

Lower Thames Crossing

6.2 Environmental Statement Figures

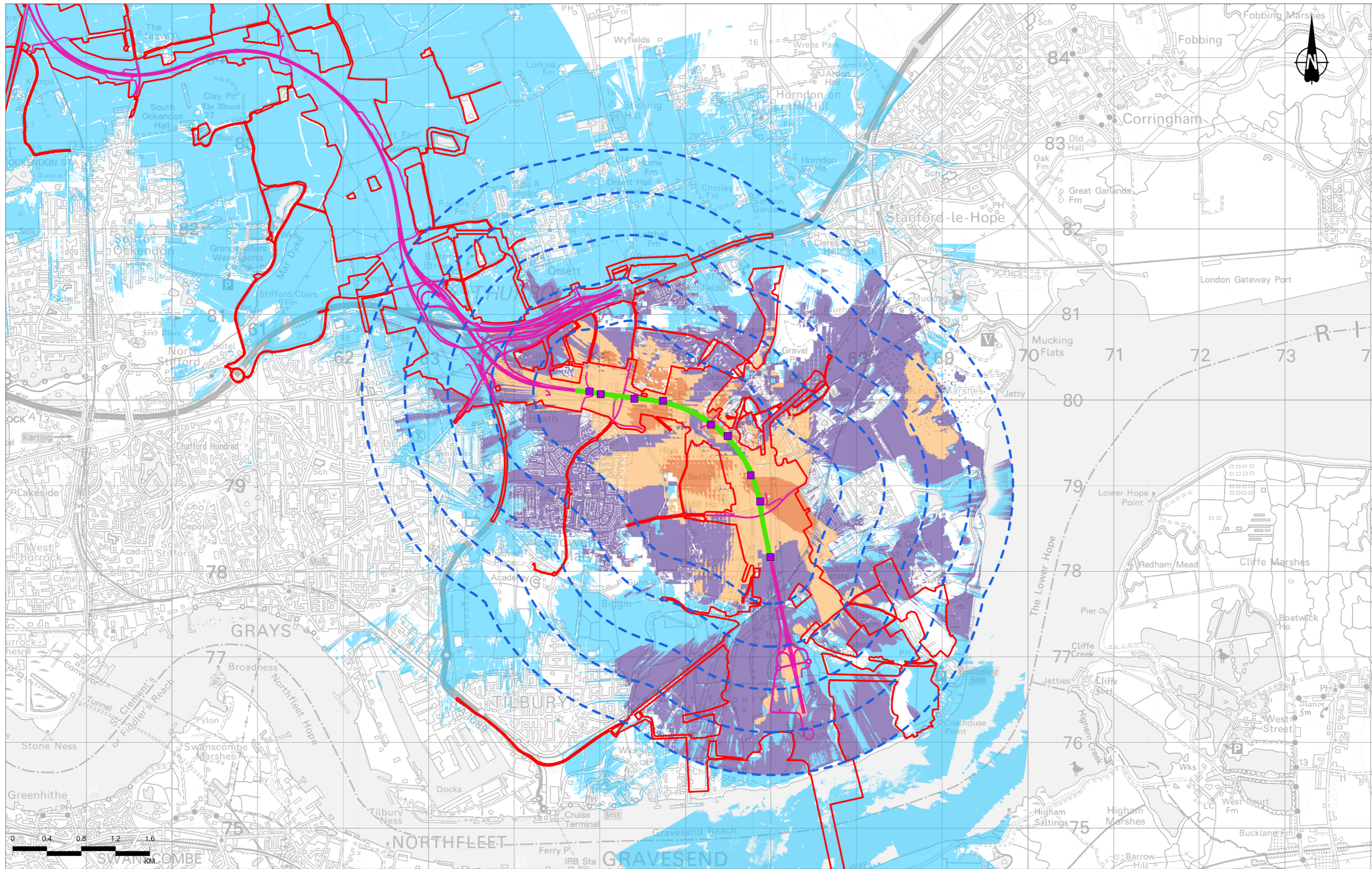
Figure 7.13 - ZTV (2.5km) - Lower Thames Crossing route Highway Section Analysis (3 of 4)

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	Checked	Approved

- Legend**
- Order Limits
 - Gantry locations considered within ZTV
 - 2.5km study area (500m interval offsets from Section 10)
 - Section 10 of route alignment considered within ZTV
 - Route alignment not considered within ZTV

- Zone of Theoretical Visibility (ZTV); (2.5m DSM)**
- 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

Notes:

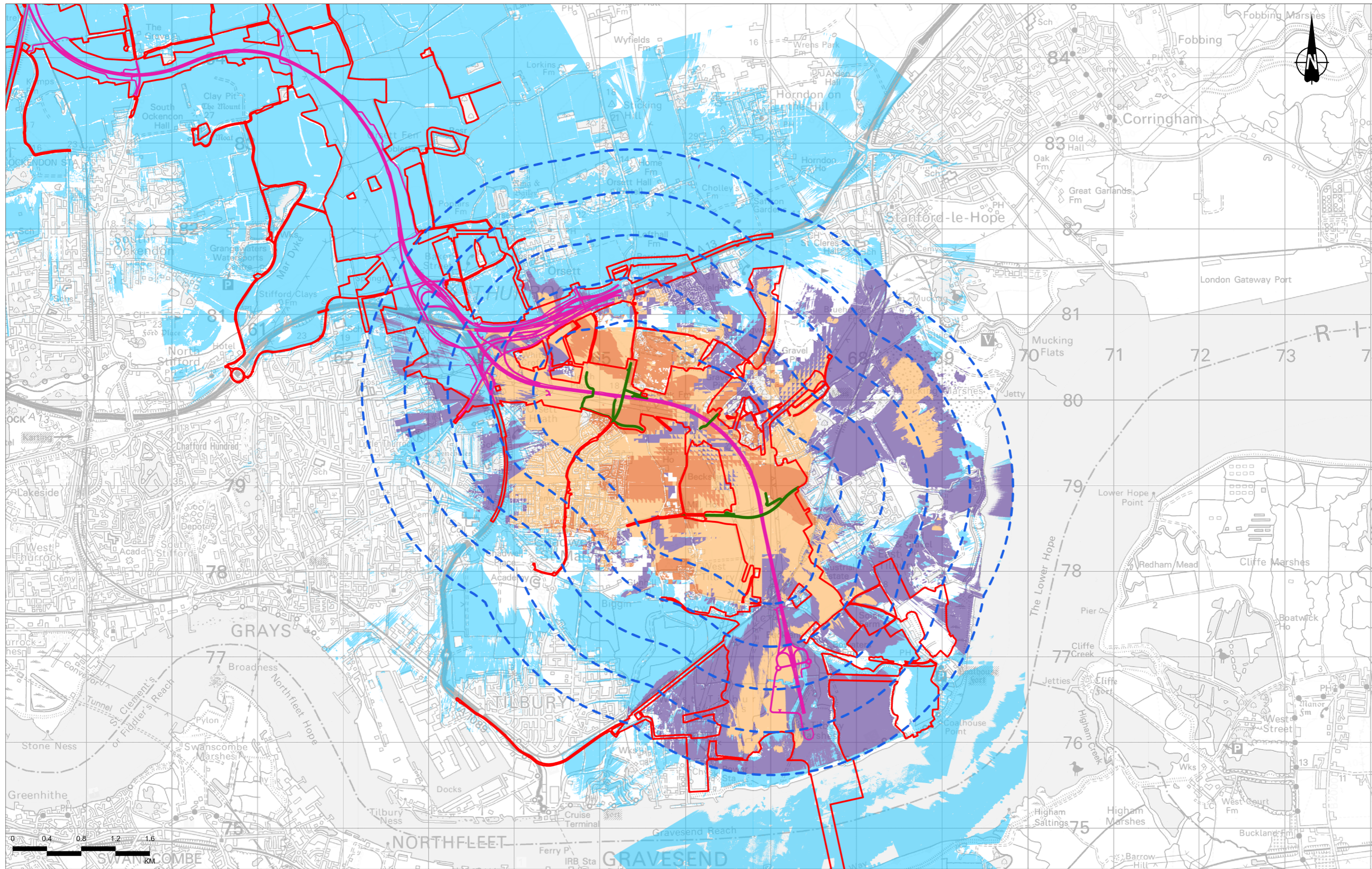
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Project: **LOWER THAMES CROSSING**

