



## **LAND SOUTH OF EAST MIDLANDS AIRPORT**

**UPDATED ES**

VOLUME III: LANDSCAPE & VISUAL IMPACT ASSESSMENT – APPENDICES

October 2025

## APPENDIX 1.1:

# LANDSCAPE AND VISUAL IMPACT ASSESSMENT METHODOLOGY AND CRITERIA

## Introduction

1. The purpose of a Landscape and Visual Impact Assessment (LVIA) when produced in the context of an EIA is to identify and report any likely significant landscape and visual effects.
2. The following appendix sets out the methodology and criteria against which the assessment of landscape and visual effects has been undertaken.
3. The Guidelines for Landscape and Visual Impact Assessment (Third Edition) (GLVIA3)<sup>1</sup> are widely recognised as the primary source of guidance for LVIA in the UK but clearly state that: *“The guidance concentrates on principles while also seeking to steer specific approaches where there is a general consensus on methods and techniques. It is not intended to be prescriptive, in that it does not provide a detailed ‘recipe’ that can be followed in every situation. It is always the primary responsibility of any landscape professional carrying out an assessment to ensure that the approach and methodology adopted are appropriate to the particular circumstances.”* (paragraph 1.20)
4. GLVIA3 also states that: *“professional judgement is a very important part of the LVIA”* (paragraph 2.23) and that *“in all cases there is a need for the judgements that are made to be reasonable and based on clear and transparent methods so that the reasoning applied at different stages can be traced and examined by others.”* (paragraph 2.24).
5. GLVIA3 goes on to state that *“there are no hard and fast rules about what effects should be deemed significant but LVIA’s should always distinguish clearly between what are considered to be the significant and non-significant effects.”* (paragraph 3.32)
6. Wherever possible, identified effects are quantified, but as noted above, the nature of landscape and visual assessment requires interpretation using professional judgement. In order to provide a level of consistency to the assessment, the prediction of magnitude and the assessment of significance of the residual landscape and visual effects are based on pre-defined criteria as set out in this appendix.
7. Landscape and Visual Assessments are separate, though linked, processes which GLVIA3 notes are *“related but very different considerations”*. The assessment of the potential effect on the landscape is carried out as an effect on the environmental resource (i.e. the landscape). Visual effects are assessed as an inter-related effect on people.
  - Landscape effects derive from changes in the physical landscape elements which may give rise to changes in its distinctive character and how this is experienced, including consideration of aesthetic and perceptual aspects.

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<sup>1</sup> The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment Third Edition*; Spon; 2013

- Visual effects relate to changes that arise in the composition of available views as a result of changes to the landscape, to people's responses to the changes and to the overall effects with respect to visual amenity.

## Establishing the Baseline

8. The baseline for consideration of landscape and visual effects is evaluated through desk study and site work and is the current situation at the time of the assessment, unless noted otherwise. Existing operational/ built development and development under construction is considered as part of the baseline.
9. The **future baseline**, where relevant, incorporates any anticipated natural change to the landscape (e.g. change to land cover through natural regeneration), and also in the case of built development, changes which are considered certain or likely to happen (including consented proposals which are not yet present in the landscape but which are expected to be constructed). These may or may not be included as part of the landscape and visual baseline depending on individual project circumstances. Where the future baseline differs from the current baseline, it is clearly stated in the LVIA which baseline has been adopted for the assessment of effects and a rationale for the approach taken is provided as necessary.

## Direct and Indirect Effects

10. Direct and indirect effects are defined in GLVIA3. Direct effects may be defined as resulting "*directly from the development itself*" (paragraph 3.22). An indirect (or secondary) effect is one that results "*from consequential change resulting from the development*" (paragraph 3.22) and is often produced away from the site of the proposed development or as a result of a complex pathway or secondary association.

## Landscape Effects

11. The starting point for an assessment of landscape effects is a desk-based assessment of published landscape studies, which may include landscape character assessments, sensitivity and capacity studies and/or landscape designation reviews. Relevant documents are listed as appropriate in the assessment and relevant extracts may be included as appendices where this is judged appropriate. Desk-based assessment is supplemented by field work to verify the key characteristics of the landscape.
12. In accordance with GLVIA3, the significance of landscape effects is determined by combining judgements regarding the sensitivity of the receiving landscape and the magnitude of the landscape effects arising from the Proposed Development.
13. An assessment of the degree to which the proposed development changes "*distinct and recognisable pattern of elements, or characteristics, in the landscape that make one landscape different from another, rather than better or worse*" ('An Approach to Landscape Character Assessment', Natural England, 2014), enables a judgement to be made as to the significance of the effect in landscape character terms.
14. In order to reach an understanding of the effects of development upon the landscape resource it is necessary to consider different aspects of the landscape baseline including:
  - **Landscape Fabric/Elements:** The individual features of the landscape, such as hills, valleys, woods, hedges, tree cover, vegetation, buildings and roads for example which can usually be described and quantified.

- **Landscape key characteristics:** The particularly notable elements or combinations of elements which make a particular contribution to defining or describing the character of an area, which may include experiential characteristics such as wildness and tranquility.

## Landscape Sensitivity

15. It should be noted that, as stated in GLVIA3, “LVIA sensitivity is similar to the concept of landscape sensitivity used in the wider arena of landscape planning but is not the same as it is specific to the particular project or development that is being proposed and to the location in question” (paragraph 5.39).
16. In LVIA, landscape sensitivity is assessed by combining judgements about the value attached to a landscape and its susceptibility to the type of change and nature of the development proposed. The overall sensitivity of the landscape to a particular development is described in the assessment as **High, Medium or Low**.
  - **Landscape Value:** This is the relative value or importance attached to different landscapes by society on account of their landscape qualities. Sometimes it is used as a basis for designation or recognition which expresses national or local authority consensus, because of its special qualities/attributes. Whilst the presence of formal designations are an important component when determining landscape value, other aspects are also considered as part of the judgement process as explained in Landscape Institute Technical Guidance Note 02-21<sup>2</sup>, especially when considering the value of landscapes outside of national designations. These include factors related to natural and cultural heritage (for example ecological, geological or heritage matters), landscape condition, cultural associations (in terms of connections with people, arts or events), distinctiveness (i.e. a sense of unique identity in the landscape), recreational opportunities, perceptual aspects (including scenic quality, wildness and tranquillity) and landscapes with a clearly identifiable role or function. In this assessment, the value attributed to the landscape is described as: **National, Regional or Community**.
  - **Landscape Susceptibility:** Landscape Susceptibility according to GLVIA3 means “the ability of the landscape receptor to accommodate the proposed Development without undue consequences for maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies” (paragraph 5.40). The susceptibility of the landscape varies depending on the type of development proposed and the particular site location. Judgements on landscape susceptibility include references to both the physical and aesthetic characteristics and the potential scope for mitigation. In this assessment, the susceptibility of the landscape is described as **High, Medium or Low**.
17. The criteria and the detailed judgements regarding susceptibility and value of landscape receptors are identified within the sensitivity tables included within Appendix 5 to this assessment.
18. Sensitivity is evaluated taking into account the component judgements about the value and susceptibility of the receptor as illustrated by the table below. Where sensitivity is judged to lie between levels, an intermediate assessment is adopted. Note that equal weighting is attributed to susceptibility and value when determining overall landscape sensitivity.

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<sup>2</sup> Landscape Institute Technical Guidance Note 02-21: Assessing Landscape Value Outside National Designations

		Susceptibility		
		High	Medium	Low
Value	National	High	High/Medium	Medium
	Regional	High/Medium	Medium	Medium/Low
	Community	Medium	Medium/Low	Low

## Magnitude of Landscape Change

19. The magnitude of landscape change arising from the proposed development at any particular location is assessed in terms of “*size or scale, the geographic extent of the area or receptor that is influenced and its duration and reversibility*” (paragraph 5.48).
20. Judgements concerning the **Scale** of the change take account of:
  - degree of loss or alteration to key landscape features/elements; characteristics; and for designated areas – special qualities and/or purposes of designation;
  - distance from the development; and
  - landscape context to the development.
21. The approach to assessing effects on landscape character is to consider the key characteristics for the Landscape Character Area (LCA) within which the proposed development is located (the host LCA) and if relevant the adjacent LCA's (non-host) and identify which of these the proposed development would affect. A large scale change in landscape character is likely to occur where key characteristics would be lost or substantially changed. A small scale change is likely to occur where key characteristics are altered to a lesser degree and this can be influenced by distance and surrounding context.
22. Where particular views are a key characteristic of a landscape type, large or medium scale landscape character effects may occur where the proposed development becomes a key feature of those views. A similar approach applies to designated landscapes, for which the effects on the defined purposes of designation and special qualities are considered.
23. In this assessment, the scale of landscape change is described as: **Large, Medium, Small** or **Negligible**.
24. Having established the scale of change to the landscape baseline, the **Geographic Extent** of the change can be identified. In this assessment, the geographical extent of landscape change is described as: **Wide, Intermediate, Localised** or **Limited**.
25. **Duration and Reversibility** can be linked depending on the nature of the development. Reversibility is a judgement about the practicality of reversing the landscape effects of the proposed development (for example, solar farms are ultimately largely reversible whilst housing is permanent). Duration reflects how long the change will last and can include the frequency with the effect would be experienced. In this assessment, the duration of the change would be considered:
  - **short term** when lasting less than 2 years;
  - **medium term** when lasting between 2 and 10 years;
  - **long term** when lasting between 10 and 40 years, and
  - **permanent** for more than 40 years.

