

Lower Thames Crossing

6.2 Environmental Statement Figures

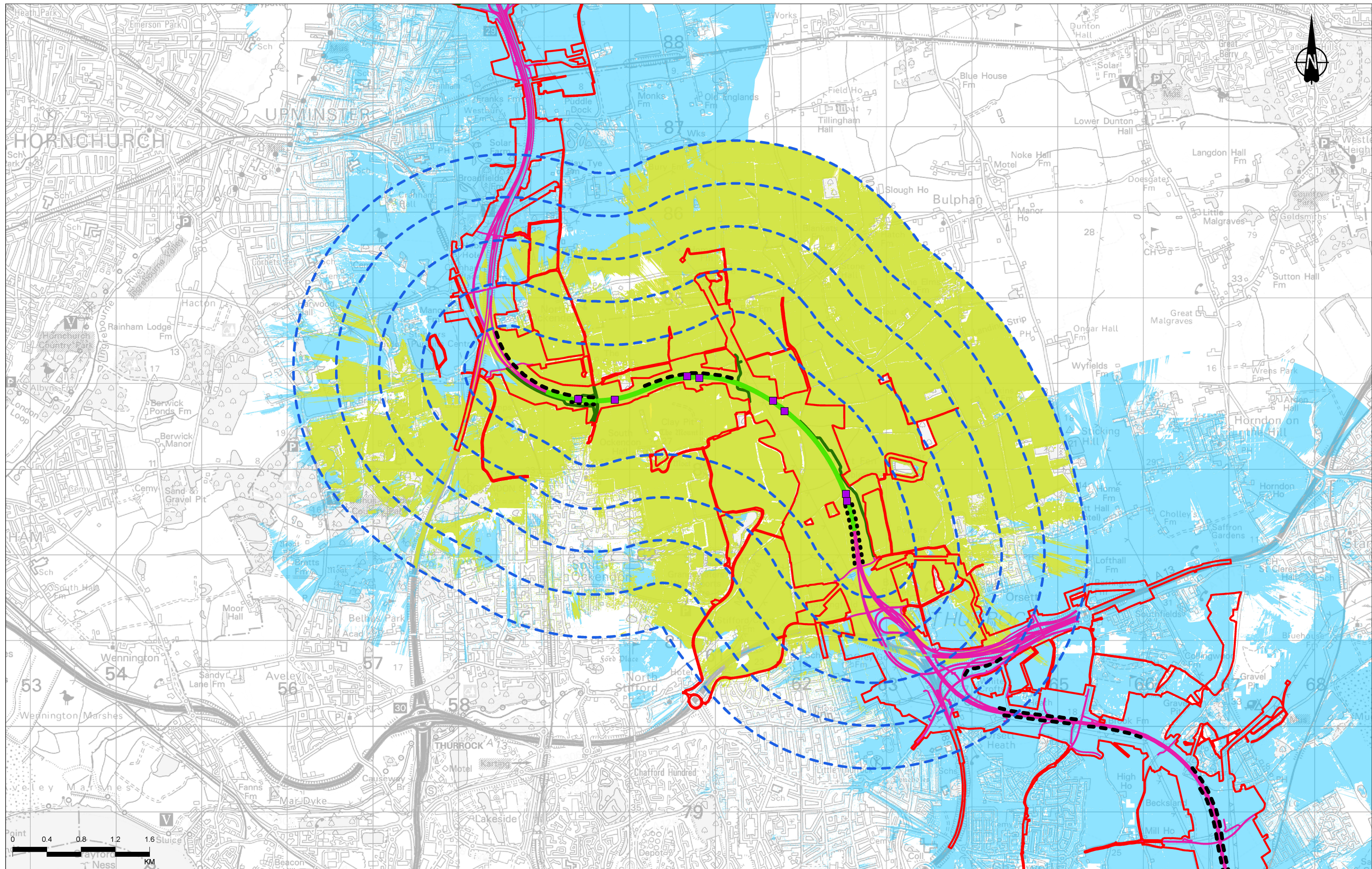
Figure 7.15 - ZTV (2.5km) - Lower Thames Crossing route Highway Section with Earthwork Mitigation (9 of 12)

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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Rev	Status	Rev. Date	Purpose of revision	Drawn	Chkd	Apprvd
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 12)
 Section 12 of route alignment considered within ZTV
 Section 12 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 12

Extent of visibility from other highway sections of the Lower Thames Crossing route (excluding Vehicles) shown on Figure 7.14
 Up to 2m high false cutting
 Up to 4m high false cutting

Notes:

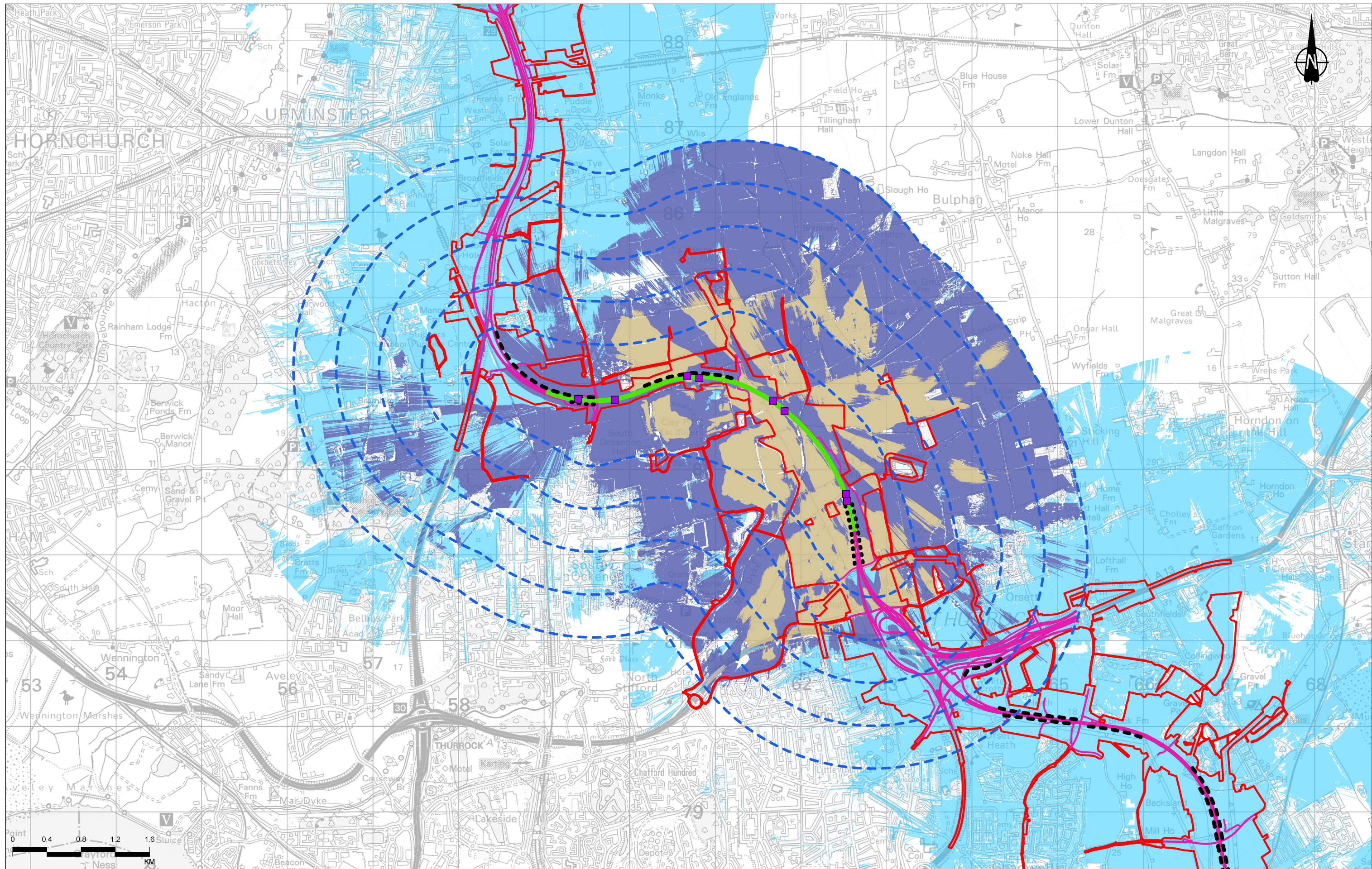
- The Zone of Theoretical Visibility (ZTV) was created using Eari and DSI's Visibility from the proposed 1m DSM Mitigation. The ZTV is based on the combined 1m DSM Mitigation and DSI's Visibility. This has been compiled from data received from National Highways.
- The ZTV illustrates the area of theoretical 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 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	Revision
Application Document Number	TR010032/APP/6.2	A3	P03
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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P03	S6	09/08/2022	DCO Application	RG	SK	BF

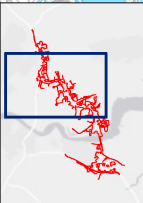
Legend	
	Order Limits
	Gantry locations considered within ZTV
	2.5km study area (500m interval offsets from Section 12)
	Section 12 of route alignment considered within ZTV
	Route alignment (Project) route not considered within ZTV

Zone of Theoretical Visibility (ZTV): (1m DSM Mitigation)	
Section 12 - route alignment	
	Area from which 1% to 33% of Section 12 of the route alignment would be theoretically visible (including gantries)
	Area from which 34% to 66% of Section 12 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 2m high false cutting
	Up to 4m high false cutting

Notes:

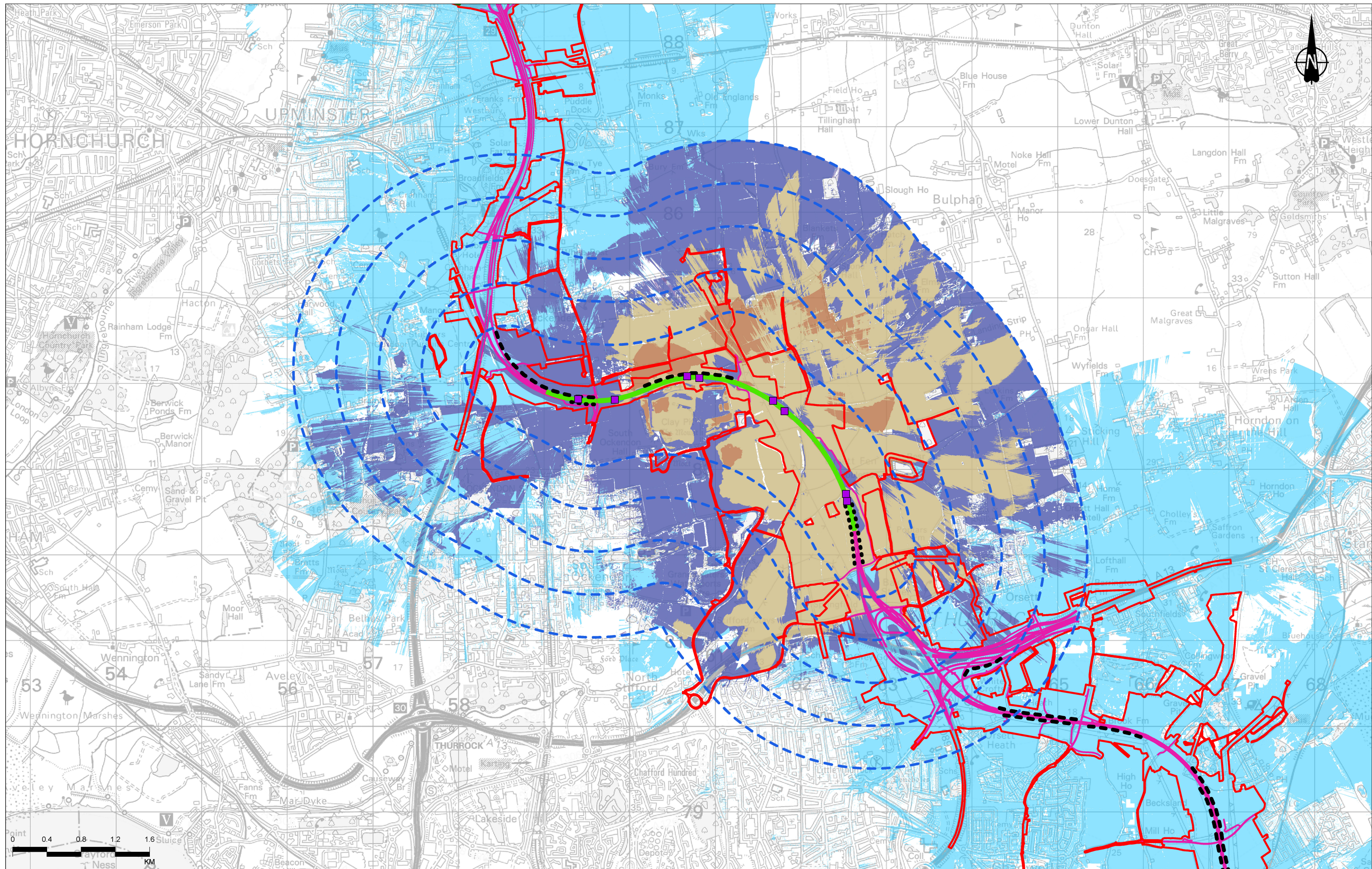
- The Zone of Theoretical Visibility (ZTV) was created using Eari and DS's Visibility from the proposed 1m DSM Mitigation. This has been compiled from data received from National Highways.
- The ZTV illustrates the area of theoretical visibility of the proposed alignments of the Project and a view height 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:

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

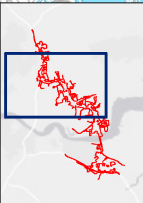
- Legend**
- Order Limits
 - Gantry locations considered within ZTV
 - 2.5km study area (500m interval offsets from Section 12)
 - Section 12 of route alignment considered within ZTV
 - Route alignment (Project) route not considered within ZTV

- Zone of Theoretical Visibility (ZTV): (1m DSM Mitigation)**
- Section 12 - Vehicles on route alignment
- Area from which 1% to 33% of Section 12 of vehicles travelling along route alignment would be theoretically visible (including gantries)
 - Area from which 34% to 66% of Section 12 of vehicles travelling along route alignment would be theoretically visible (including gantries)
 - Area from which 67% to 100% of Section 12 of vehicles travelling along 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 2m high false cutting
- Up to 4m high false cutting

Notes:

- The Zone of Theoretical Visibility (ZTV) was created using Eari and DS's 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.
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Registered office Bridge House, 1 Walnut Tree Close, Guildford GU1 4LZ

National Highways Company Limited registered in England and Wales number 09346363