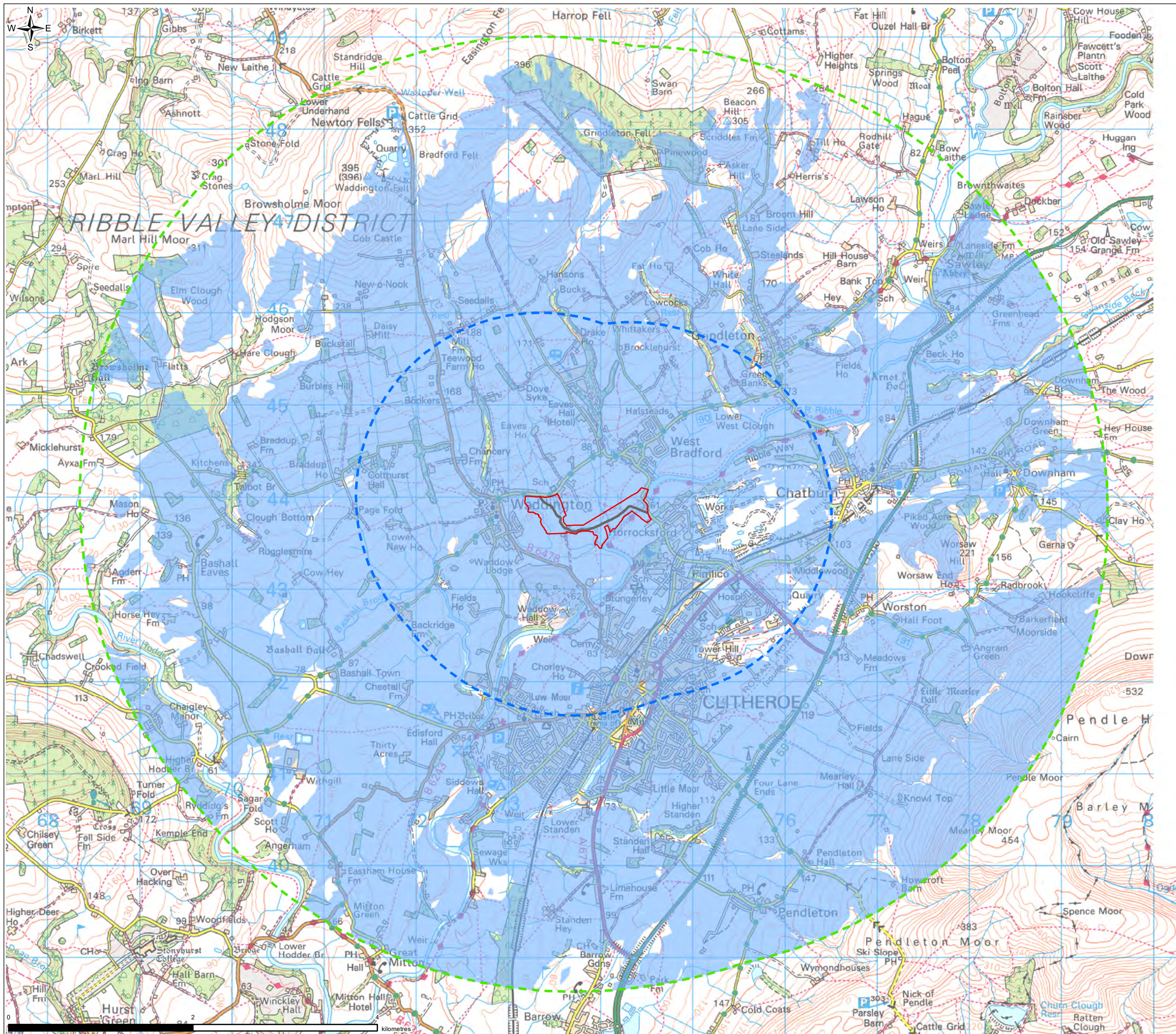# FIGURE 6.1

Notes

1. The ZTV has been modelled to a distance of 5km using points at every 50m along the centreline of the route and 4m above the carriageway to represent the height of a heavy goods vehicle. The modelled viewing height is 1.6m.

2. The ZTV has been prepared using digital terrain modelling (OS Terrain 5) and Geographical Information System (ArcGIS 10.6) base mapping to display the area from which the assessment point (representative of the Proposed Scheme) would be theoretically visible for each representative viewpoint. Appendix 6.1 desribes the ZTV methodology.

3. Theoretical visibility is based on existing terrain (i.e. 'bare earth'), and does not take account of potential screening by intervening vegetation or built form.

Legend

- ▭ Planning Application Boundary
- ── Indicative Route Alignment
- ┈┈ 2km Detailed Assessment Area
- ┈┈ 5km Overarching Assessment Area
- ▮ Zone of Theoretical Visibility (ZTV)

Representative viewpoint locations photos are shown on Figure 6.5
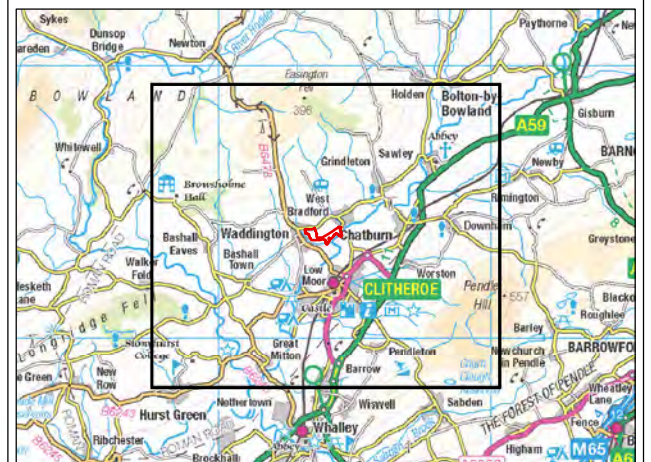
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United Utilities
Water for the North West

UNITED UTILITIES WATER LIMITED
HAWESWATER AQUEDUCT RESILIENCE PROGRAMME
ZONE OF THEORETICAL VISIBILITY (ZTV)
PROPOSED RIBBLE CROSSING
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SCALE		SHEET SIZE
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