26. Magnitude is considered taking into account the three contributory factors as illustrated by the diagrams in Plate 1 below.

## Visual Effects

27. In accordance with GLVIA3, the significance of visual effects is determined by combining judgements regarding the sensitivity of visual receptors (people who view the landscape) and the magnitude of the change they experience arising from the Proposed Development.

## Visual Receptor Sensitivity

28. In visual assessment, visual receptor sensitivity is assessed by combining judgements about the value attached to views and the susceptibility of the viewer to the type of change and nature of the development proposed. The overall sensitivity of the visual receptor to a particular development is described in this assessment as **High, Medium** or **Low**.

- **Value of Views:** The value of public views, which is the focus of GLVIA3, will vary depending on the nature, location and context of the view and the recognised importance of the view. Considerations include cultural associations; designation or policy protection; views of or from landmarks; and/or the scenic quality of the view. It should be noted that the value attributed relates to the value of the view only (e.g. a National Trail is nationally valued for access, but not always for the available views from every section). In this assessment, the value attributed to visual amenity is described as: **National, Regional** or **Community**.
- **Susceptibility of Visual Receptors:** Those living within view of the Proposed Development are usually regarded as the highest susceptibility group as well as those engaged in outdoor pursuits for whom landscape experience is the primary objective. The susceptibility of potential visual receptors will also vary depending on the activity of the receptor. For visual receptors, susceptibility and value are closely linked - the most valued views are also likely to be those where viewer's expectations will be highest. In this assessment, visual receptor susceptibility is defined in accordance with the criteria below.

**High** - Local residents; tourists; people engaged in outdoor recreation focused on an appreciation of views including users of footpaths and quiet country lanes, beauty spots and picnic areas and people experiencing views to or from important features of physical, visual, cultural or historic interest.

**Medium** - Local road users and travelers on trains. People engaged in outdoor recreation with some appreciation of the landscape e.g. road cycling, nature conservation, golf and water-based recreation.

**Low** - Workers, users of facilities and commercial buildings (indoors) experiencing views from buildings. Road and rail users on fast moving commuting or trunk routes. Visual receptors where views are incidental to the activity and/or location.

29. Sensitivity is evaluated taking into account component judgements about the value and susceptibility of the receptor as illustrated by the table below. Where sensitivity is judged to lie between levels, an intermediate assessment is adopted. Note that a greater weight is intentionally attributed to the susceptibility of the visual receptor than to value. This is in recognition of the fact that relatively few views are specifically recognised through designation or cultural reference. This approach still acknowledges that value associations influence sensitivity.

		Susceptibility		
		High	Medium	Low
Value	National	High	High/Medium	Medium
	Regional	High/Medium	High/Medium	Medium/Low
	Community	High/Medium	Medium	Low

## Magnitude of Visual Change

30. The magnitude of visual change arising from the Proposed Development is assessed in terms of its size or scale, geographic extent of the area or receptor that is influenced and its duration.
31. Representative viewpoints are used in the LVIA as ‘samples’ on which to base judgements of the scale of change experienced by visual receptors. The wider extent of the effect and its duration are not captured in the viewpoint analysis (as a viewpoint cannot capture these factors for an entire route or area). As duration and extent are necessary considerations in determining magnitude of change, judgements concerning magnitude and significance are provided for visual receptors and not for representative viewpoints. The only exception to this would be a specific viewpoint – where people visiting that location to look at the view are assessed as a visual receptor group in their own right.
32. With the exception of specific viewpoints (as noted above), each route (e.g. a footpath or road) and receptor group (e.g. a community or village) will encompass a range of possible views, which might vary from no view of the development to very clear, close views. Therefore, effects are described in such a way as to identify where views towards the development are likely to arise and what the scale and duration and extent of those views is likely to be. In some cases, this will be further informed by a nearby viewpoint and in others it will be informed with reference to ZTV studies, aerial photography and site visits. Each of these individual effects are then considered together in order to reach a judgement of the effects on the visual receptors along that route, or in that place.
33. The Scale of change arising from the Proposed Development as experienced by a visual receptor group reflects the degree to which the nature of the views from that location would be changed taking into account:
- The distance of the viewpoint from the development;
  - the degree to which the development is visible or screened;
  - the angle of view in relation to main receptor activity or main focus of the view;
  - the horizontal and vertical field of view occupied by the development; and
  - the extent and nature of other built development visible.
34. In this assessment, the scale of change in view is described as: **Large, Medium, Small or Negligible**.
35. The approach to assessing effects on views is to consider the full 360 degree view from any given receptor – not just those towards the development and/or shown in visualisations. It is assumed that the change would be seen in clear visibility and the assessment is carried out on that basis. Seasonal variation in visibility due to varying vegetation cover is also taken into account in all judgements. Where there are operational (and consented) developments considered as part of the baseline, the visual effects consider the effects of adding the proposed development to that baseline. Where appropriate, comment may be made on lighting and weather conditions.
36. For visual receptors moving through the landscape (e.g. road and footpath users), the length of their journey during which they would see the Proposed Development is reflected in the judgement of the

**Geographic Extent** of effects. In this assessment, the geographical extent of visual change is described as: **Wide, Intermediate, Localised** or **Limited**.

37. **Duration** reflects how long the change will last and judgements are framed in the same way as described above for landscape effects. In this assessment, the duration of the change would be considered:
- **short term** when lasting less than 2 years;
  - **medium term** when lasting between 2 and 10 years;
  - **long term** when lasting between 10 and 40 years, and
  - **permanent** for more than 40 years.
38. Magnitude is considered taking into account the three contributory factors as illustrated by the diagrams in Plate 1 below.

## Combining Scale of Change, Extent and Duration to Determine Magnitude of Landscape and Visual Effects

39. Scale of change is the first and primary factor in determining magnitude. Geographical extent and duration of the effect are modifying factors to the overall magnitude judgement which may be higher if the effect is particularly widespread and/or long lasting, or lower if it is constrained in geographic extent and/or timescale.
40. The diagrams presented below in Plate 1 illustrate in outline how these two modifying factors are considered in a two-stage process. A judgement is first formed about the scale of the change to the landscape or visual receptor. The geographic extent of the effect is then considered as a modifying influence in the first part of Plate 1 (Stage 1). The result or outcome of Stage 1 is then considered again in relation to the duration of the effect as illustrated in the second part of Plate 1 (Stage 2). The outcome of Stage 2 is the overall magnitude of effect judgement reported in the assessment. Plate 1 is not intended to be interpreted rigidly as a chart to provide definitive answers; professional judgement is employed as appropriate to arrive at an overall magnitude judgement.
41. In this assessment, the magnitude of effects is described as **Substantial, Moderate, Slight** or **Negligible**. Where magnitude is judged to lie between levels, an intermediate assessment will be adopted.

**Plate 1 Combining Scale of Change, Extent and Duration to Determine Magnitude of Landscape and Visual Effects**

**Stage 1 - Modifying Influence of Geographic Extent on Magnitude of Effect**



**Stage 2 - Modifying Influence of Duration on Magnitude of Effect**



## Significance of Landscape and Visual Effects

42. The significance of any identified landscape or visual effect is described as **Major, Moderate, Minor** or **Negligible**. These categories are based on the consideration of receptor sensitivity with the predicted magnitude of effect. The table below is not used as a prescriptive tool and illustrates the typical outcomes, allowing for the exercise of professional judgement. In some instances a particular parameter may be considered as having a determining effect on the analysis.

		Magnitude of Effect			
		Large	Moderate	Slight	Negligible
Receptor Sensitivity	High	Major	Major/ Moderate	Moderate	Minor
	Medium	Major/ Moderate	Moderate	Moderate/ Minor	Minor/ Negligible
	Low	Moderate	Moderate/ Minor	Minor	Negligible

43. Where the effect has been classified as Major or Major/Moderate, this is considered to be equivalent to a likely significant effect. Where 'Moderate' effects are predicted, professional judgement is applied to determine whether the effect is significant or not ensuring that the potential for significant effects to arise has been thoroughly considered and justification is provided for the judgement reached as appropriate. Effects of Moderate/ Minor, Minor, Minor/ Negligible or Negligible significance are considered to be not significant.

## Beneficial/Adverse

44. Landscape and visual effects can be beneficial or adverse and in some instances may be considered neutral. Neutral effects are those which overall are neither adverse nor positive but may incorporate a combination of both. Whether an effect is beneficial, neutral or adverse is identified based on professional judgement. GLVIA3 indicates at paragraph 2.15 that this is a "*particularly challenging*" aspect of assessment, especially in the context of a changing landscape.

45. However, for the avoidance of doubt, in this assessment it has been assumed that where new infrastructure is introduced into the landscape or views, this will generally constitute an adverse effect. Any variation from this stance will be clearly justified.

## Cumulative Effects

46. In a broad generic sense, cumulative impacts "*result from the incremental changes caused by other past, present or reasonably foreseeable actions together with the project*"<sup>3</sup> However, an assessment of cumulative effects should focus on whether there are any potential cumulative impacts which are reasonably foreseeable and which are likely to influence the decision making of the proposed development, rather than an assessment of every potential cumulative effect<sup>4</sup>. In practice this means focusing on other nearby development proposals and the effects that might arise from the combined influence of those developments on landscape and visual receptors.

