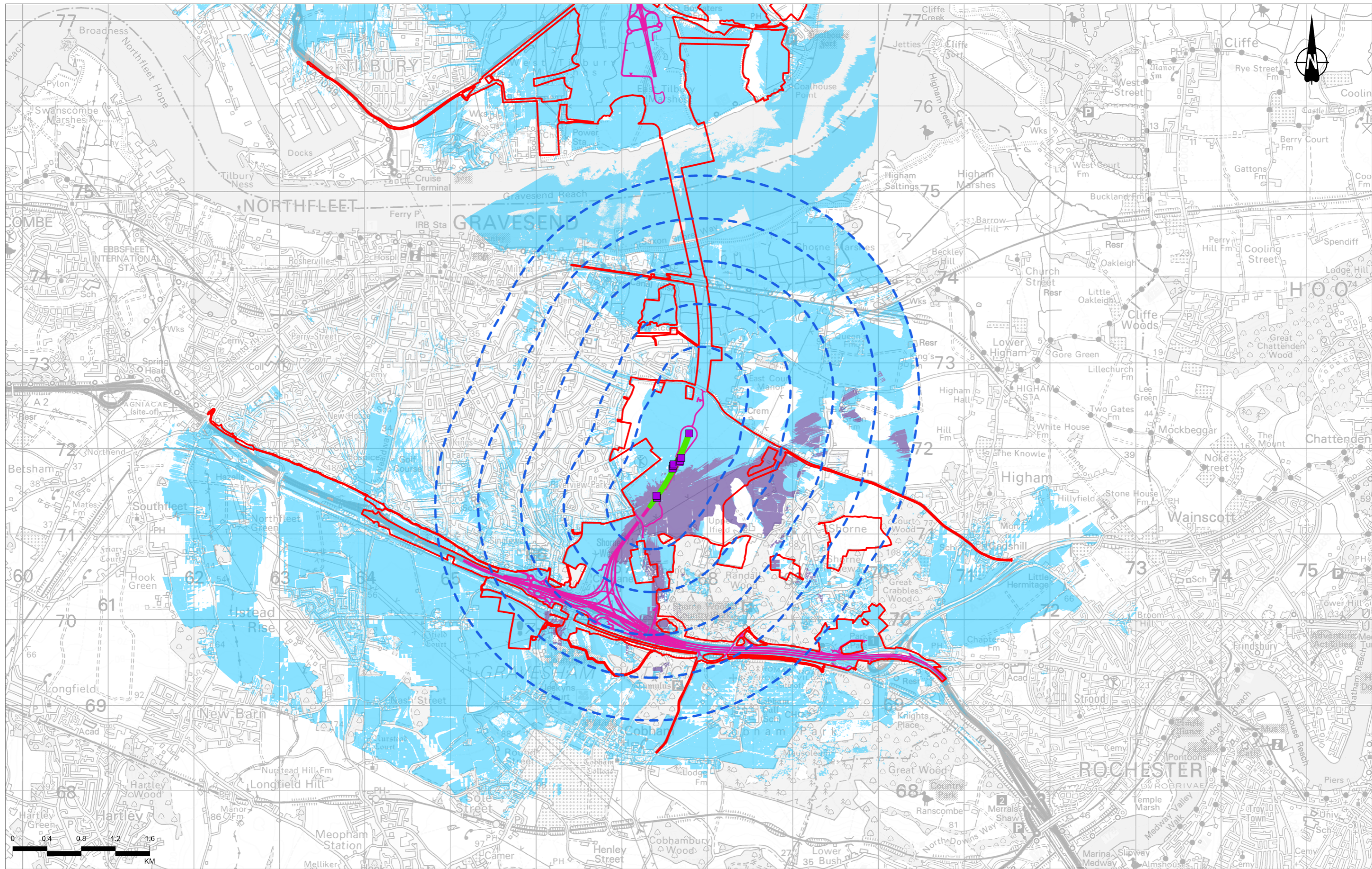
Figure 7.13 - ZTV (2.5km) - Lower Thames Crossing route Highway Section Analysis (2 of 4)

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

Legend

- Order Limits
- Gantry locations considered within ZTV
- 2.5km study area (500m interval offsets from Section 3)
- Section 3 of route alignment considered within ZTV
- Route alignment not considered within ZTV

Zone of Theoretical Visibility (ZTV): (2.5m DSM)

Section 3 - Route alignment

- Area from which 1% to 33% of Section 3 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:

