

# Lower Thames Crossing

## 6.2 Environmental Statement Figures

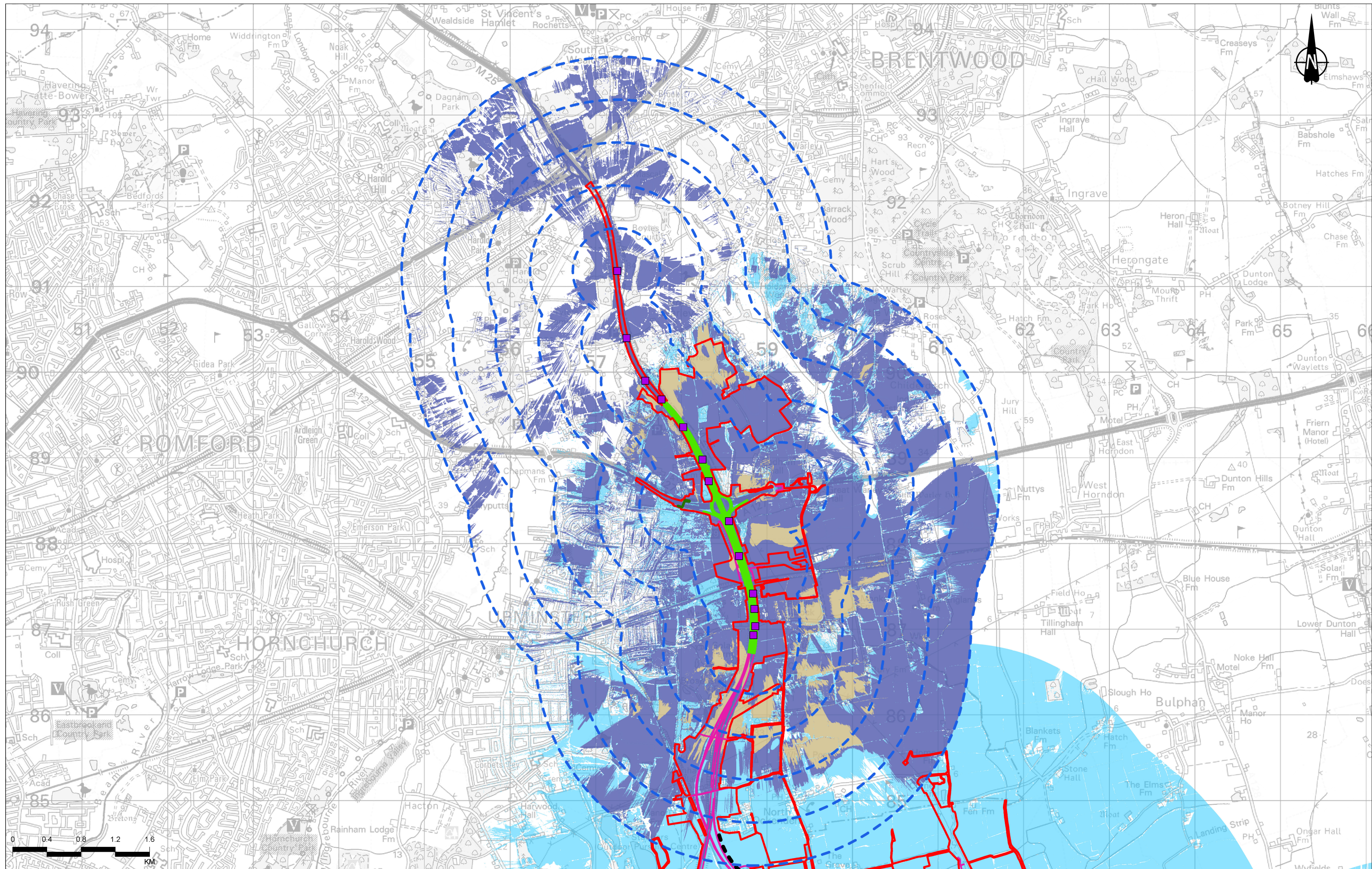
### Figure 7.15 - ZTV (2.5km) - Lower Thames Crossing route Highway Section with Earthwork Mitigation (12 of 12)

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

	Order Limits
	Gantry locations considered within ZTV
	2.5km study area (500m interval offsets from Section 14)
	Section 14 of route alignment considered within ZTV
	Route alignment (Project) route not considered within ZTV

	Area from which 1% to 33% of Section 14 of the route alignment would be theoretically visible (including gantries)
	Area from which 34% to 66% of Section 14 of the route alignment would be theoretically visible (including gantries)
	Area from which 67% to 100% of Section 14 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 4m high false cutting