<sup>3</sup> GLVIA3 page 120, paragraph 7.1 quoting Hyder, 1999 'Guidelines for the assessment of indirect and cumulative impacts as well as impact interactions'

<sup>4</sup> GLVIA3 page 121 paragraph 7.5.

47. The assessment will focus on the in combination effect of the Proposed Development and cumulative schemes when considering cumulative effects.
48. As noted above, operational developments are included in the baseline, Consented development which are expected to be constructed, form part of the future baseline and will be included as such. However, where there is some uncertainty regarding the future construction of consented developments, they may be considered as the first scenario of the cumulative assessment.
49. Proposals in planning are considered where there is good reason to assume that the timing of decisions may be similar and significant cumulative effects are likely. The assessment of effects is considered within the cumulative assessment.
50. Proposals in scoping are noted but not considered within the cumulative assessment, as there is no certainty that these proposals will progress to planning submissions and the nature of the proposed schemes may be subject to change.
51. The assessment is based on the same landscape and visual baseline and receptor groups as the main LVIA, and the methodology is also the same in terms of forming and expressing judgements.
52. Cumulative effects on landscape receptors arise from combined direct and/or indirect effects on the same receptor – such as two developments within the same character area; or one development within, and one visible from, a designated area.
53. Cumulative effects on visual receptors arise either from two (or more) developments both being visible from the same place; or from sequential views as people travel through the landscape.
54. In order to simplify what may otherwise be a complex assessment, where appropriate, the following approaches are also used:
  - The cumulative assessment considers scenarios within which developments may be ‘grouped’ - for instance two nearby cumulative proposals may be considered in one scenario if it is considered that the cumulative effects arising if one or both are developed are likely to be similar.
  - Receptors judged to receive Negligible or Slight-Negligible magnitude effects are not considered for cumulative effects on the basis that any significant effects arising would primarily be caused by the cumulative developments and would be unlikely to be contributed to by the proposed development.
  - Only those receptors judged likely to experience effects from the cumulative development(s) being considered within a given scenario are described within that scenario.
55. Qualitative assessment of design and aesthetic considerations arising as a result of cumulative development, and/or considerations set out within local guidance provided in relation to cumulative development, is also provided where relevant.

## Night-Time Effects of Lighting

### Approach and Scope

56. There is a distinction between light pollution or nuisance and the effect of lighting on the character and amenity of the landscape at night. This part of the assessment is not a technical lighting assessment but focusses on the night-time effects as a result of the introduction of new artificial lighting, with consequent effects.

57. This part of the assessment is still an emerging area of technical practice regarding the scope and receptors which would be impacted as a result of lighting. It is clear that night-time impacts would occur on the visual amenity of the area, but there is some debate regarding the extent of impact on surrounding landscape character.
58. In terms of the potential for landscape character effects at night, these are almost exclusively concerned with perceptions of darkness and an absence of development, as the key characteristics of landscapes which distinguish the landscape character areas described in character assessments are generally obscured after dark.

## Potential Effects

59. The proposed lighting would be visible as points of light, especially where there would be a high degree of contrast at the viewpoint (i.e. the lights were seen against a dark sky / dark landmass or where there would be few or no existing artificial light sources present).
60. During periods of greater ambient light, (e.g. sunset, twilight, dusk, dawn) there would be a reduced effect as the contrast of the lighting against the background would be reduced. The lights would only be required at 'night'. This variation means that in summer the lighting may not be switched on when people are predominantly active and contrast with the background would be reduced. However, in winter the lighting would be switched on during peak active times.

## Sensitivity of Receptors

61. For landscape receptors, susceptibility is judged based on the degree to which they are currently characterised by darkness. Value is judged based on similar factors as for the daytime assessment unless suggested otherwise. For example, identification of a Dark Sky Park which would increase value; or if value is based on scenic qualities which are not appreciable at night, the value may decrease.

For visual receptors, the value attached to night-time views is considered to be low unless there is a particular feature that can be best appreciated in the hours of darkness. This may include views of stars and the night sky that are only possible in particularly dark areas or views of well-known landmarks that are lit up at night. The susceptibility of visual receptors also differs at night reflecting the different activities people undertake in the hours of darkness. For example, drivers using roads at night tend to be more focused on the road and the area illuminated by their headlights than during the day and may have oncoming headlights, cats eyes or other reflective signage drawing their attention, resulting in lower susceptibility. This is particularly the case on unlit rural roads that may be narrow and winding. On the other hand, people taking part in activities requiring darkness, such as stargazing or those based in outdoor overnight accommodation, would be of higher susceptibility.

## ANNEX 1: GLOSSARY OF TERMS

Term	Definition
CLVIA	Cumulative Landscape and Visual Impact Assessment.
Cumulative Effects	Cumulative effects are the additional effects arising from changes caused by a development in conjunction with other past, present or reasonably foreseeable actions.
Direct Effect	A direct (or primary) effect may be defined as an effect that is directly attributable to the development. <sup>5</sup>
GLVIA3	' <i>Guidelines for Landscape and Visual Impact Assessment, Third Edition</i> ', published jointly by the Landscape Institute and Institute of Environmental Management and Assessment 2013.
Indirect Effect	An indirect (or secondary) effect is an effect that results indirectly from the proposed project as a consequence of the direct effect, often occurring away from the site, or as a result of a sequence of interrelationships or a complex pathway. They may be separated by distance or in time from the source of the effects. <sup>6</sup>
Key Characteristics	Those combinations of elements which are particularly important to the current character of the landscape and help to give an area its particularly distinctive sense of place.
LVIA	Landscape and Visual Impact Assessment.
Landscape Capacity	The amount of change which a particular landscape character type or area is able to accommodate without significant detrimental effects on its character. Capacity is likely to vary according to the type and nature of change proposed.
Landscape Character	The distinct and recognisable pattern of elements in the landscape that makes one landscape different from another, rather than better or worse. <sup>7</sup>
Landscape Character Areas	These are single unique areas which are the discrete geographical areas of a particular landscape type. <sup>8</sup>
Landscape Character Types	These are distinct types of landscape that are relatively homogeneous in character. They are generic in nature in that they may occur in different areas in different parts of the country, but wherever they occur, they share broadly similar combinations of geology, topography, drainage patterns, vegetation and historical land use and settlement pattern, and perceptual and aesthetic attributes.
Landscape Effects	Effects on the landscape as a resource in its own right. <sup>9</sup>
Landscape Elements	Individual components which make up the landscape such as trees and hedges.

<sup>5</sup> The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p155

<sup>6</sup> The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p156

<sup>7</sup> The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p156

<sup>8</sup> The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p157

<sup>9</sup> The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p157

Term	Definition
Landscape Features	Particularly prominent or eye-catching elements, like tree clumps, church towers or wooded skylines.
Landscape Quality or Condition	This is a measure of the physical state of the landscape. It may include the extent to which a typical character is represented in individual areas, the intactness of the landscape and the condition of individual elements. <sup>10</sup>
Landscape Receptor	Defined aspects of the landscape resource that have the potential to be affected by a proposal.
Landscape Resource	The combination of elements that contribute to landscape context, character and value.
Landscape Value	The relative value or importance attached to different landscapes by society on account of their landscape qualities. <sup>11</sup>
Level of Effect	Determined through the combination of sensitivity of the receptor and the proposed magnitude of change brought about by the development.
Magnitude (of effect)	A term that combines judgements about the size and scale of the effect, the extent of the area over which it occurs, whether it is reversible or irreversible and whether it is short or long term in duration.
Mitigation	Measures including any process, activity or design to avoid, reduce, remedy or compensate for adverse environmental impact or effects of a development.
Photomontage	A visualisation which superimposes an image of a proposed development upon a photograph or series of photographs.
Residential Visual Amenity	A collective term describing the views and visual amenity from a residential property, relating to the type, nature, extent and quality of views that may be experienced from the property and its 'domestic curtilage' including gardens and access driveway. Residential Visual Amenity is only one component of the overall Residential Amenity, others being for example noise, shadow flicker and access amongst others.
Residual Effects	Potential environmental effects remaining after mitigation.
Sense of Place	The essential character and spirit of an area: <i>genius loci</i> which literally means 'spirit of the place'.
Sensitivity	A term applied to specific receptors, combining judgements of the susceptibility of the receptor to the specific type of change or development proposed and the value related to that receptor. <sup>12</sup>
Significant Effects	It is a requirement of the EIA Regulations to determine the likely significant effects of development on the environment which should relate to the level of an effect and the type of effect. Where possible significant effects should be mitigated.  The significance of an effect gives an indication as to the degree of importance (based on the magnitude of the effect and sensitivity of the receptor) that should be attached to the impact described.  Whether an effect should be considered significant is not absolute and requires the application of professional judgement.