- 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.
- 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.
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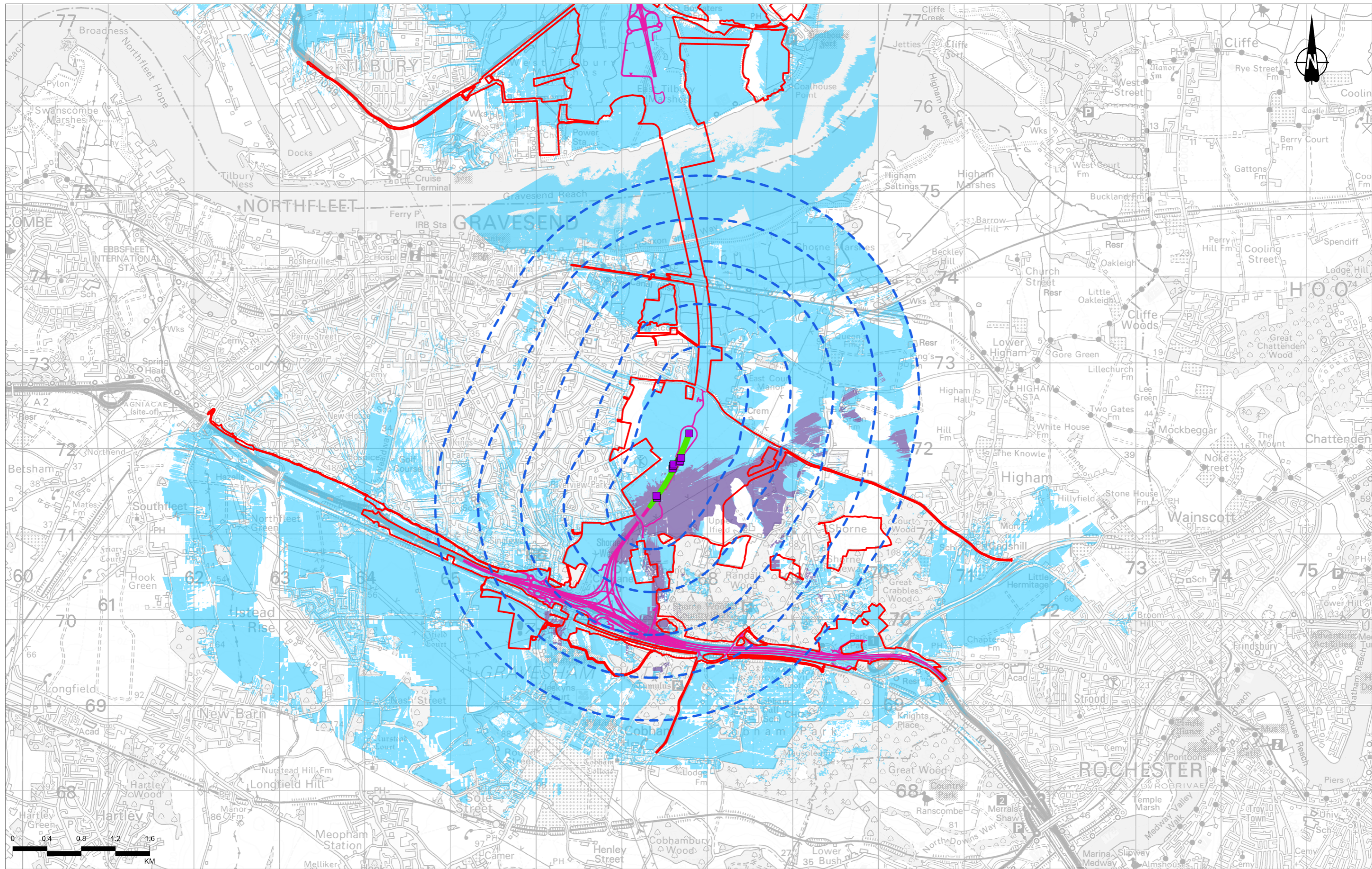


Client: **national highways**

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				
Drawing Number	HE540039-CJV-ELS-SZP_EGNE00000000-DR-LE-50032				

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Zone of Theoretical Visibility (ZTV): (2.5m DSM)