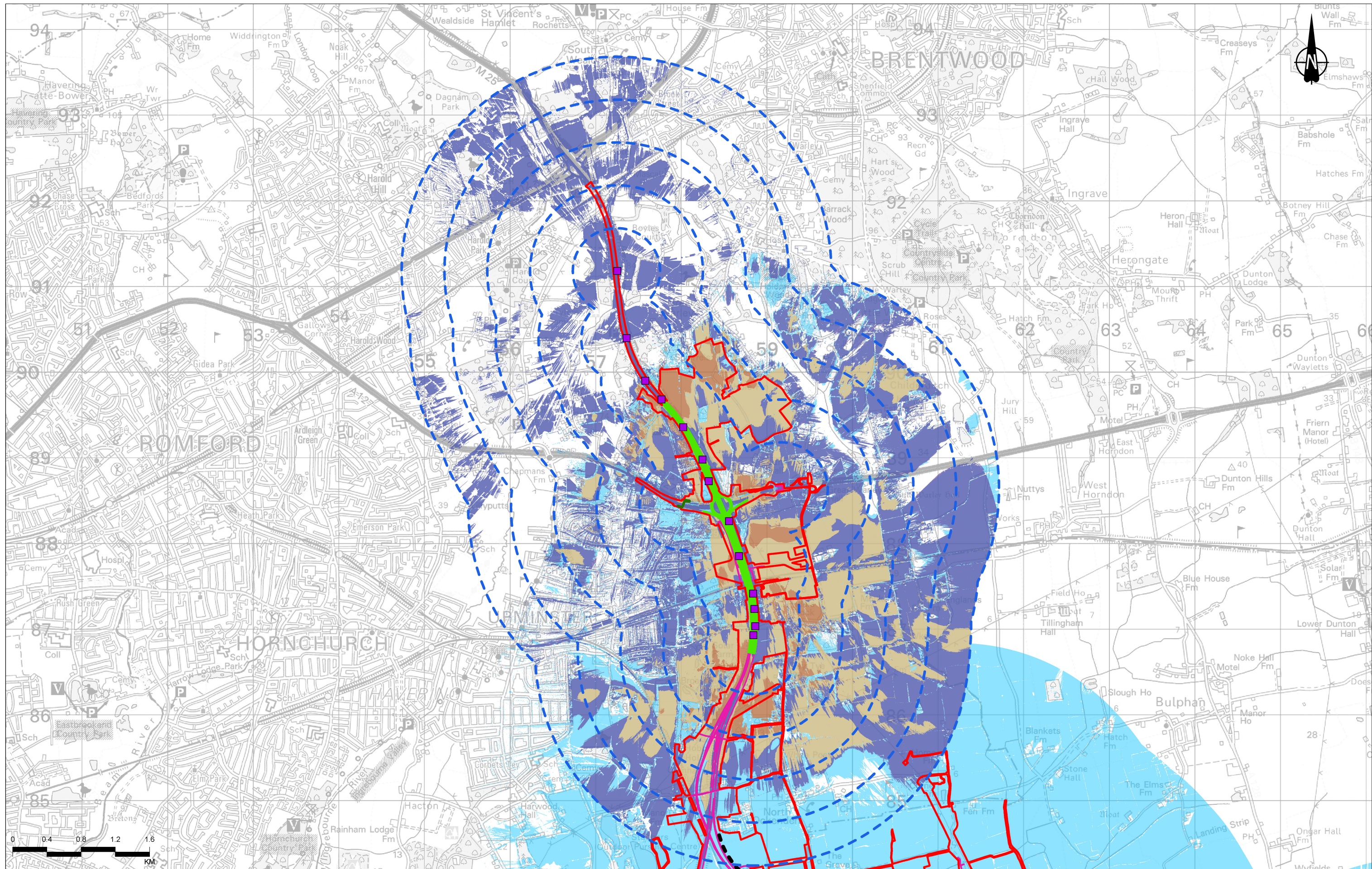
Notes:

- The Zone of Theoretical Visibility (ZTV) was created using Eari 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 alignments of the Project and a view height of 2m and is limited to a 5km study area.
- The ZTV for vehicles travelling along route alignment and ZTV for overbridges/road crossings/roads have been run using an assumed maximum vehicle height of 4.5m.
- 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.



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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- Legend**
- Order Limits
  - Gantry locations considered within ZTV
  - 2.5km study area (500m interval offsets from Section 14)
  - Section 14 of route alignment considered within ZTV
  - Route alignment (Project) route not considered within ZTV

- Zone of Theoretical Visibility (ZTV): (1m DSM Mitigation)**
- Section 14 - Vehicles on route alignment
- Area from which 1% to 33% of Section 14 of vehicles travelling along route alignment would be theoretically visible (including gantries)
  - Area from which 34% to 66% of Section 14 of vehicles travelling along route alignment would be theoretically visible (including gantries)
  - Area from which 67% to 100% of Section 14 of vehicles travelling along route alignment would be theoretically visible (including gantries)

- Zone of Theoretical Visibility (ZTV): (4m DSM Mitigation)**
- Extent of visibility from other highway sections of the Lower Thames Crossing route (excluding Vehicles) shown on Figure 7.14
  - Up to 4m high false cutting

**Notes:**

1. The Zone of Theoretical Visibility (ZTV) was created using Eari and Jervis' Visibility from the proposed 1m DSM. This 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 alignments 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/road crossings/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.