<sup>10</sup> The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p157

<sup>11</sup> The Landscape Institute; Technical Guidance Note 02/21 Assessing Landscape Value Outside National Designations

<sup>12</sup> The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p157

Term	Definition
Type or Nature of Effect	Whether an effect is direct, indirect, temporary or permanent, positive (beneficial), neutral or negative (adverse) or cumulative.
Visual amenity	Value of a particular place in terms of what is seen by visual receptors taking account of all available views and the total visual experience.
Visual Effect	Effects on specific views and on the general visual amenity experienced by people. <sup>13</sup>
Visual Receptors	Individuals and/or defined groups of people who have the potential to be affected by a proposal.
Visualisation	Computer simulation, photomontage or other technique to illustrate the appearance of a development. <sup>14</sup>
Wildness	A quality of appearing to be remote, inaccessible and rugged with little evidence of human influence.
Wireframe or Wireline	A computer generated line drawing of the DTM (Digital Terrain Model) and the proposed development from a known location.
Zone of Theoretical Visibility (ZTV)	Area within which a proposed development may have an influence or an effect on visual amenity. <sup>15</sup>

<sup>13</sup> The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p158

<sup>14</sup> The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p158

<sup>15</sup> The Landscape Institute/Institute of Environmental Management and Assessment; *Guidelines for Landscape and Visual Impact Assessment*; Spon; 2013; p158

## APPENDIX 1.2: VISUALS METHODOLOGY

### Guidance and Standards Used

1. All Visibility Maps (ZTVs), photography, visualisations (wirelines and photomontages) and their graphical presentation has been undertaken in line with the Landscape Institute's Technical Guidance Note 06/19, Visual Representation of Development Proposals.

### The Computer Model

2. To generate wireline visualisations and photomontages, computer models of the proposed site and study area are produced. A Revit 2023 3D computer model of the proposed development representing the specified geometry and position of the proposed development, and the existing landform (terrain) was provided. The landform information is derived from 50m resolution terrain data incorporating 5m resolution terrain data around the site and each viewpoint and viewpoints where required (either by local guidance, or where we judge it is needed for accurate modelling).
3. The computer models include the entire study area and all calculations take account of the effects caused by atmospheric refraction and the Earth's curvature. The computer models do not take account of the screening effects of any intervening objects such as vegetation, buildings or other non-terrain features, unless expressly stated.
4. The computer models combine the existing landform with the model of the proposed development and detailed data collected in the field to enable the output of accurate visual and graphical information and associated data for presentation as finished figures.

### Visibility Maps: Zone of Theoretical Visibility

5. Zone of Theoretical Visibility (ZTV) maps have been generated using LSS/GIS to assist in identifying areas where visibility would not occur as well as viewpoint selection, illustrate areas from where part or all of the proposed development may be visible and to indicate its potential influence in the wider landscape.
6. Unless expressly stated, the visibility maps present the extent of potential visibility on the basis of a 'bare ground' scenario: They do not account for the effects of screening and filtering of views as a result of intervening features (e.g. buildings, trees, hedgerows, etc) and so tend to over-estimate visibility, both in terms of the area from which the project can potentially be seen and potentially in terms of the extent of the development visible from a particular viewpoint.
7. ZTVs which include vegetation and buildings may use real height information derived from standard DSM products such as LiDAR – this approach is typically used for smaller study areas and urban areas. For larger study areas assumed heights are used which are stated on the ZTV figure. The location and extent of woodland and buildings is derived from OS Open data and assumed heights for these are added to the bare ground model. As a result, the ZTV study does not take account of all above ground features – only those included as woodland and buildings in the OS mapping at the time the ZTV was prepared. These ZTV studies present a more realistic visibility pattern than bare ground studies, but do not take detailed account of felling cycles, tree growth, demolition or construction.

## Visualisations: Annotated Photos (Type 1)

8. Baseline photography has been undertaken at each representative viewpoint location using a high-quality digital SLR camera with full frame sensor and a 50mm fixed focal length lens – in accordance with the relevant guidance identified above. The resulting photos are either presented as single frame images or combined into panoramas using PTGui photo stitching software and saved as planar projection images. Single frame and panoramic images are presented at either A3 or on wide format sheets, in accordance with Technical Guidance Note 06/19, and are annotated to indicate the extent of the proposed development and highlight any important features within the view.

## Visualisations: Photomontages (Types 3 & 4)

9. Baseline photography has been undertaken at each agreed representative viewpoint location using a high-quality digital SLR camera with full frame sensor and a 50mm fixed focal length lens, in combination with a panoramic head equipped tripod at 1.5m height Above Ground Level (AGL) unless stated otherwise – in accordance with the relevant guidance identified above. The resulting photos are combined into panoramas using PTGui photo stitching software and saved as cylindrical and planar projection versions for use in visualisation production. ‘Single frame’ 50mm and 75mm planar images are produced by cropping and re-projecting stitched cylindrical images to match the extent of the original 50mm photographs.
10. The LSS computer model is used to generate a perspective view from each viewpoint of the proposed development, using landform in the computer model and the specified geometry and position of the proposed development.
11. Using the computer model, a wireline diagram showing the proposed development (and any cumulative sites as required) is generated for each viewpoint to meet the relevant requirements of guidance (e.g. blades upwards, numbered, facing the viewpoints, etc).
12. To produce a photomontage, the above wireline is combined with the photographic panorama using Adobe Photoshop. Detailed viewpoint information as recorded on site (e.g. GPS grid co-ordinates; ground level information; compass bearings; and any other known references; etc) is used to enable the accurate alignment of the photographs with the computer model. A perspective match is achieved between the computer generated wireline and the photographs by iteratively adjusting the parameters until all the major features in the image are aligned satisfactorily. The proposed development is then rendered using 3DS Max taking into account the time and conditions occurring on the day of the photography to provide a realistic image.
13. Where provided, dusk/dawn visuals are prepared on the same basis as daytime visuals but there is a degree of judgement required to illustrate the brightness of the lighting compared to the background photography (which is more constrained than daytime photography) including exposure settings.
14. A minimal amount of image processing is undertaken. Where necessary, the contrast between the background photograph and the proposed development is increased to ensure that the development is apparent in the photomontage, as far as possible. It should be noted that there is an element of professional judgement inherent in the illustration of the changes represented by any photomontage.
15. The information shown on the visualisations and within the LVIA is generated via the computer model or from mathematical calculations.
16. The completed base photography, wirelines, photomontages and accompanying data are then presented as figures using desktop publishing/graphic design software to meet the relevant guidance requirements.

## Data Accuracy

17. The Ordnance Survey (OS) provides accuracy figures for the following terrain data products expressed statistically as root-mean-square error (RMSE) in metres:
  - OS Terrain@50 (50m resolution): 4m RMSE.
  - OS Terrain@5 (5m resolution): Urban and major communication routes 1.5m RMSE; Rural 2.5m RMSE; Mountain and moorland 2.5m RMSE.

# APPENDIX 1.3: RELEVANT LEGISLATION, NATIONAL PLANNING POLICY AND GUIDANCE

## European Landscape Convention (ELC)

1. The European Landscape Convention (ELC) is an international treaty dedicated to the protection, management and planning of all landscapes in Europe. It was signed by the UK government in 2006 and introduced in March 2007.
2. The ELC contains 18 articles which, collectively, promote landscape protection, management and planning as well as European cooperation on landscape issues.
3. Article 1 defines the terms used in the ELC including the term 'landscape' which has been adopted for the purposes of this assessment.
4. Articles 5 and 6 commit signatory states to a number of actions which are designed to help ensure compliance with the overarching aims of the ELC. These include the need to recognise landscapes in law; to establish policies aimed at landscape planning, protection and management; and the integration of landscape into other policy areas.
5. The ELC is a convention of the Council of Europe, not the EU. Therefore, the UK's departure from the European Union does not affect the status of this convention, and at the time of writing (May 2024), the UK remains a signatory.

## National Planning Policy Framework (NPPF), 2024

6. The National Planning Policy Framework (NPPF) sets out the government's planning policies and how these should be applied. The NPPF is a material consideration in planning decisions. It was last updated in December 2024.
7. Section 12 of the NPPF focuses on good design and notes the following at paragraph 131:  
*'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.'*
8. At paragraph 135, The NPPF states (*inter alia*) that:  
*'Planning policies and decisions should ensure that developments:*
  - a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
  - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
  - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
  - d) establish or maintain a strong sense of place....'*
9. Section 15 of the NPPF relates to conserving and enhancing the natural environment. Paragraph 187 states that (*inter alia*):

*'Planning policies and decisions should contribute to and enhance the natural and local environment by:*

*a) protecting and enhancing valued landscapes, ... (in a manner commensurate with their statutory status or identified quality in the development plan);*

*b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including ... trees and woodland;*

10. Paragraph 188 notes that: *'Plans should: distinguish between the hierarchy of international, national and locally designated sites'.*

## **Planning Practice Guidance for Natural Environment, June 2025**

11. This document covers the key issues in implementing policy to protect biodiversity and landscape fabric (including green infrastructure, Ancient Woodland and veteran trees), and contains a section on landscape. Paragraph 036 notes that:

*'Where landscapes have a particular local value, it is important for policies to identify their special characteristics and be supported by proportionate evidence. Policies may set out criteria against which proposals for development affecting these areas will be assessed.'*

12. Paragraph 036 also notes that:

*'The cumulative impacts of development on the landscape need to be considered carefully'.*

## **Planning Practice Guidance: Design - process and tools, October 2019**

13. This document sets out how well designed places can be achieved *'by taking a proactive and collaborative approach at all stages of the planning process'* and notes that it should be read alongside the National Design Guide. It reiterates NPPF guidance, noting that:

*'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development'.*

14. It further sets out ten characteristics that contribute to good design and these are expanded on in the National Design Guide.

## APPENDIX 1.4

### BASELINE ANALYSIS

#### 1.1 Introduction

- 1.1.1 This appendix provides a review of the key local baseline studies and guidance documents and identifies those landscape and visual receptors which merit detailed consideration in the assessment of effects, and those which are not taken forward for further assessment as effects “*have been judged unlikely to occur or so insignificant that it is not essential to consider them further*” (GLVIA3, para. 3.19).
- 1.1.2 Both this baseline section and the effects section describe landscape character and visual receptors before considering designated areas as it is common for designations to encompass both character and visual considerations within their special qualities or purposes of designation.