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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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	Section 10 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 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
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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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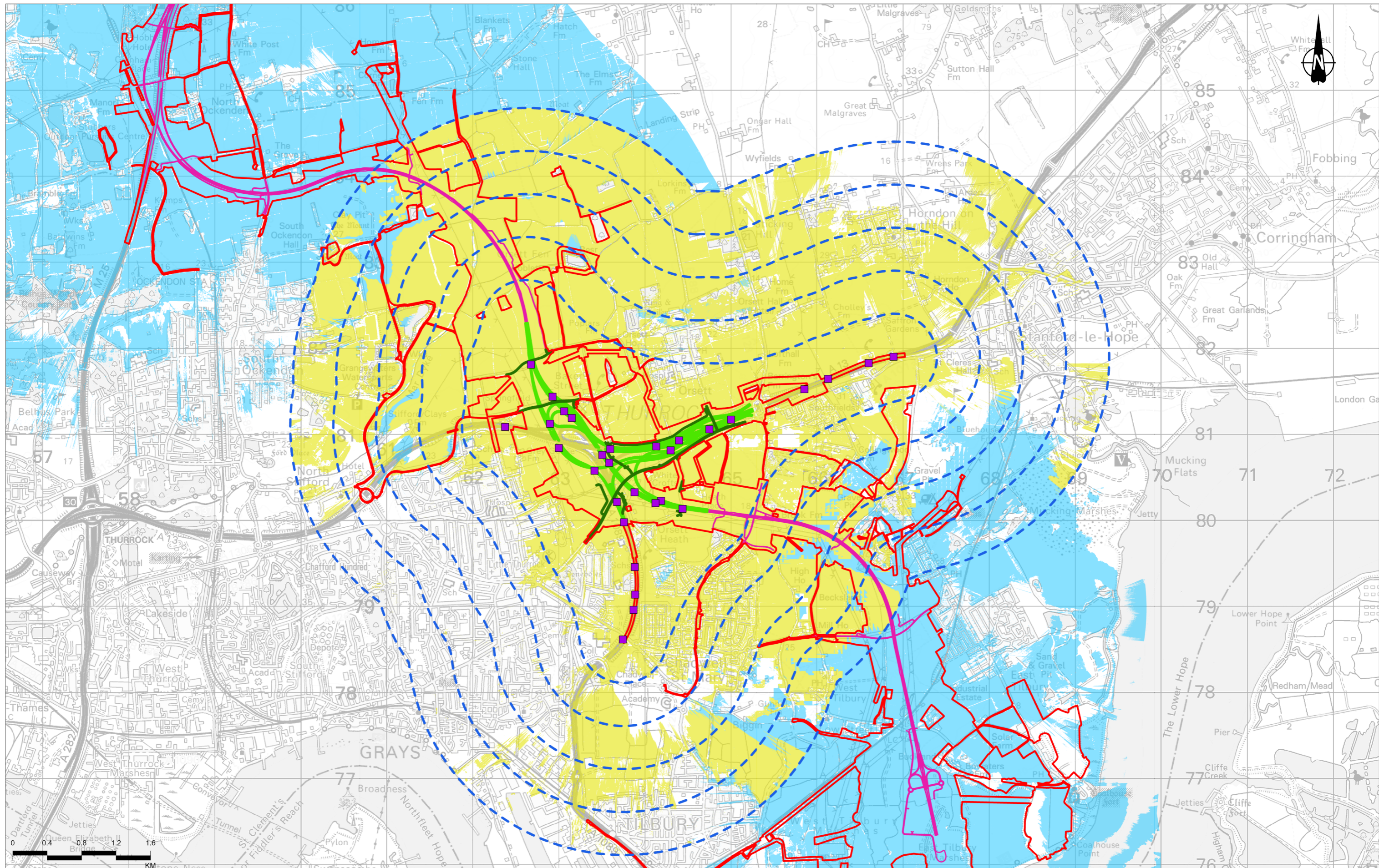
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- Legend**
- Order Limits
 - Gantry locations considered within ZTV
 - - - 2.5km study area (500m interval offsets from Section 11)
 - Section 11 of route alignment considered within ZTV
 - Section 11 of overbridges, side roads and access roads considered 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 11

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

Notes:

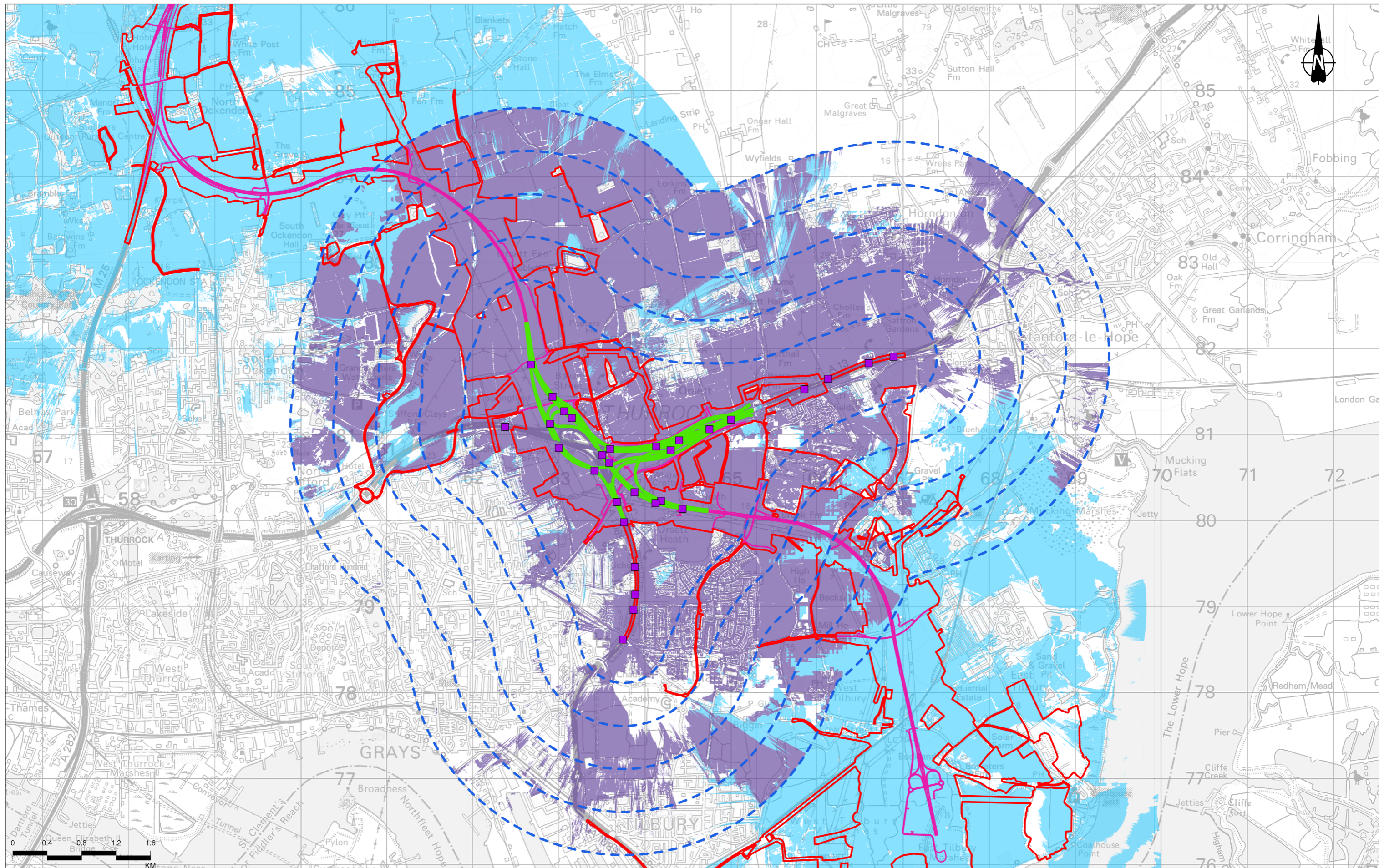
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Zone of Theoretical Visibility (ZTV): (2.5m DSM)
Section 11 - Route alignment