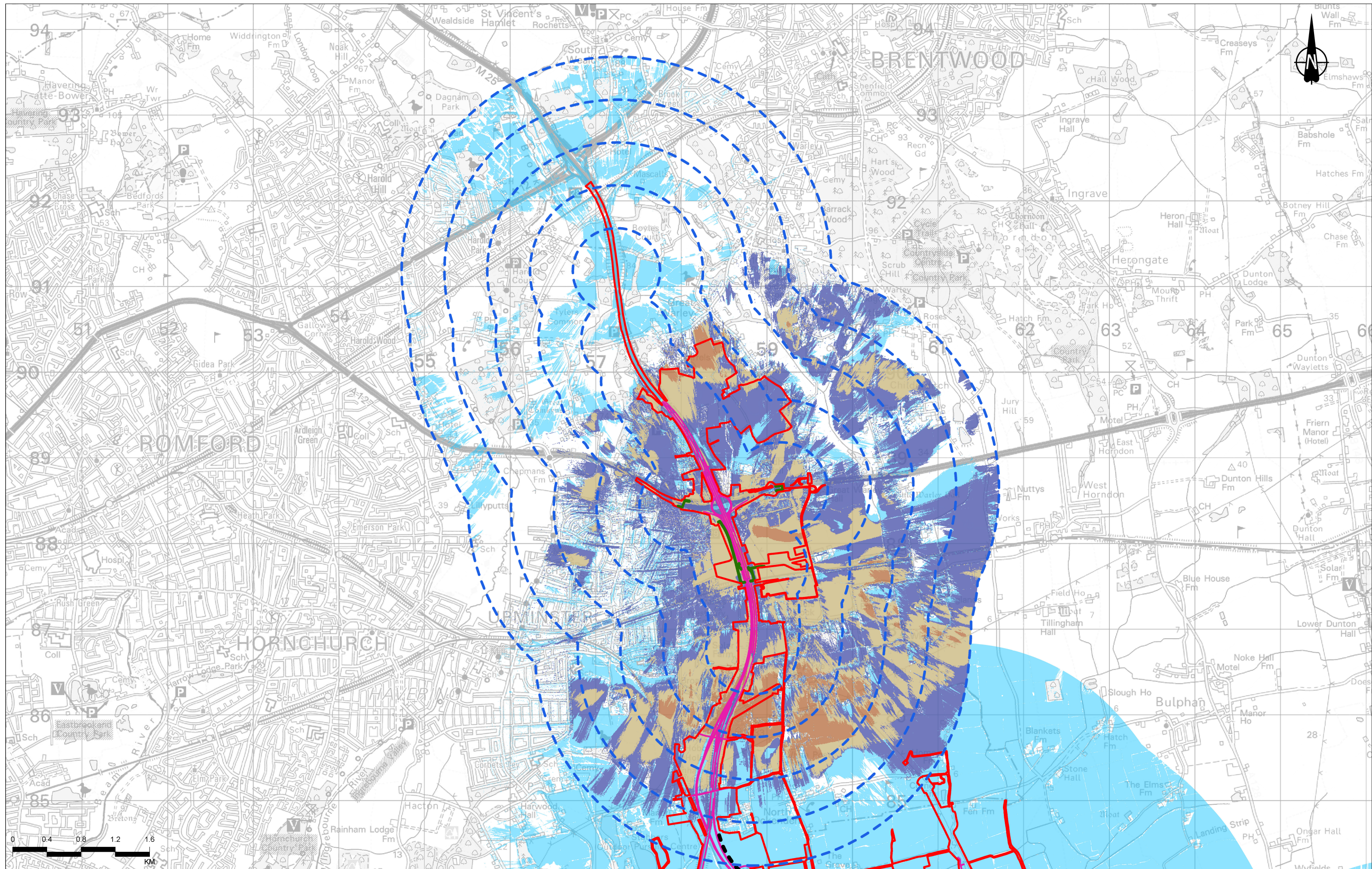


Client: **national highways**

Project: **LOWER THAMES CROSSING**

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Drawing Number	HE540039-CJV-ELS-SZP_EGNE00000000-DR-LE-50034				
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P03	S8	09/08/2022	DCO Application	RG	SK	BF
Rev	Status	Rev. Date	Purpose of revision	Drawn	Chkd	Apprv

- Legend**
- Order Limits
  - 2.5km study area (500m interval offsets from Section 14)
  - Section 14 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 14 - Vehicles on overbridge structures, side roads and access roads
- Area from which 1% to 33% of Section 14 of vehicles travelling on overbridge structures, side roads and access roads would be theoretically visible
  - Area from which 34% to 66% of Section 14 of vehicles travelling on overbridge structures, side roads and access roads would be theoretically visible
  - Area from which 67% to 100% of Section 14 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 4m high false cutting

**Notes:**

1. The Zone of Theoretical Visibility (ZTV) was created using Euri ArcGIS Visualisation. 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 alignments of the Project and a view height of 2m and is limited to a 5km study area.
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