- Section 3 - Vehicles on route alignment
- Area from which 1% to 33% of Section 3 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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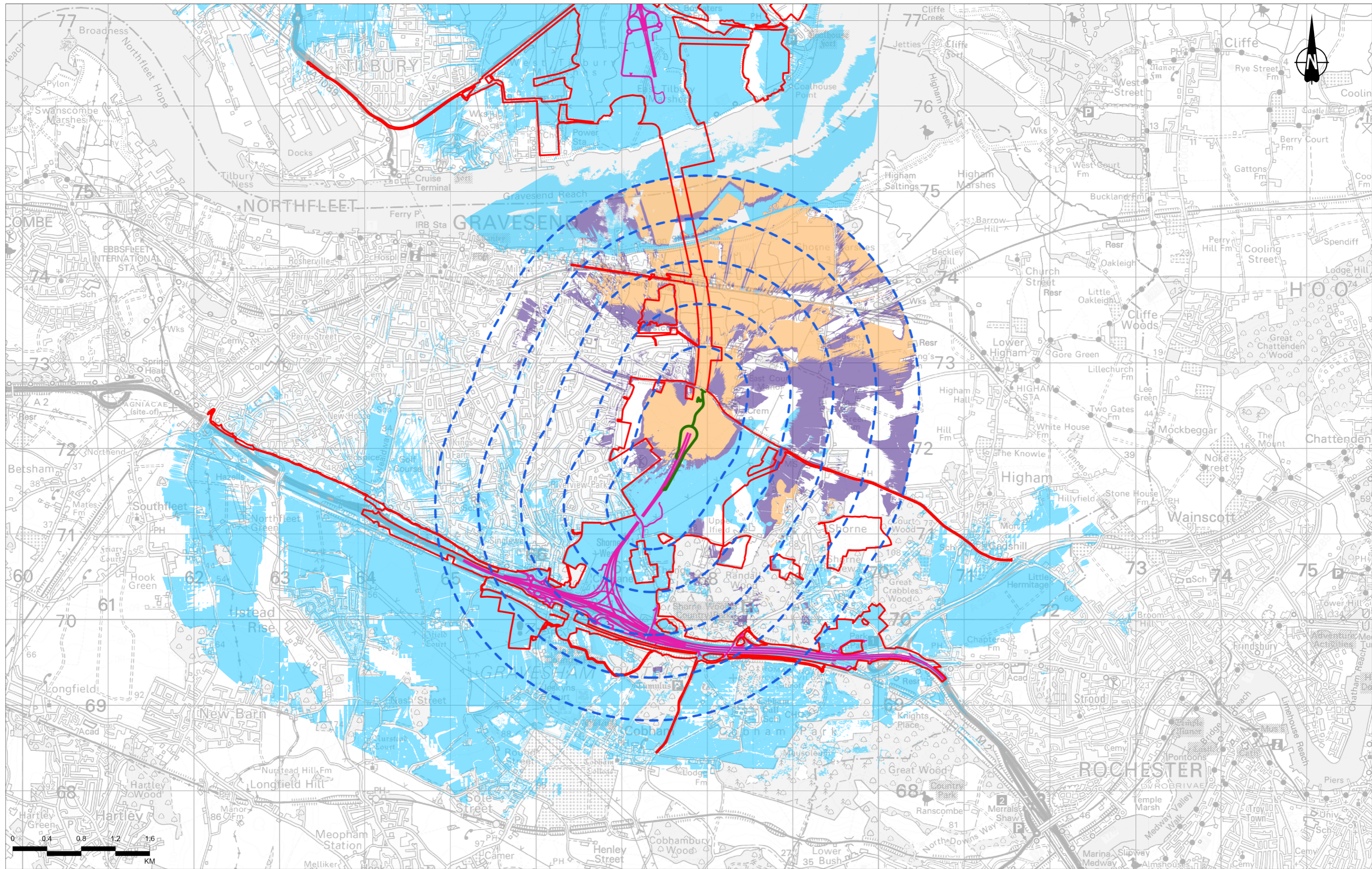
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Legend

- Order Limits
- 2.5km study area (500m interval offsets from Section 3)
- Section 3 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 3 - Vehicles on overbridge structures, side roads and access roads
- Area from which 1% to 33% of Section 3 of vehicles travelling on overbridge structures, side roads and access roads would be theoretically visible
- Area from which 34% to 66% of Section 3 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:

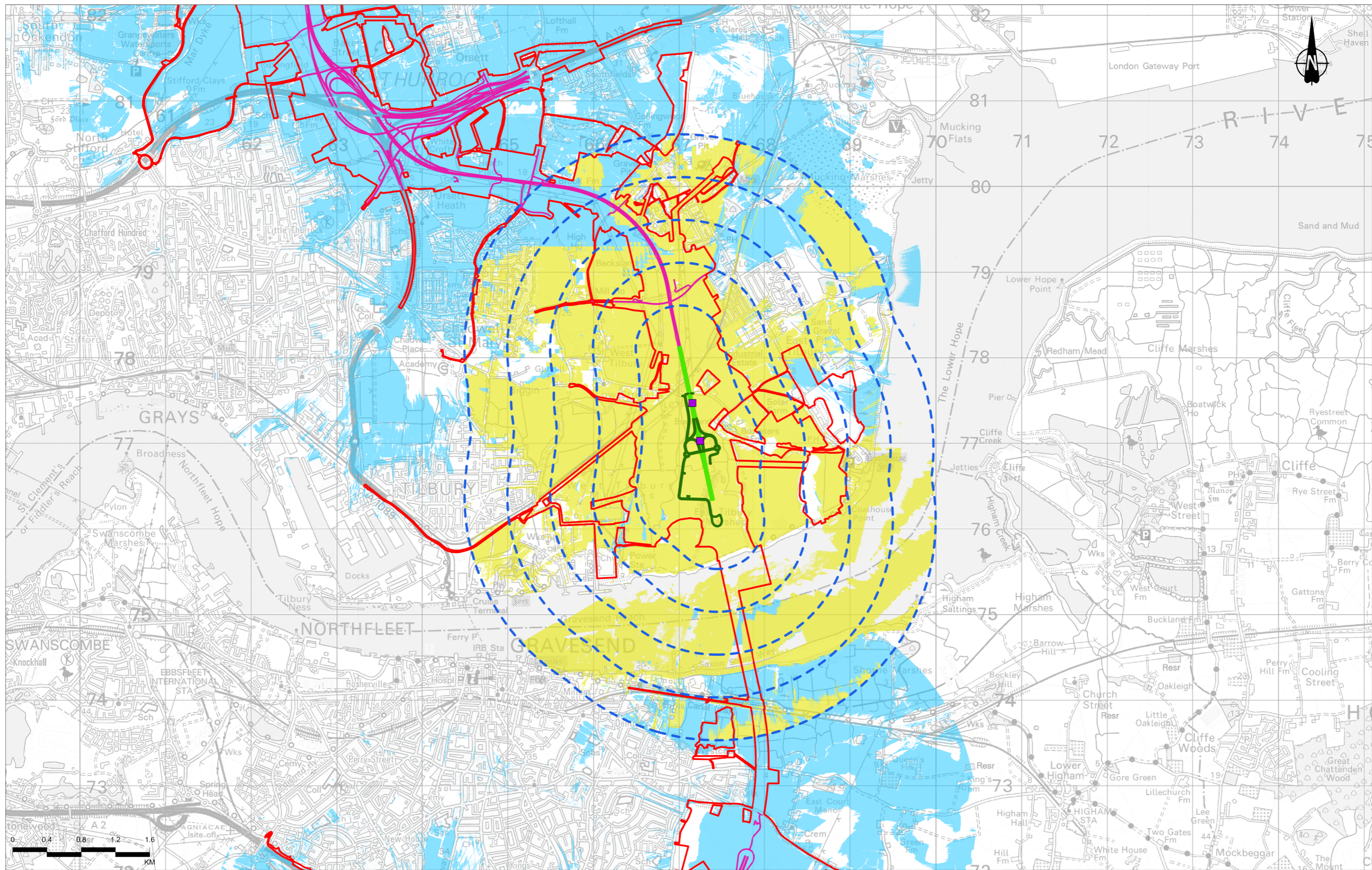
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- Legend**
- Order Limits
 - Gantry locations considered within ZTV
 - 2.5km study area (500m interval offsets from Section 9)
 - Section 9 of route alignment considered within ZTV
 - Section 9 of overbridges, side roads and access roads considered 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 9

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

Notes:

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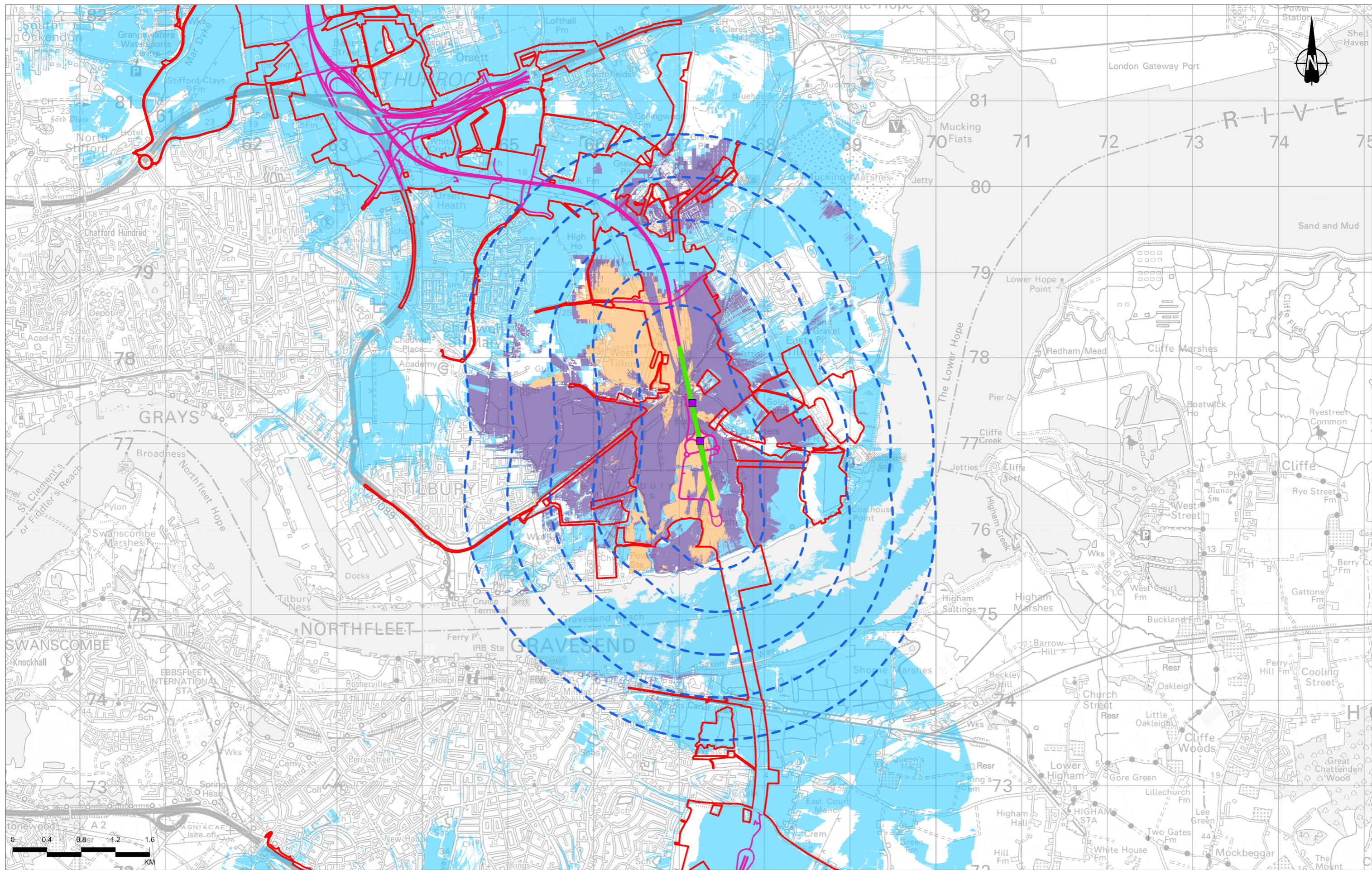