- Area from which 1% to 33% of Section 11 of the route alignment would be theoretically visible (including gantries)
- Area from which 67% to 100% of Section 11 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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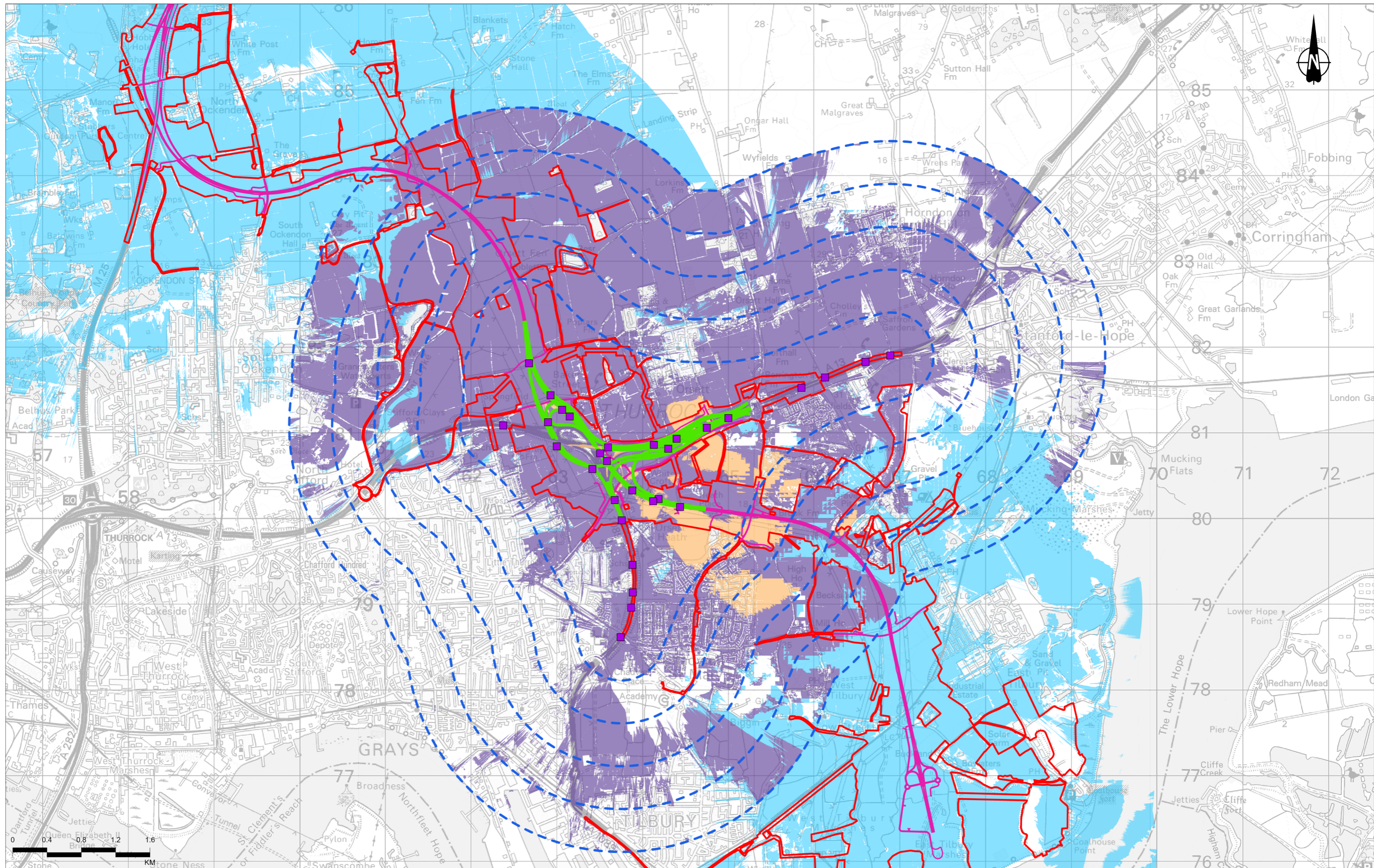
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Zone of Theoretical Visibility (ZTV); (2.5m DSM)
Section 11 - Vehicles on route alignment

- Area from which 1% to 33% of Section 11 of vehicles travelling along route alignment would be theoretically visible (including gantries)
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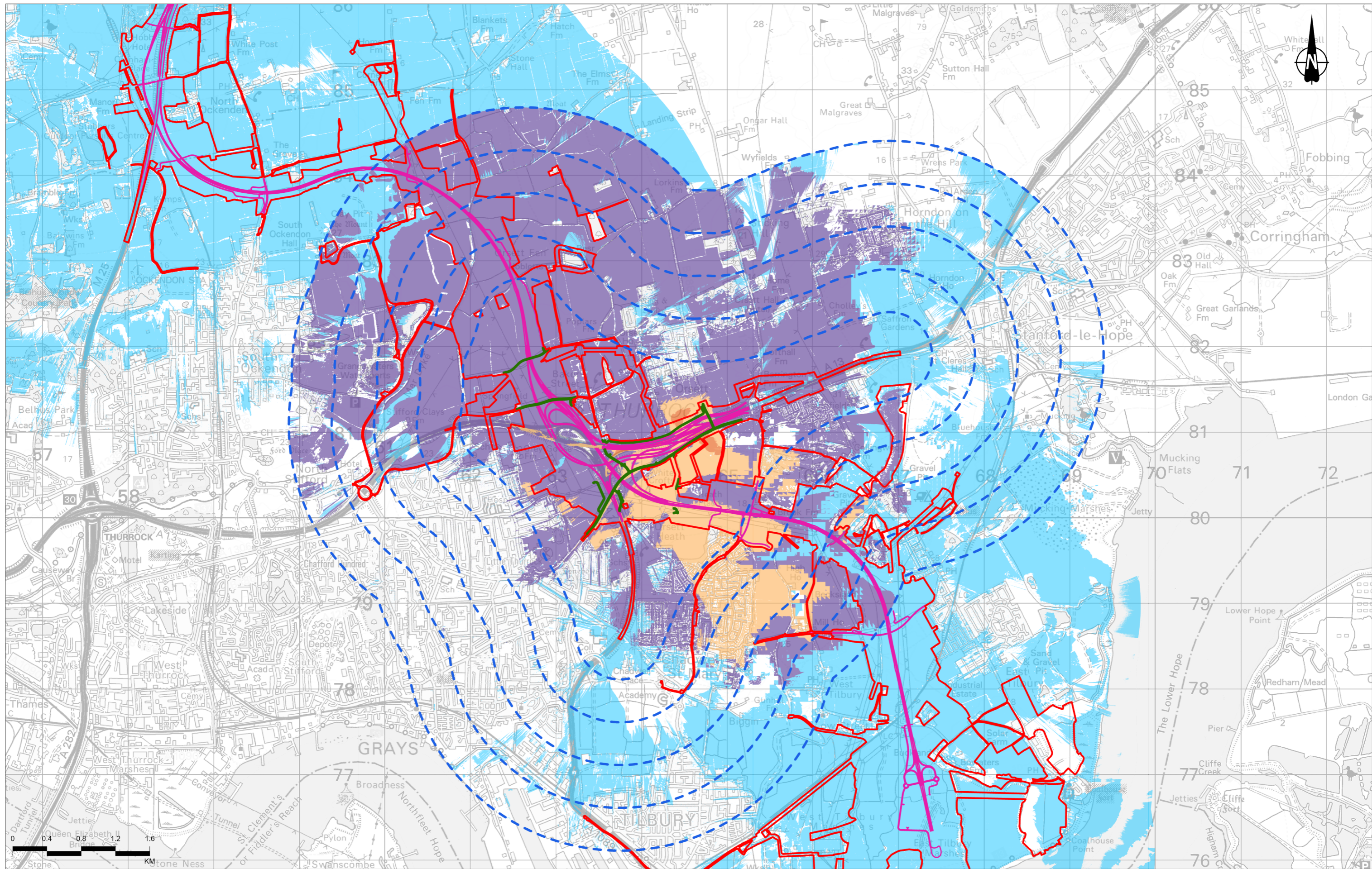
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- Route alignment not considered within ZTV