#### 1.2 ZTV study

- 1.2.1 A Zone of Theoretical Visibility (ZTV) study was generated based on a projection of the development zone as defined on RPS drawing no. 31191-RPS-SI-XX-DR-A-9039 Rev P12 – Parameters Plan. This indicates the areas of potential visibility of the parameters. The analysis was carried out using a topographic model and including buildings and trees as visual barriers in order to provide a more realistic indication of potential visibility. It should be noted that hedgerows, some copses of trees and individual trees were not modelled in the ZTV and will add an additional layer of screening in the landscape.
- 1.2.2 The ZTV study was used to aid the identification of those receptors that are likely to be most affected by the proposed development and those that do not require detailed consideration. It should be noted that some areas shown as having potential visibility may have visibility of the development screened by more recent development, and some new views may have been opened up by demolitions.
- 1.2.3 The ZTV illustrates that the greatest potential for intervisibility arising from the proposed development would be to the south, east and west, up to 3km from the site boundaries. Beyond this, visibility is likely to be limited as a result of localised changes in topography, the established settlement pattern and fragmented woodlands. Views from these locations would be largely limited to the localised highway network, including the A453 to the north, the M1 to the east and Grimes Gate to the west, as well as the localised PRoW network around the village of Diseworth, including the Cross Britain Way, located approximately 250m south of the site at its nearest point. There are potential views up to 1km north of the site within East Midlands Airport, however, beyond this, visibility would reduce due to the built form located within the airport. The ZTV does, however, illustrate that there is potential for longer distance views to the north east of the site within the lower lying parts of the surrounding landscape, associated with the River Soar corridor and the Midshires Way Long Distance Footpath.
- 1.2.4 Effects on landscape or visual receptors outside the areas of visibility shown on the ZTV study would be Negligible and are not assessed in detail.

## 1.3 Landscape Character

- 1.3.1 National and local character areas in the study area are shown on Figure 3.
- 1.3.2 The site and study area is located within National Character Area (NCA): NCA 70. Melbourne Parklands.
- 1.3.3 The profile for NCA 70 (Natural England December 2012) describes that the NCA is located between the ancient forests of Needwood and Charnwood. The Trent valley forms its northern and western boundary. It is a landscape of rolling farmland, ancient and plantation woodland and a cluster of landscaped parklands.
- 1.3.4 The NCA is predominantly rural, although there are strong and often abrupt contrasts with urban areas on its periphery. The M1 and M42 cross the NCA and East Midland Airport is sited on the central plateau in an otherwise undulating area.
- 1.3.5 Relevant key characteristics for the NCA are:
- *An undulating landform of Sherwood Sandstone in the west of the NCA, with Carboniferous limestones forming a broken ridge of hills in the east and extending south-eastwards. Flatter areas around Ticknall, Calke Abbey and Dimmingsdale.*
  - *There are many scattered, sometimes ancient, hedgerow trees in the core area. By contrast, low and well-trimmed hedges are found around some arable fields in peripheral areas.*
  - *Extensive areas of unimproved pasture and remnant acid grassland with heathy scrub persist, with woodland on some steep, undulating sandstone slopes.*
  - *Large, nucleated villages – the most remote built of attractive, mellow yellow brick, with a few surviving timber-framed buildings.*
  - *Small, clustered red-brick villages retain a rural character, but those close to the River Trent valley, including Melbourne, Repton and Castle Donington, are larger.*
  - *East Midlands Airport, with its important passenger and freight terminal, is located in the east of the NCA and serviced by the A42 and M1.*
- 1.3.6 The National Character Area has not been considered further in the assessment due to scale and proportionality of assessment with the regional assessments explored below offering analysis of the landscape at a more appropriate scale for a site of this nature.
- 1.3.7 At a regional level the study area's character is assessed at a more detailed level, and the landscape character of the study area is described in the East Midlands Region Landscape Character Assessment. The application site is located in Character Area 5B – Wooded Village Farmlands.
- 1.3.8 Relevant key characteristics of the character area are:
- *Varied topography, ranging from gently undulating farmlands to rolling hills, becks and steep sided valleys, locally known as 'Dumbles';*

- *Scattered farm woodlands, ancient woodlands on prominent hills and tree lined valleys contribute to a well wooded character;*
- *Well maintained pattern of hedged fields enclosing pasture and arable fields, with evidence of decline close to urban areas;*
- *Sparsely settled, with traditional pattern of farms and small rural villages linked by quiet country lanes; and*
- *Strong sense of landscape history.*

- 1.3.9 The description of the character states that *'undulating landform, mixed agricultural land use and relatively high levels of woodland cover creates a strong sense of visual unity across the landscape'*. When describing forces for change the report states that *'villages within the Wooded Village Farmlands have seen limited growth and development. However, large scale modern mixed-use development is evident on the fringes of large towns.*
- 1.3.10 In terms of shaping the future landscape the report states that *'The aim should be to manage the growth of larger settlements, ensuring development is appropriate in terms of design and scale, and consider the visual impact of any new development'*. This should include innovative architectural designs and the planting of trees. In addition, the report states that *'Care should be taken to prevent coalescence, ensuring separation is maintained between urban fringe and surrounding settlements.*
- 1.3.11 Other character areas defined within the East Midlands Region Landscape Character Assessment include the Character Area 3A: Floodplain Valleys to the north and east of the site. Whilst the ZTV suggests a limited amount of visibility from within this character area, site investigation work determined that while potentially visible, the extent of visibility would be limited and generally in the context of other large scale regional infrastructure such as the airport, and East Midlands Gateway. As such likely effects on character here are unlikely to be greater than negligible and it is not considered further within this report.
- 1.3.12 The ZTV also suggests very limited visibility from Character Area 8a: Clay Wolds. The ZTV suggests a limited amount of visibility from within the character area, but site investigation work determined that the extent of visibility and the distance from the site will result in effects on landscape character that would be likely to be no greater than negligible.
- 1.3.13 At a more local level, the character within the study area has been assessed within the Landscape Sensitivity and Green Infrastructure Study for Leicester and Leicestershire (LSGIS). The character areas within this document are based on the ones defined within the Leicester, Leicestershire and Rutland Landscape and Woodland Strategy from 2001. These boundaries broadly follow the boundaries of those within the East Midlands Region Landscape Character Assessment but only cover the area within Leicestershire.
- 1.3.14 The application site, and all but the northern edge of the study area, falls within the Langley Lowlands Character Area. This is described within the Leicester, Leicestershire and Rutland Woodland Strategy as *'of rolling landform dissected by minor watercourses draining northwards towards the Trent or eastwards to the Soar.....Agriculture is a mixture of pasture and arable. Fields are medium to large and enclosed by well-kept mixed hedgerows. Many hedgerow trees are present, mainly oak and ash, and these add to the wooded character of the area.*

- 1.3.15 *Woodland is mostly deciduous and occurs in the form of small game coverts, with larger blocks of ancient woodland sites at Cloud Wood, Pasture Wood, Piper Wood and Spring Wood. Other large blocks of woodland lie beyond the area's boundaries, for example at Calke and Melbourne and in Charnwood Forest, and their influence on the character of the Langley Lowlands is significant, providing tree-clothed backdrops and wooded horizons to most views....*
- 1.3.16 *Industrial and commercial activity is generally limited and small scale, the most visually and audibly intrusive, as well as the greatest traffic generators, being East Midlands Airport, Breedon Hill and Cloud Wood quarries, and the Donington Park motor racing circuit. The visual impact of East Midlands Airport is localised, but there are frequent audible reminders of its presence in air traffic movements...*
- 1.3.17 *A number of small villages are spread throughout the area, connected by quiet, narrow, winding lanes. A pattern of smaller fields surrounds some of the villages. Towards the west of the area, around Staunton Harold, the settlement pattern tends to be of scattered farms and hamlets. The small towns of Castle Donington to the north and Shepshed to the south lie on the boundaries of the character area.*
- 1.3.18 *Several A-roads run through the area, generally following higher ground, and connecting with larger settlements in Leicestershire and beyond. The area is bisected by the A42/M42, running roughly southwest/ north-east, which in places, and particularly at its junction with the M1 just outside the boundary of the character area to the north-east, is visually and audibly intrusive.'*
- 1.3.19 *The LSGIS reviews the character area and describes the area around the airport as having 'a very open, exposed character in comparison with the rest of the landscape. There is strong juxtaposition between the industrial areas/transport infrastructure and the many historic parkland influences on the landscape'.*
- 1.3.20 *The LSGIS goes on to provide some guidance and opportunities to conserve and enhance the landscape character, of which those with potential relevance to the site are listed below:*
- *Avoid siting development on areas of steep landform or where it will be widely prominent within the landscape. Utilise the undulating topography and existing woodland and mature hedgerows to effectively screen development.*
  - *Maintain gaps between settlements where there has been recent expansion, to preserve the setting the landscape provides to the settlements and their distinct identities.*
  - *Respect the pattern and vernacular of existing development and the setting of the numerous Conservation Areas within the landscape.*
  - *Retain distinctive small-scale historic field patterns where they remain on the edges of settlements.*
- 1.3.21 *The ZTV for the proposals suggests a limited amount of visibility from within the Trent Valley character area to the north. Due to the distance between the site and character area, along with positioning of the site behind the East Midlands Gateway site and East Midlands Airport when viewed from here, likely landscape and visual effects are considered to be Negligible and as such are not considered further in this report.*