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Zone of Theoretical Visibility (ZTV): (2.5m DSM) Section 9 - Route alignment	
	Area from which 1% to 33% of Section 9 of the route alignment would be theoretically visible (including gantries)
	Area from which 34% to 66% of Section 9 of the route alignment would be theoretically visible (including gantries)
	Area from which 67% to 100% of Section 9 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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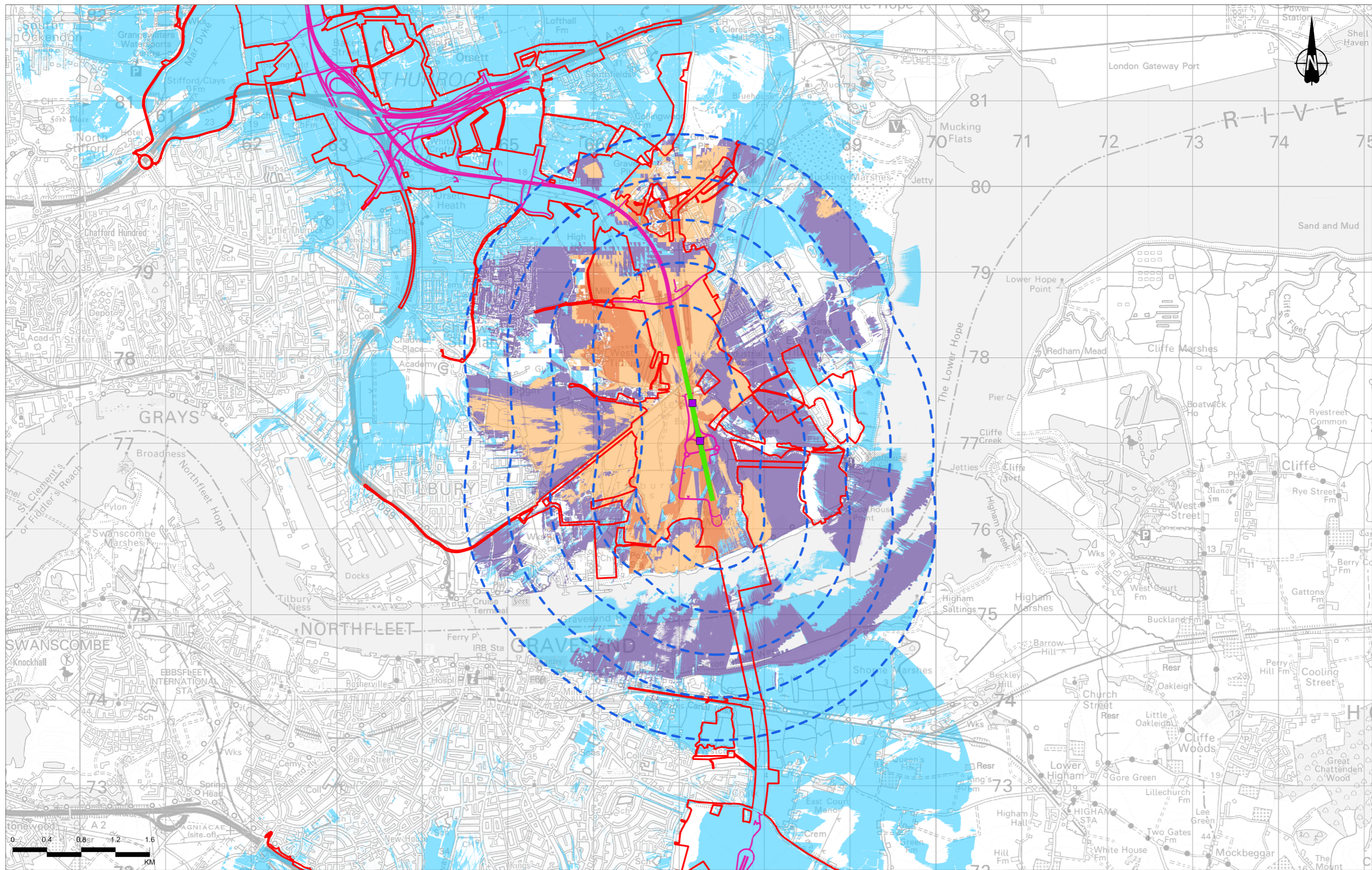
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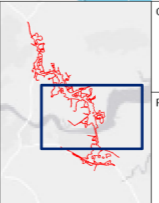
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	Section 9 - Vehicles on route alignment
	Area from which 1% to 33% of Section 9 of vehicles travelling along route alignment would be theoretically visible (including gantries)
