

Lower Thames Crossing

6.2 Environmental Statement Figures

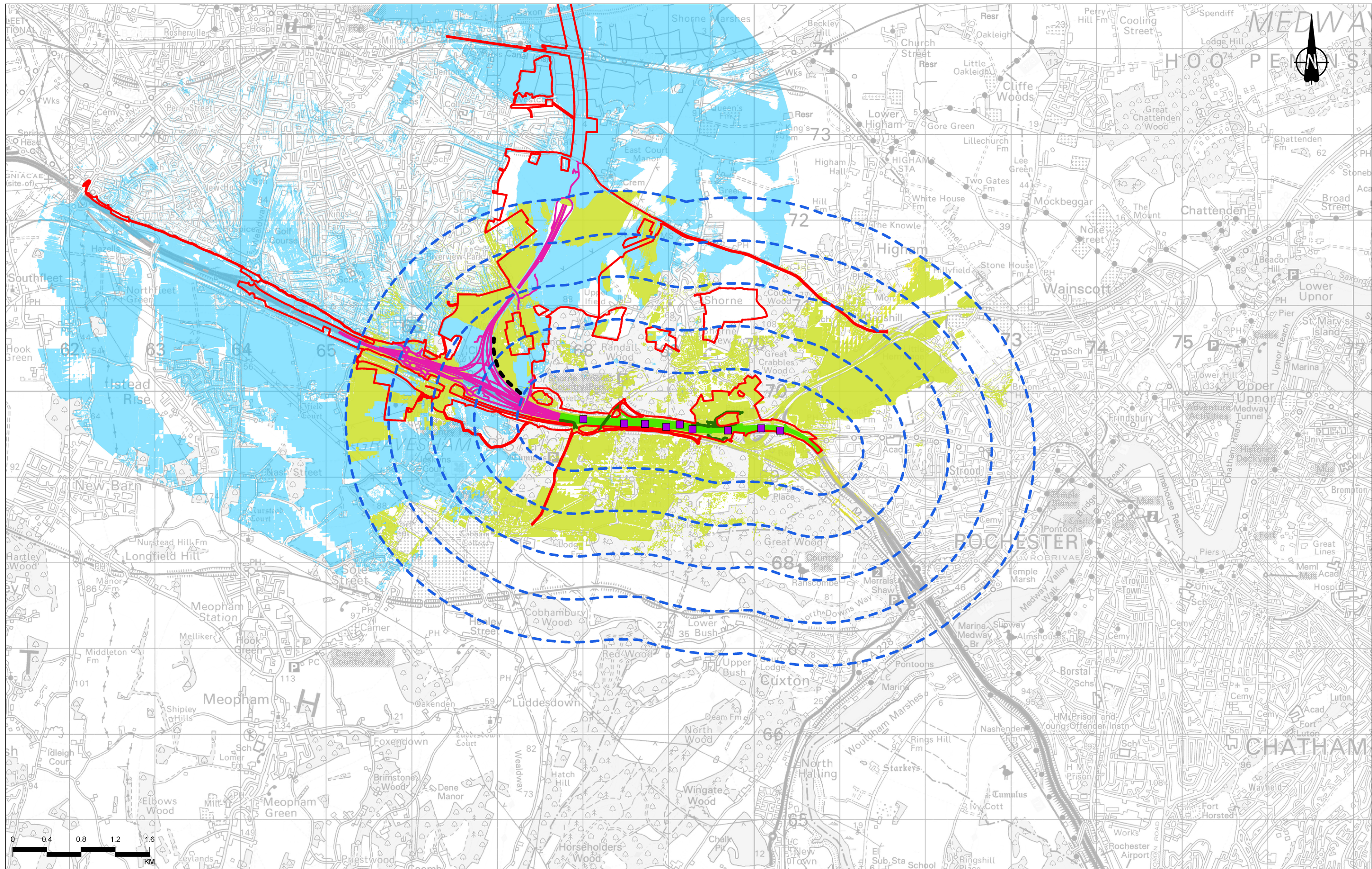
Figure 7.15 - ZTV (2.5km) - Lower Thames Crossing route Highway Section with Earthwork Mitigation (1 of 12)

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 | Apprv |

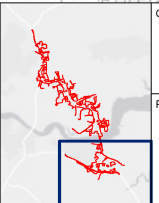
- Legend**
- Order Limits
 - Gantry locations considered within ZTV
 - - - 2.5km study area (500m interval offsets from Section 1)
 - Section 1 of route alignment considered within ZTV
 - Section 1 of overbridges, side roads and access roads considered within ZTV
 - Route alignment (Project) route not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

- 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:

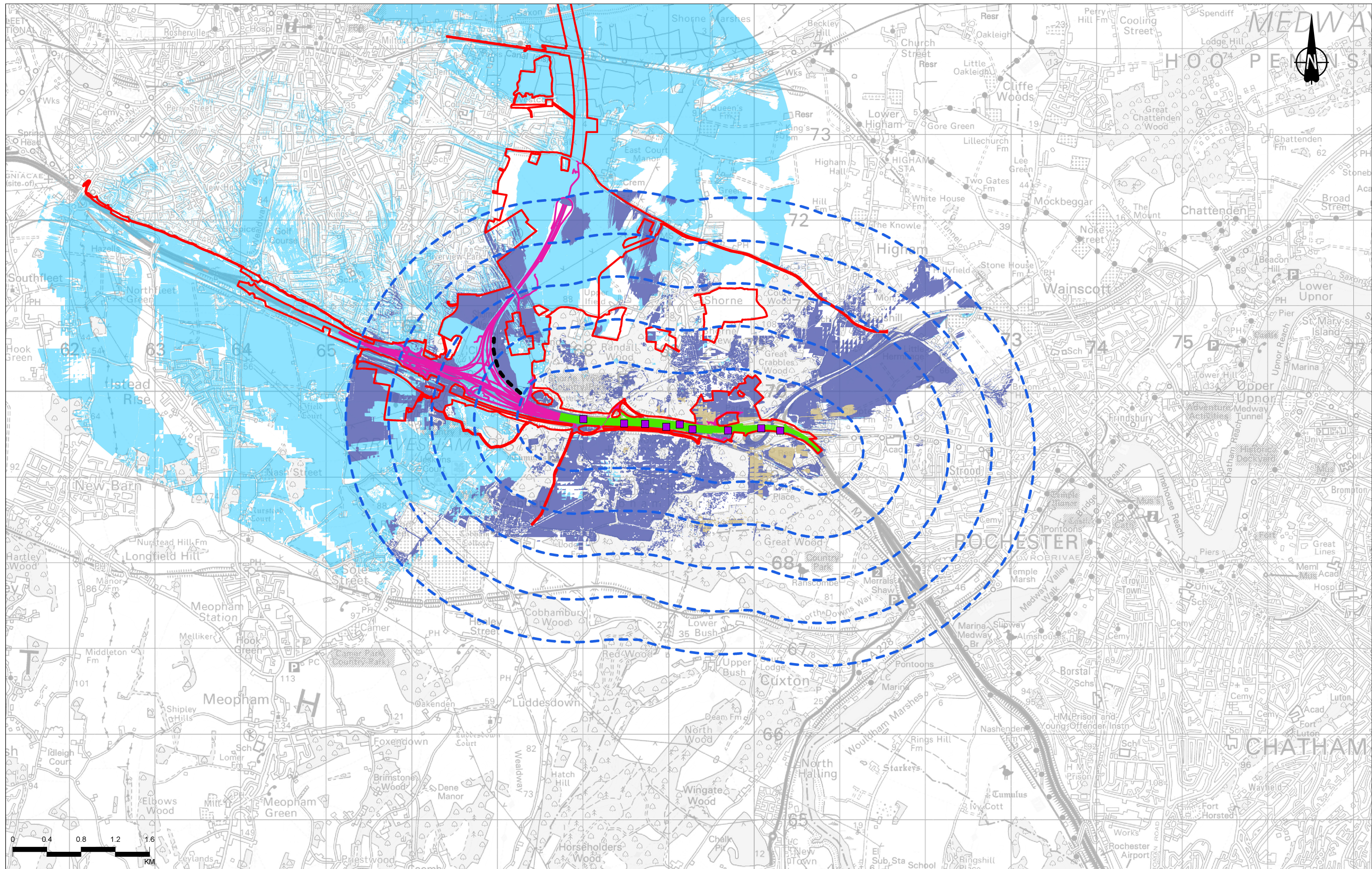
- The Zone of Theoretical Visibility (ZTV) was created using Eri ArcGIS Visualisation. It is based on the combined 1m Digital Surface Model (DSM). This has been compiled from data received from National Highways.
- The ZTV illustrates the area of theoretical visibility of the proposed alignments of the 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/side roads/access 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 sheltered edges, outward views are typically screened by existing buildings or other features.