- 1.3.22 Both the Wooded Village Farmlands Character Area and Langley Lowlands Character Area cover similar areas within the study area with the traits identified broadly similar. Due to the smaller scale of the LSGIS the effects on the Langley Lowlands Character Area will be assessed in the report.
- 1.3.23 As part of the local plan evidence base a landscape sensitivity study was carried by Gillespies in July 2019. This considered the sensitivity of the landscape around settlements within North West Leicestershire and considered the land around the northern part of Diseworth (ref. 13 DIS-A). This was considered of Medium sensitivity to commercial development although it is important to note that the study focused on the section of land immediately adjacent to the village which does not really relate to the application site. It is not therefore considered further in this study.
- 1.3.24 Further observations regarding landscape character in the vicinity of the proposed development are provided below based on desk study and field observations:
- Since the regional and local character guidance has been produced there has been significant further large-scale commercial development constructed at East Midlands Gateway to the north of the airport.
  - The influence of regional infrastructure including the A42, M1, East Midlands Airport and Donington Motor Racing Circuit provide a sharp contrast to the more traditional localised landscape and one that influences connectivity within the local area. These regional influences tend to be accompanied with woodland screen planting.
  - The presence of this regional infrastructure limits the connectivity of the PRoW network within the study area.
  - The airport and associated development is currently delineated by the A453 to the south with a mature vegetated buffer and topography limiting views towards it from the south.
  - Road noise and views of the motorway are experienced from much of the area between Diseworth and the M1 / A42 to the east with the land forming a buffer between the two.

## 1.4 Visual Receptors

- 1.4.1 Visual receptors are “*the different groups of people who may experience views of the development*” (GLVIA, 3rd edition, para 6.3). In order to identify those groups who may be significantly affected, the ZTV study, baseline desk study and site visits have been used.
- 1.4.2 The different types of groups assessed within this report encompass local residents; people using key routes such as roads; cycleways, people within accessible or recreational landscapes; people using Public Rights of Way; or people visiting key viewpoints. In dealing with areas of settlement, Public Rights of Way and local roads, receptors are grouped into areas where effects might be expected to be broadly similar, or areas which share particular factors in common.
- 1.4.3 Representative viewpoints have been selected to aid the assessment of effects on visual receptors.

## Baseline Visual Environment

- 1.4.4 As illustrated on Figure 2 the application site is located on the northern slope of the Long Whatton Brook valley. To the north East Midlands Airport sits on a plateau and provides a strong buffer to potential views from the north. Equally the A42 / M1 road infrastructure provides a strong buffer to potential views from further south and to the east. The area is a mix of large-scale regional infrastructure such as the airport, motorways and existing East Midlands Gateway development which is layered on top of the contrasting traditional landscape structure found around nucleated villages such as Diseworth and Long Whatton. The location at the junctions of the A50, A42 and M1 make the area particularly appealing to B2/B8 developments which is evident with development around Castle Donington to the north of the airport.

## Visual Receptor Groups

- 1.4.5 The following visual receptor groups are located within the study area and are likely to have visibility of the proposed development, as shown on the ZTV study on Figures 4 and 5. These are considered further in the main body of the report:
- **Hyam's Lane** - 0 km, S – the lane (PRoW L45/1) provides a link between the north-eastern edge of Diseworth up towards Donington Services and links into PRoW L45/2 that runs across the eastern part of the application site.
  - **PRoW to the north east of Diseworth** - 0.05 km, S – There are two PRoW that run between Clements Gate and Hyam's Lane that run close to the edge of the village.
  - **Diseworth** – 0.3km SW – There is potential for views from some publicly accessible points within and on the periphery of the village.
  - **Grimes Gate and PRoW to the west** - 0.25km, W - This includes Grimes Gate and the two PRoW that are located to the immediate west of it and to the north of Diseworth.
  - **Lanes and PRoW to the west of Diseworth** – 0.9km, W - This includes PRoW between Isley Walton and the lane running northwards from the western edge of the village. It also includes the lane itself which connects into the Green.
  - **Area to the south of Diseworth** – 0.65km, S – This includes PRoW L49/3 and the two roads running southwards from the village up to the A42.
  - **Area between Long Mere Farm and M1 to the south of the A42** – 1.2km, S - This includes the areas shown within the ZTV to the south of the A42 and north of the road connecting Belton and Long Whatton.
  - **Area around Long Whatton** – 1.5km, SE - Includes the village and PRoW network in the immediate vicinity of the village with visibility suggested on the ZTV.
  - **Area to the East of the M1** – 1.2km, E - The area of suggested visibility between Long Whatton and Kegworth.
- 1.4.6 There are also a number of receptor groups which are excluded from the detailed assessment, on the basis that visual effects are likely to be Negligible, for the reasons indicated below:
- **View from Breedon on the Hill** – 5.2km, W - While just outside of the 5km study area, Breedon Hill is a prominent local feature with views out across the landscape from the

grounds around the Grade I listed church. Site investigation works determined that while there is potential for the proposed development to be visible, it would be in the context of East Midlands Airport which would be a greater influence in the view. The proposed development would also be partially screened by woodland and visible in the direction of the power station at Ratcliffe on Soar. At the request of the local planning authority a representative viewpoint was captured from here (ref Viewpoint 15) and a wire line produced which confirms the extent of visibility within the view.

- **Views from within the Airport and East Midlands Gateway** – 0.05km, N - The ZTV suggests fairly extensive visibility within the airport. Whilst there is potential for this, any visibility would either be from within restricted zones or from within existing commercial areas within the airport. From both of these locations the development would be seen as an extension of commercial development with the existing buffer planting created by vegetation along the A453 likely largely to screen views closer to the site.
- **Shepshed Ridgeline** – 4.5km, SE - The ridgeline was suggested as a location for a viewpoint during the consultation period. There are limited PRoWs on the ridgeline with potential views from publicly limited locations largely limited to public highways. Whilst glimpsed from gaps in roadside vegetation, the potential for significant views is unlikely due to the distance and limited nature of views. Viewpoint 14 was taken from Shepshed Road and a wireline produced which shows that while glimpses of the proposed development may be visible they would be largely screened by existing vegetation and land form when viewed from here.
- **North of Kegworth** – 4km, NE - The ZTV suggests that there will be a notable amount of visibility to the north of Kegworth with scattered visibility running in an arc from Shardlow round to Kingston on Soar. Site investigation work identified that this visibility would be mostly limited to partial glimpsed views towards the tops of the proposed development. From these locations these views would be heavily filtered by vegetation and the buffer provided by East Midlands Airport and East Midlands Gateway which the proposed development would sit behind when visible. Viewpoint 13 shows this and demonstrates that effects are likely to be Negligible from the distance when viewed from the north.
- **Views around Sutton Bonington** – The ZTV suggests limited visibility around the village of Bonington to the east of the study area. Visibility is suggested from PRoW both to the east and west of the village. Site investigation work identified that the extent of these views would be limited due to the distance and existing vegetation which restrict the extent to which the proposed development is likely to be visible. Whilst the possibility remains of glimpsed views towards the site from around the village, these would be limited in nature.

## Key routes

1.4.7 As shown on Figure 1, the following longer distance routes lie within the study area:

### Roads and Rail

- **M1** (0.2km east) – The application site is accessed from the M1 / A50 junction. The potential for views approaching from the north is limited but there are more opportunities for visibility of the site on the approach from the south. This route is considered further in ES chapter.
- **A42** (0.7km south east) – the route merges into the M1 to the east of the site but the approach from the south offers some limited potential for views towards the application site. This route is considered further in the ES chapter.

- **A453** (0km north) – The route borders the northern edge of the application site for approximately 1.2km. There is also the potential for views towards the application site on the approach from the west. This route is considered further in the ES chapter.

1.4.8 Other roads in the study area with potential views of the site are more likely to be used for local journeys and are considered within the receptor group areas they lie within.

1.4.9 Two rail routes run through the study area, the Midland Mainline to the east and the Weston on Trent branch line to the north. Whilst the ZTV suggests some limited visibility it is unlikely that any views would be anything more than a glimpsed distant view in the wider context of the landscape, as both routes are a minimum of 3km distance from the site. It is therefore considered that effects from either railway would be negligible, and they are not considered further.

### Recreational Routes

1.4.10 **Cross Britain Way** (0.2km South) – This is a hiking trail of 280 miles across England and Wales and it passes through Diseworth to the south of the application site. This route is considered further in section 7.

1.4.11 **National Cycle Route 15** (0.25km West) – The route runs from the airport southwards to connect with National Cycle Route 6 at Belton. This route is considered further in section 7.

1.4.12 **National Cycle Route 6** (4km South) The route runs in a broadly east / west direction with the ZTV suggesting the possibility of visibility along the section to the east of Belton. Site investigation determined that visibility will be limited along the linear corridor due to vegetation. A viewpoint was requested from Carr Lane along this route (viewpoint 16) which demonstrates that the few potential glimpsed views are not likely to lead to greater than negligible effects and it is therefore not considered further.

## 1.5 Landscape Designations and Value

### Designated areas

1.5.1 Whatton Hall Registered Park and Garden (RPG) is located approximately 2km to the east of the application site. The ZTV produced for the proposed development parameters along with site assessment work has concluded that the wooded western edge of the RPG will prevent any visual interaction between the two and as such the effects on it have not been considered further in this report.