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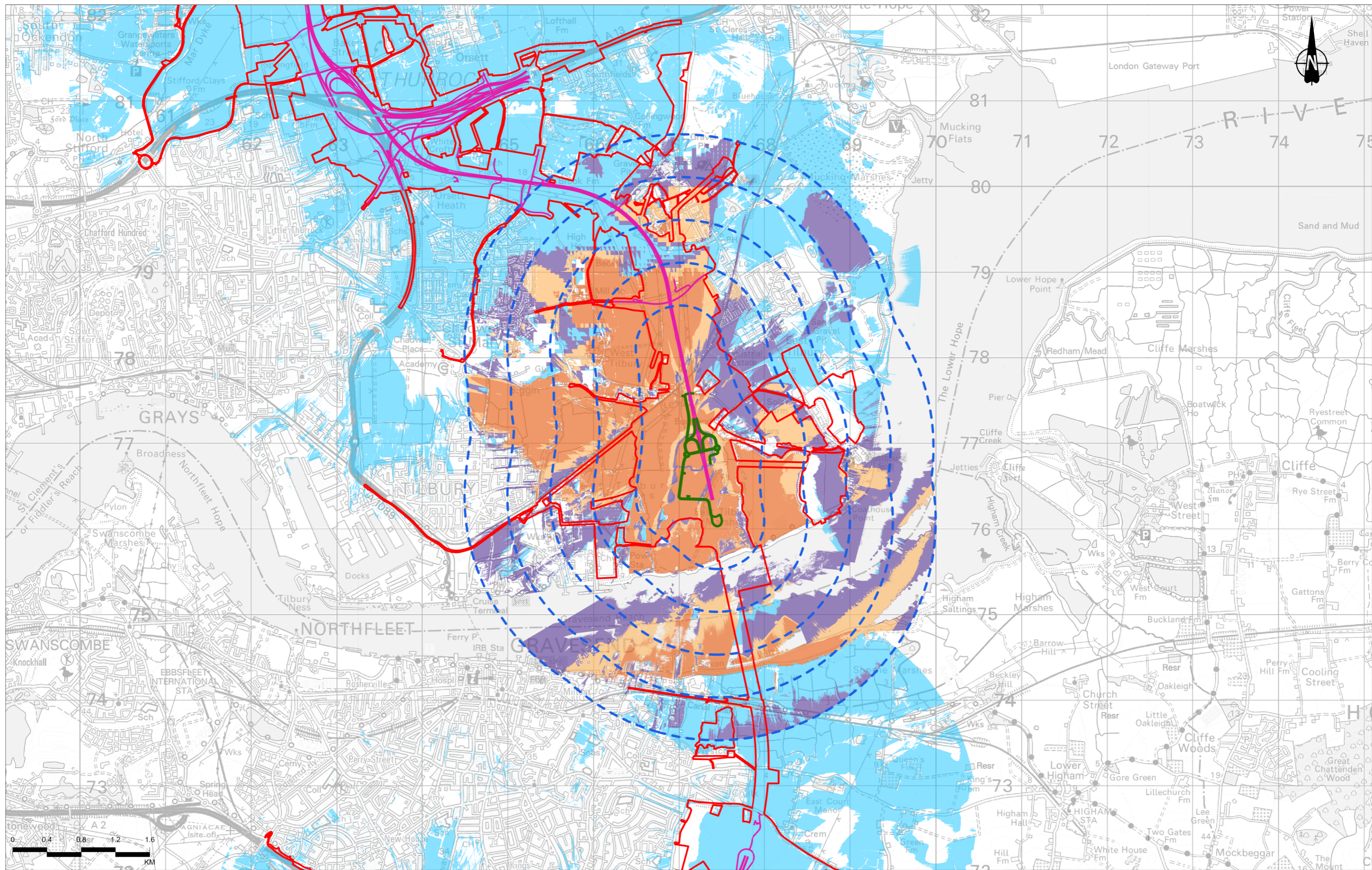
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	Section 9 of overbridges, side roads and access roads considered within ZTV
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Zone of Theoretical Visibility (ZTV): (2.5m DSM)	
	Section 9 - Vehicles on overbridge structures, side roads and access roads
	Area from which 1% to 33% of Section 9 of vehicles travelling on overbridge structures, side roads and access roads would be theoretically visible
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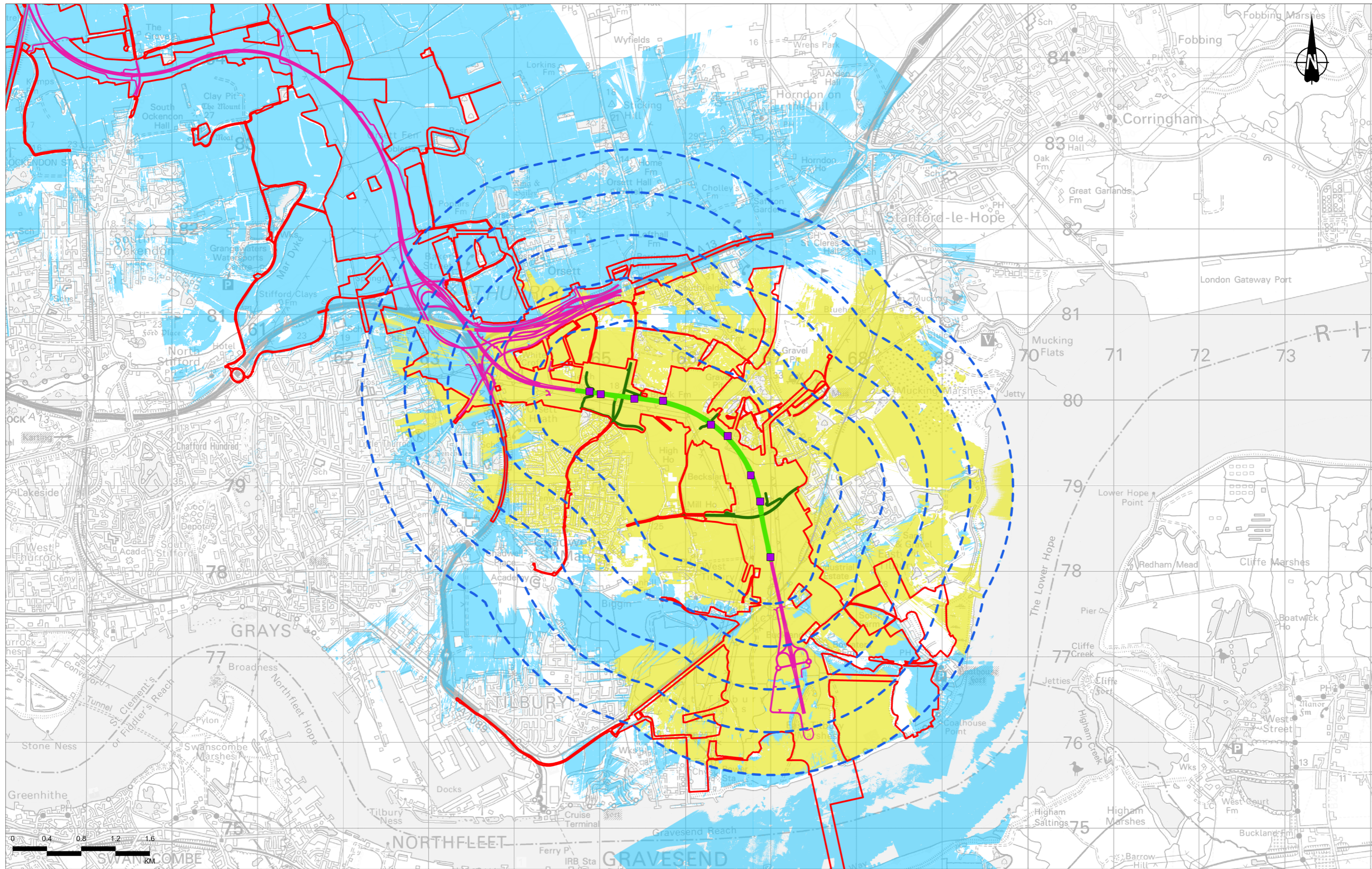
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 - Section 10 of route alignment considered within ZTV
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 - Route alignment not considered within ZTV