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

Section 11 - Vehicles on overbridge structures, side roads and access roads

- Area from which 1% to 33% of Section 11 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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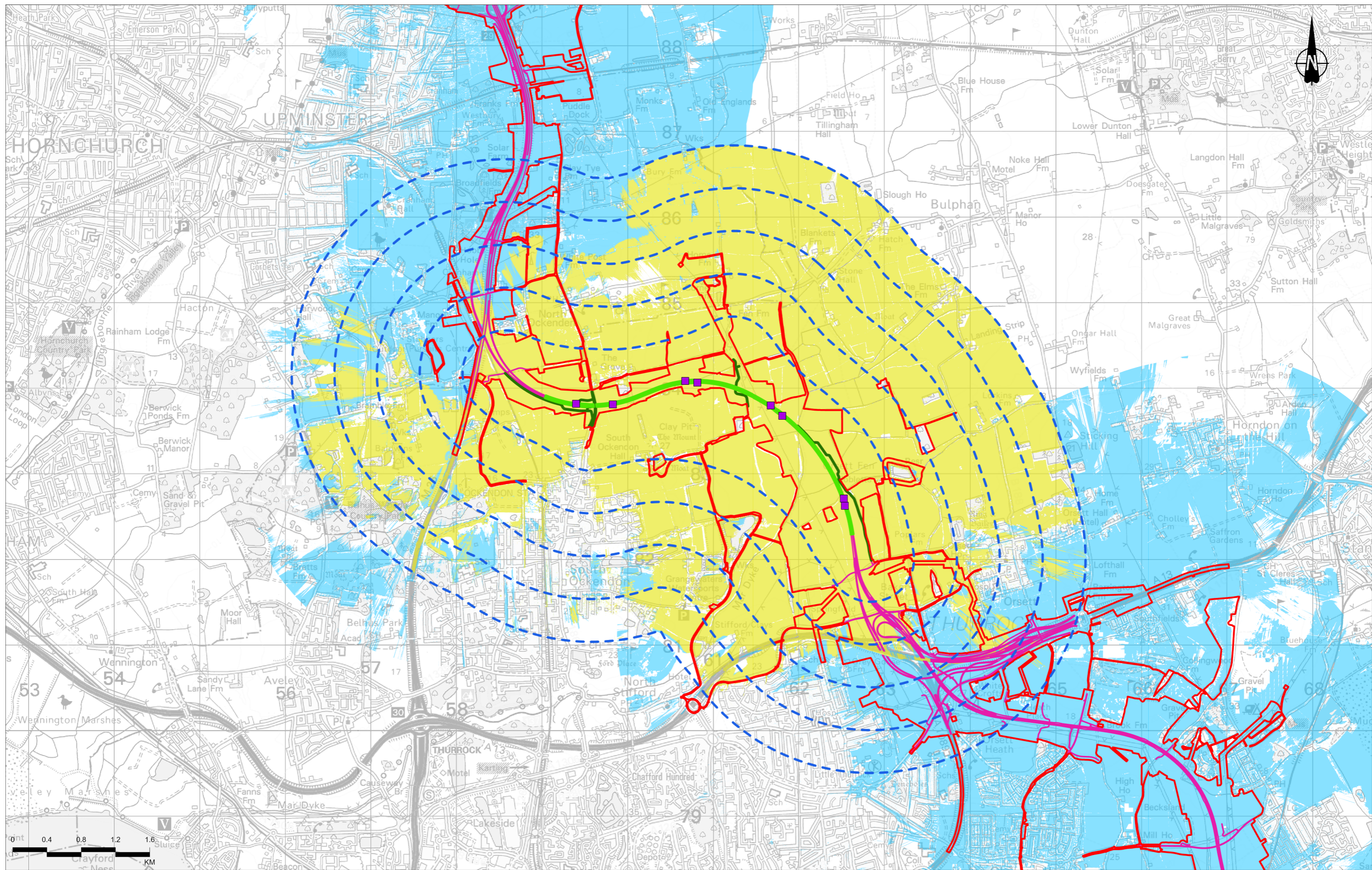
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- Order Limits
 - Gantry locations considered within ZTV
 - 2.5km study area (500m interval offsets from Section 12)
 - Section 12 of route alignment considered within ZTV
 - Section 12 of overbridges, side roads and access roads considered within 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 12