1.5.2 While not a landscape designation the review of the previously submitted LVIA chapter requested a review of the landscape setting of both the Diseworth and Long Whatton Conservation Areas.

1.5.3 Diseworth Conservation Area – The Diseworth Conservation Area Appraisal and Study (April 2001) aims to ‘define the special interest, character and appearance of the built environment within and surrounding the Conservation Area boundaries’. It states that ‘Diseworth lies within an undulating agricultural landscape and occupies a shallow valley created by Diseworth Brook’. It acknowledges the significant impacts in the local landscape caused by both the M1 motorway and East Midlands Airport that have in effect severed links to the north and east.

- 1.5.4 The special character is derived from buildings along the four principal streets, Grimes Gate, Hall Gate, Clements Gate and Lady Gate. There are historical farmsteads within the village, some of which remain operational, however the connection with agriculture has been eroded as these have been occupied by residents with no connection to farming. Despite new development the central character of pre-enclosure settlement remains evident. The surviving paddocks around the village are considered to contribute to the character of the area.
- 1.5.5 In describing the relationship between the Area and the surrounding landscape the document mentions that the fields to the immediate north of Hyams lane provide evidence of medieval ridge and furrow which is referring to the area outside of the site to the west. The public Right of Way network which surrounds the village is also considered an important leisure resource.
- 1.5.6 Since the study was produced new residential development has been constructed to the east of Crimes Gate and north of Clements Gate which further encloses the core of the conservation area.
- 1.5.7 Long Whatton Conservation Area is located on the opposite side of the motorway from the site. The Long Whatton Conservation Area Appraisal and Study (Feb 2002) notes that the M1 motorway, along with the A42, creates a notable barrier to areas to the west. From within the conservation area views in the direction of the site are limited with the proposed development sitting beyond the M1 which is elevated above the surrounding landscape as it passes through.
- 1.5.8 As a result, while there is potential for views of the proposed development from the western edge of the settlement and on more elevated land to the south of the school. These would have a limited impact on the landscape setting of the conservation area and in particular the key interrelationships between the green space listed within the study and the built form within the conservation area. As such the effects on the landscape setting of the conservation area will not be considered significant and will not be considered further within this report.

## 1.6 Night Time Assessment

- 1.6.1 The scoping exercise identified the need for a night time assessment to look at the potential landscape and visual effects of the proposed development during darkness. Site assessment was carried out on the 8<sup>th</sup> May 2024 to assess the existing baseline and identify which of the landscape and visual receptors required further assessment. The site visit also gave the opportunity for three key viewpoints to be photographed at night. Key findings were:
- The road network around the site is street lit, this includes the A453 to the north of the site and the A42/M1 junction to the east with traffic visible on it from some locations within the landscape in and around the site.
  - The airport is also well lit, there are landing lights to the east of the airport including on the opposite side of the M1 and the airport is also lit by floodlighting with the floodlights breaking the skyline resulting in visibility towards them from the landscape to the south, including from the north-eastern edge of Diseworth and the landscape in and around the site including the PRow network.

- The presence of lighting in the landscape broadly correlates with the splits between larger infrastructure of the airport and trunk road network which is well lit and the darker areas of countryside to the south and west. This can clearly be seen on the Campaign for Rural England's Great Britain's Light Pollution and Dark Skies mapping (See Figure 37) which shows the greatest levels of light pollution around the airport and following the trunk road network. The area containing the application site forms a transitional zone between the two with high levels of light pollution when compared with the countryside to the south and west.
- Night time effects will primarily concern visual amenity. The local character does not have any characteristics related to dark skies and the presence of regional influences such as the airport and trunk road network already exert a strong influence on the night time environment.
- Visual effects from the trunk road network (M1/A42) and the A453 are not considered further as these roads are already street lit.
- Visual effects to the east of the M1 and south of A42 are not considered further due to strong influence of lighting within these corridors and degree of visual separation.

## APPENDIX 1.5: LANDSCAPE SENSITIVITY ASSESSMENT

The sensitivity of the landscape character area which may receive significant landscape effects are assessed below. Landscape sensitivity is not absolute and can only be defined in relation to each development and its location. To assess the sensitivity of a particular landscape it is good practice to consider the value attached to the landscape and its susceptibility to the particular form of change likely to result from the proposed development. Assessment text relates to sensitivity of the landscape receptor as a whole, to the proposed development, with additional comments regarding the Site where relevant. In the main this has been taken from the Landscape Sensitivity and Green Infrastructure Study for Leicester and Leicestershire along with consideration of descriptions in the Leicester, Leicestershire and Rutland Landscape and Woodland Strategy on which the character areas are based. Due to the similarity in boundaries this assessment will also consider relevant points from the East Midlands Region Landscape Character Assessment (quotes shown in italics) as well as from local sources and site assessment. The table below is based on guidance provided within LI TGN 02/21 - specifically table 1 within that document.

### Host Landscape: 5B – Langley Lowlands

Factors affecting sensitivity	Lower Sensitivity to Commercial Development	Higher Sensitivity to Commercial Development	Explanation	Judgement
<b>Value attached to Landscapes</b>				
Designated scenic quality	No specific designation	National or regional designation	No National or local landscape designations	Community
Natural Heritage	Low presence of ecological or geological / geomorphological interest.	High presence of ecological or geological / geomorphological interest.	A farmed landscape with a mix of pastoral and arable. Pastures generally smaller fields close to settlements. Streams and hedgerows with trees form features in the landscape. Several important wetland habitats. Strong wooded character with some areas forming part of the National Forest. Notable ancient woodland sites and historic parkland areas.	Regional
Cultural Heritage	Low presence of archaeology or historical interests	High presence of archaeology or historical interests	Fields are of mixed origin with large scale amalgamated post-war fields, planned enclosure and historic fields strips around settlements. Strong influence of historic estates including Staunton Harold Hall and Whatton House. Strong sense of time depth with several ancient	Regional

Landscape condition/ quality	Landscape in a poor state of repair with incongruous elements	Landscape fully intact in good condition with limited incongruous elements.	monuments and a number of villages designated as conservation areas.	Community
Cultural associations	No strong associations with notable people, events or the arts.	Strong cultural associations with notable people, events or the arts, which contribute to perceptions of natural beauty.	The landscape condition is mixed. There is a strong juxtaposition between the industrial areas / transport infrastructure and the many historic parkland influences. The area around the airport is open and exposed which contrasts with other areas. While there are some pockets of the character area with the landscape intact and with limited incongruous elements, as a whole the area is divided by the regional infrastructure within it.	Community / Regional
Distinctiveness	Commonplace elements and features, or the landscape itself. Lacking distinctive and strongly expressed character and with no important relationship to a settlement.	Presence of rare elements or features or rarity of the landscape itself. Landscape with a distinctive and clearly expressed character and/or with an important relationship to a settlement.	Strong influence of historic estates remains within some areas but no specific associations with people, events or the arts.	Community
Amenity and recreation	Limited amenity/recreational function where experience of the landscape is important	Well used for recreation where experience of the landscape is important; or forms part of a view that is important to a recreational experience. May contain National Trails or other long-distance routes.	Whilst parts of the character area retain a strong rural quality there are numerous land uses which detract from this with an increased prevalence of large commercial development with the build out of the East Midlands Gateway Development. There is often a very sudden switch between the two elements.	Regional
Perceptual (Scenic)	Landscape with no particular scenic / visual appeal.	Landscape with strong appeal to the senses, particular visual.	While there are PRoW routes within the character area, these are often poorly connected due to the presence of the airport and road infrastructure. The Cross Britain Way passes through the character area in an east / west direction passing through Diseworth.	Community

Perceptual (Wildness and Tranquillity)	Busy with evidence of human activity, well-lit.	Remote, peaceful or with a sense of wildness. Dark skies.	The more peaceful areas away from the large infrastructure contrast with the very well-lit area around the motorway and airport with both increasing in prominence during darkness.	Community
Function	No important blue/green infrastructure function or important relationship with national landscape designation.	Landscape with important blue/green infrastructure function or strong relationship that is important to a national landscape designation.	The site has no relationship with any national landscape designation and in terms of existing blue green infrastructure, this is largely limited to field edge vegetation and local streams.	Community
<b>Overall Judgement of Value</b>				
<b>Susceptibility</b>				
Scale	Large scale landscapes where the Proposed Development is in proportion or smaller than surrounding landscape are generally less sensitive.	Small scale intimate landscapes where the Proposed Development is larger than the scale of the receiving landscape are generally more sensitive to large scale structures.	The character area has large scale infrastructure within it including road infrastructure, East Midlands Gateway and the airport. However, this often contrasts with the more traditional landscape which is of a smaller scale and grain.	<b>Medium</b>
Openness/enclosure	Open and exposed landscapes	Enclosed and sheltered landscapes	The landscape is relatively well wooded but with more open views at more elevated points particularly around the airport.	<b>Medium</b>
Land cover, landform, complexity and patterns	Extensive areas of simple or regular landcover (including intensive farming and forestry)	Complex, intimate or mosaic cover	The more traditional scale rural landscape has been overlaid with large scale regional infrastructure which provides a notable contrast. Much of the farmland is relatively intensively farmed with a finer grain of field size around settlements.	<b>Medium / Low</b>
Built Environment	Contemporary masts, pylons, industrial elements, buildings infrastructure, settlements	Established, traditional or historic built character	The regional infrastructure within and around the character area is evident from much of it. However, this contrasts with the more traditional historic character created by parkland which locally elevate susceptibility.	<b>Medium</b>