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- Area identifying combined visibility of route alignment (includes gantries), vehicles, overbridge structures, side roads and access roads within Section 10

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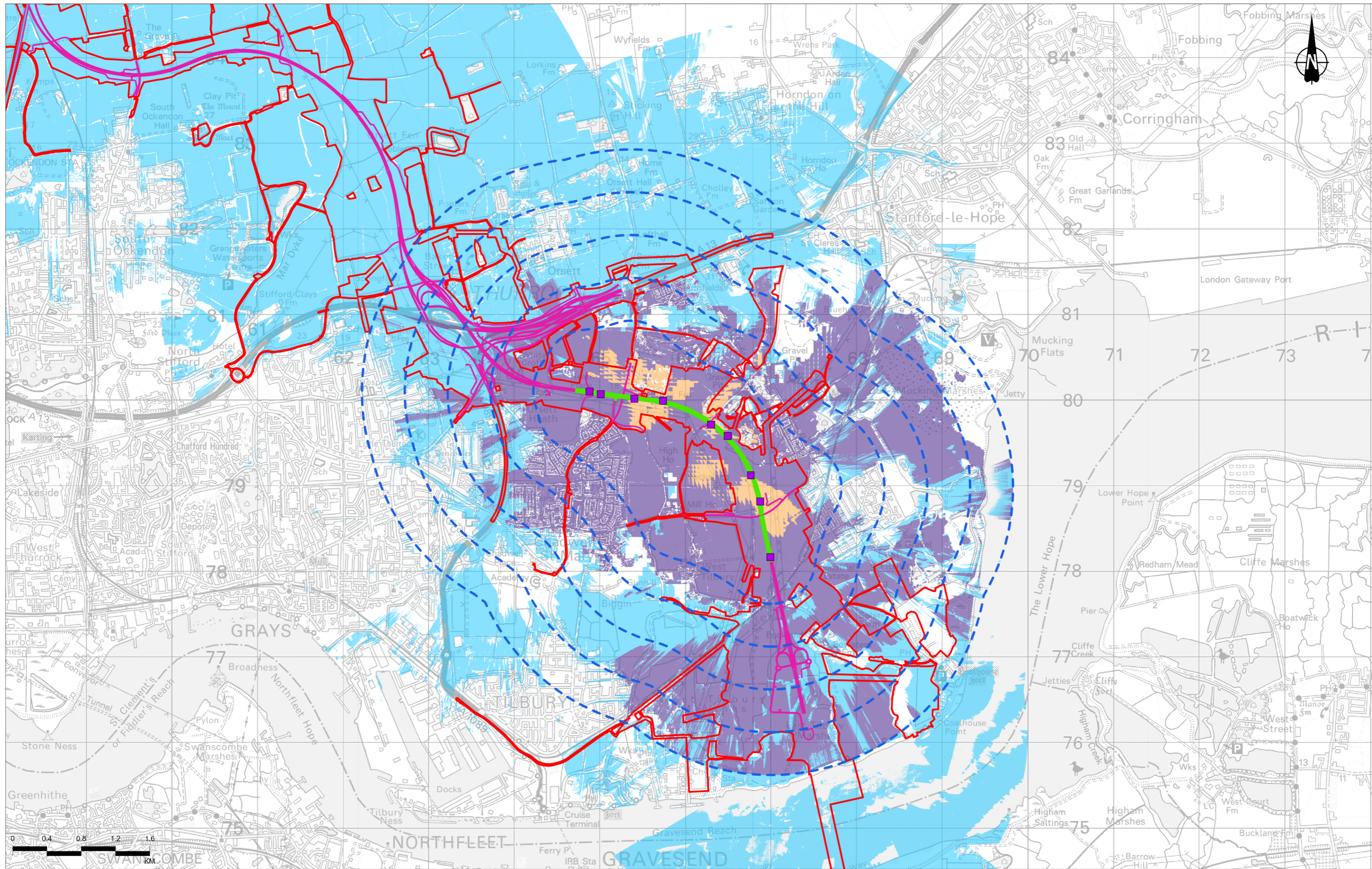
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Section 10 - Route alignment
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