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

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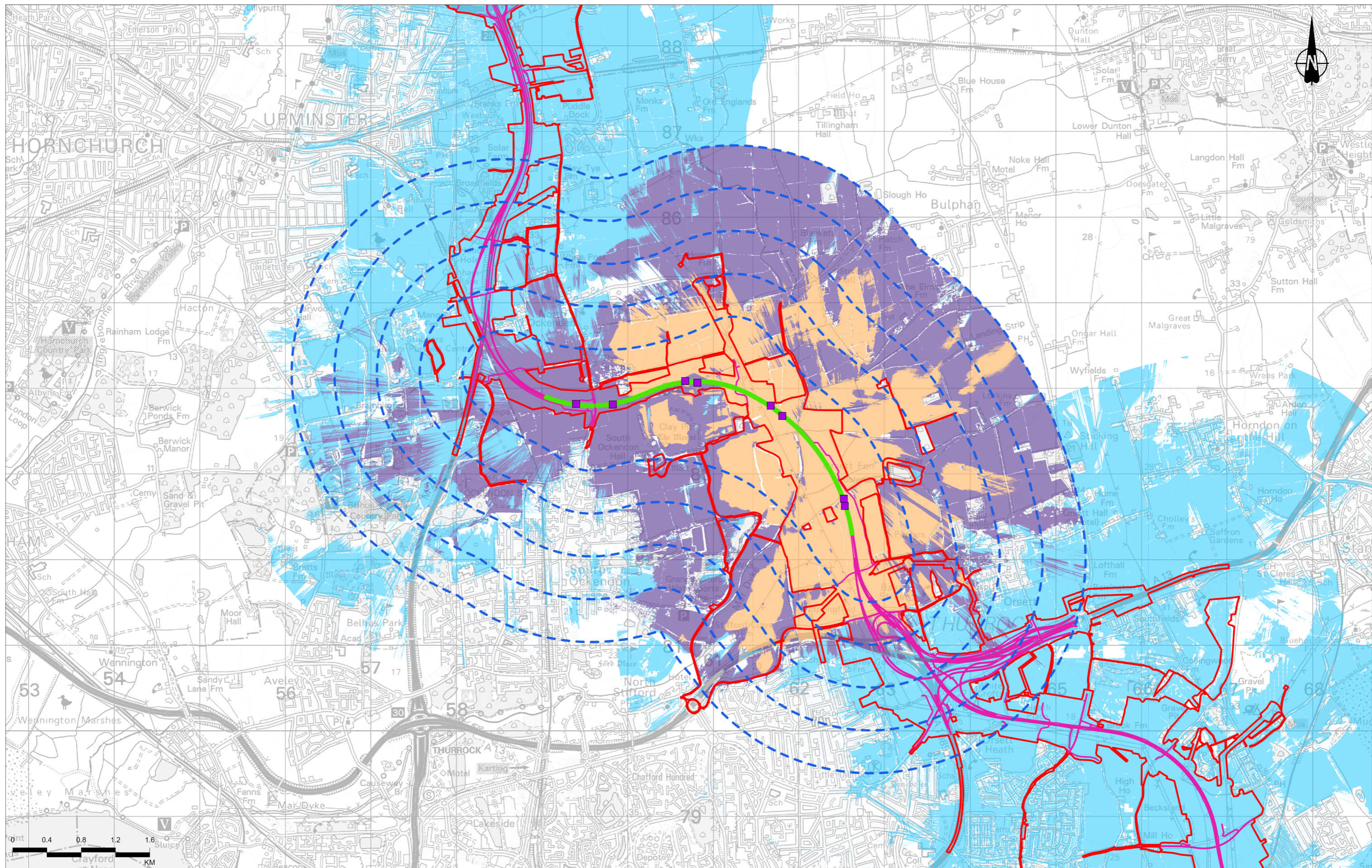
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Zone of Theoretical Visibility (ZTV): (2.5m DSM)
Section 12 - Route alignment