Client: **national highways**

Project: **LOWER THAMES CROSSING**

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|-----------------------------|---|---------------|----------|----------|-----|
| 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 | | | | |
| Page | Page 1 of 36 | | | | |
| Drawing Number | HE540039-CJV-ELS-SZP_EGNE0000000-DR-LE-50034 | | | | |



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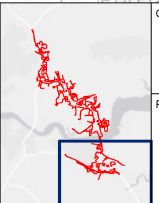
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| | Order Limits |
| | Gantry locations considered within ZTV |
| | 2.5km study area (500m interval offsets from Section 1) |
| | Section 1 of route alignment considered within ZTV |
| | Route alignment (Project) route not considered within ZTV |

| Zone of Theoretical Visibility (ZTV): (1m DSM Mitigation) | |
|---|---|
| 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 Lower Thames Crossing route (excluding Vehicles) shown on Figure 7.14 |
| | Up to 4m high false cutting |

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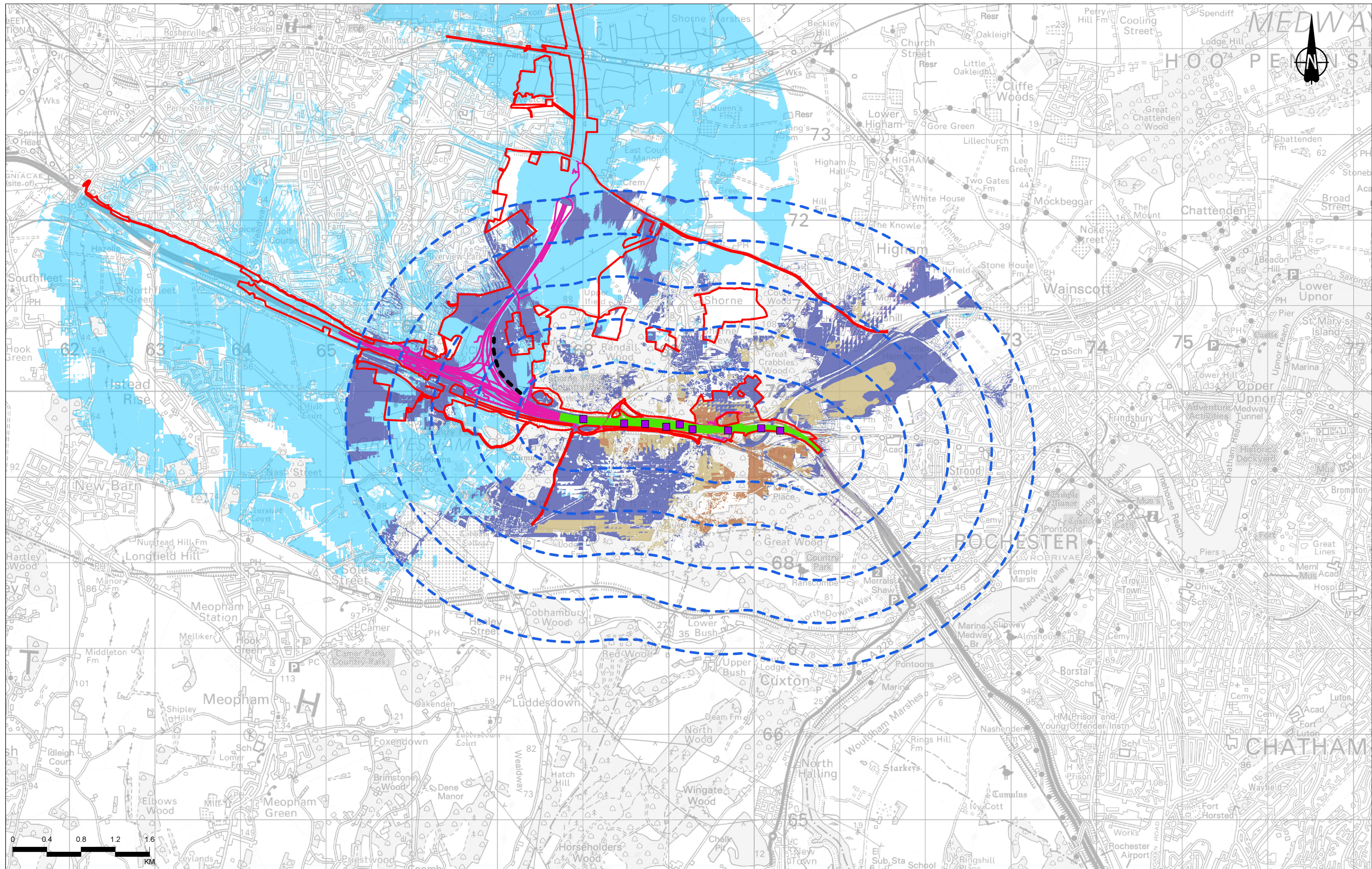
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| | Page 2 of 36 | | | | |
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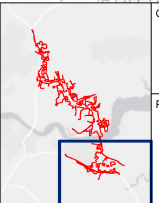
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 - Route alignment (Project) route not considered within ZTV

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

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