- Area from which 1% to 33% of Section 12 of the route alignment would be theoretically visible (including gantries)
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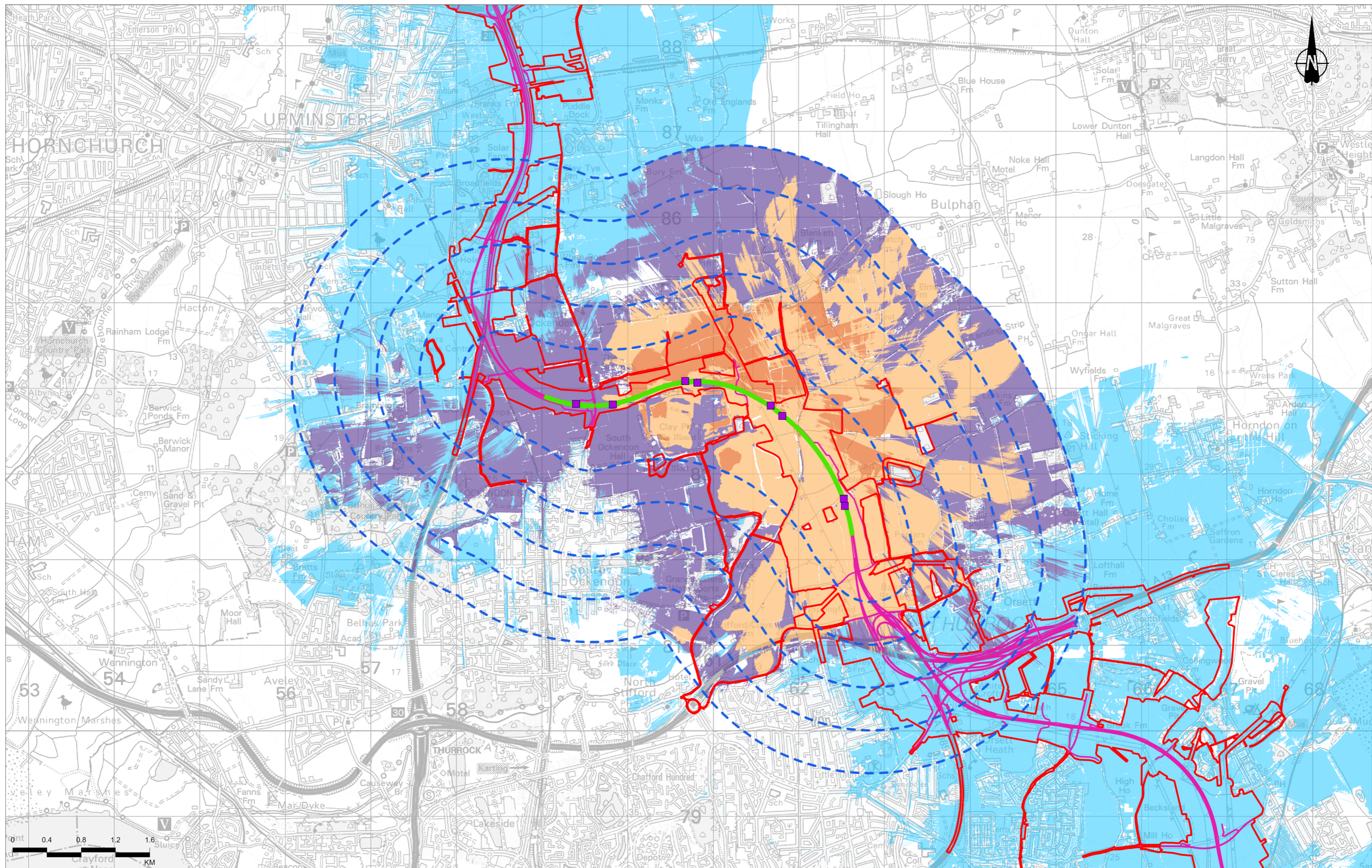
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Zone of Theoretical Visibility (ZTV); (2.5m DSM)

Section 12 - Vehicles on route alignment

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