Key Views and intervisibility	Visually contained and have limited inward or outward views	Extensive views within or of the area with distant horizons	The wooded nature of the landscape along with the rolling topography tends to limit longer views across the landscape. There are still some wider views from more elevated open locations.	<b>Medium / Low</b>
Landscapes that form settings, skylines, backdrops, focal points	Generally low-lying landscapes without a strong visual relationship or association with adjacent areas	Areas with strong features, focal points that define the setting or skyline	The character area does not have a particularly strong visual relationship with the surrounding landscape, with longer views tending to include the influence of large-scale development. Small pockets of this retain their rural character but where the outlook tends to be well screened.	<b>Medium / Low</b>
<b>Overall Judgement of Susceptibility</b>				
<b>Overall Judgement of Sensitivity, considering Value and Susceptibility</b>				
				<b>Medium</b>
				<b>Medium / Low</b>

# APPENDIX 1.6: VIEWPOINT ANALYSIS

## Introduction

1. A viewpoint assessment has been carried out from a selection of key representative viewpoint locations to inform the assessment of the likely magnitude and significance of landscape and visual effects arising as a result of the Proposed Development.
2. 14 viewpoints were identified in consultation with the local planning authority and other key stakeholders, with these viewpoints then used within the assessment to represent the main visual receptors found in the study area.
3. The locations of the selected viewpoints are shown on Figures 1.1 to 1.5. Details for each viewpoint are provided below. Panoramic photographs, parameter wireline diagrams and block model photomontages are provided to illustrate the existing view at each viewpoint location and the likely extent of the Proposed Development for both of the parameter scenarios within the view (see Viewpoints 1-21). A summary of the viewpoint analysis is provided in the table overleaf.
4. Additional viewpoints have been added following consultation with the local planning authority and local stakeholders.
5. This viewpoint assessment considers the nature of the predicted view and the scale of change. The wider extent of the effect (beyond the individual viewpoint considered), and its duration, are not captured in the viewpoint analysis (as a single viewpoint cannot capture extent or duration) and are considered in the main body of the assessment (see Chapter 16). Extent and duration are factors in the overall judgement on magnitude of change, therefore judgements on magnitude of change and overall level of effect and significance are also provided in the main assessment.
6. The method of assessment used for the viewpoint analysis, which is described in Appendix 1.1, accords with current best-practice guidance for Landscape and Visual Impact Assessment (Landscape Institute and Institute of Environmental Management, 2013). Observations are made of the baseline visual characteristics at each of the representative viewpoints. Observations, computer modelling, and professional judgement are applied to determine the scale of change attributable to the Proposed Development (**Large, Medium, Small and Negligible**) upon visual amenity at each individual viewpoint in order to determine the scale of effect.
7. The visual assessment takes into account the screening effect of intervening landform, vegetation and built form and the potential for changes to those baseline features. It assumes excellent clear weather conditions; although the influence of different seasons, weather, sunlight and visibility conditions have been considered, where relevant.

VP	Location	Key features of existing view	Predicted Visual Change	Predicted Change to Landscape Character
1	<p><b>View from cycleway on A453</b></p> <p>From the northern side of road at south-eastern corner of the airport</p>	<p>Both sides of the road have robust vegetation at this location that largely screen views towards the motorway services to the south and the airport to the north during summertime although visibility towards both increases during the winter months. The roundabout to the rear of the view also forms a key feature in the view, as does the traffic on the road network that passes the site. The route is street lit.</p>	<p>The retention and enhancement of the existing vegetation to the south of the A453 will provide an important screen to lower parts of any proposed development when viewed from here. The effect of this will be somewhat reduced during winter months. While the proposed development parameters form a continuous line along the road edge, the reality of how buildings would be built out on the site would result in a series of units being visible with gaps in between. The existing vegetation is retained with new planting reinforcing the screen once established.</p>	<p>The development of land to the south of the A453 would result in an increase in built form and result in a further urbanising of the view with commercial development located on both sides of the road. This would give the impression of travelling through an urban area rather than along the edge of one. The retention of the existing vegetation along the roadside would be key in providing a degree of separation albeit one that is reduced during winter months. Built form is likely to remain visible even after successful establishment of any mitigation planting.</p>
2	<p><b>View from the north eastern end of Hyam's Lane</b></p> <p>Looking west towards Diseworth</p>	<p>Hyam's Lane is a farm track that forms part of a PRoW that runs from the A453 junction with the A50 down to Diseworth. The site sits to the north of the lane with the location of the view more elevated than the village and, where gaps in the hedgerow allow, providing extensive views out to the south west. An existing hedgerow with occasional larger mature trees breaks up views into the site and prevents more extensive panoramic views.</p>	<p>The existing vegetation along the boundary of the application site would be retained and reinforced with new planting which would provide additional screening once established. The combination of additional screen planting and the built form behind it would restrict any views in the direction of the development. While the development parameter is prominent in the view, the actual extent of built form is likely to be significantly less. Views out across the landscape towards Diseworth and to the south west would be largely retained as existing.</p>	<p>The proposed development would extend the urban edge of the airport, (currently contained by the A453), down to Hyam's Lane. While a large part of the existing view out towards Diseworth (and to the south west) would remain intact, the rural nature of the location would be further reduced by the proposals. The extent to which this occurs would be contingent on the final layout of buildings. Existing vegetation would be retained along the lane with further planting along the development edge which would reinforce the existing as it establishes.</p>

<p><b>3</b></p> <p><b>View from northern end of Grimes Gate</b> Looking eastwards from northern access road to Diseworth.</p>	<p>The view is taken at the northern end of the lane which is elevated from the village of Diseworth where it leads. This results in wider views out to the south across the valley. Views towards the site are somewhat restricted by the roadside and field edge vegetation. The extent to which this restricts views will vary based on the season and the height at which the roadside hedgerow is maintained. Views back to the north towards the airport are well screened by the vegetation that runs along the airport's southern edge.</p>	<p>The topography leads the eye towards the south with the location of the application site set within the periphery. The existing field edge and roadside vegetation would prevent any more open views towards the site with views towards lower parts of the proposed development largely screened during the summer months. During winter months the effectiveness of existing vegetation is reduced, providing greater visibility of the site. These views would still be filtered through the existing vegetation which would be reinforced with new planting along the western edge of the site. The parameters break the skyline when viewed from here.</p>	<p>The key focus of the view here is to the south which would not be altered by the proposed development. While visible, the scheme would be partially screened by existing vegetation and proposed screening. The development would be more visible during winter months and would introduce commercial development in the area to the south of the A453, however, the offset from the road would result in the character of this northern route into Diseworth largely retaining its rural feel.</p>
<p><b>4</b></p> <p><b>View from PRoW L37, east of Diseworth</b> Looking north eastwards from edge of Diseworth.</p>	<p>This view is taken just to the east of Diseworth from a PRoW that runs out from the village towards Hyam's Lane. The fields are pastoral with the landscape sloping up towards Hyam's Lane which sits partially behind the brow in the hill. While the airport control tower is visible from here, other surrounding infrastructure at the airport and nearby road infrastructure is largely screened.</p>	<p>The proposed development would be visible from this location with the southern corner most prominent. The proposed development would be partially screened by existing vegetation and topography. Proposed new screen planting would add an additional layer of screening. The buildings would break the skyline but would sit clearly separate from the village when viewed from here.</p>	<p>With the exception of the airport control tower, the existing view is largely rural in character. The proposals would create a new element within the landscape and have a notable urbanising effect on the wider view. Despite this there would be a clear separation between the development and the village which would be further enhanced with the proposed mitigation planting.</p>
<p><b>5</b></p> <p><b>View from PRoW L38, East of Diseworth</b> Looking northwards across farmland</p>	<p>The existing view looks up towards the site from a PRoW. From this location the surrounding landscape is largely rural in nature but with the A42 clearly visible (and audible) to the east. The eastern edge of Diseworth is also visible to the west but the airport (including the control tower) is not in view to the north. The landscape slopes up before levelling off restricting views into the site.</p>	<p>The brow of the hill and existing hedgerow result in much of the proposed development sitting below the line of sight. While the parameter lines do break the skyline they are not particularly prominent with existing hedgerow trees sitting at a much greater height when viewed from here. Subject to the final layout the actual visibility of development would potentially be further reduced.</p>	<p>The proposals would be less prominent than the A42 when viewed from here although in a different direction. Despite this they would have an urbanising influence on the landscape, introducing a greater extent of commercial development into the view. The viewpoint location would broadly retain its rural feel with a good degree of separation between the location and the proposed development.</p>

<p><b>6</b></p> <p><b>View from PRoW L89A</b> Looking eastwards across farmland</p>	<p>The view is taken from a PRoW as it crosses arable farmland to the west of the village. The view is largely rural in nature but with the southern edge of the airport visible including the DHL depot, flood lighting, wind turbines and airport control tower.</p>	<p>The proposed development parameters would be of a lesser prominence to the existing buildings at the airport when viewed from here (albeit in a different direction). The parameter line would partially break the skyline. The development would be much less visible during summer months when vegetation is in leaf. The proposed colour palette for the buildings would aid in assimilating the units into the view.</p>	<p>The proposals would extend the built form related to the airport further to the south when viewed from here. It would not be introducing a new element in the view with existing development around the DHL depot likely to be more prominent in the wider panoramic view. Impacts on the character at this location are likely to be limited in nature as a result of existing development in the wider view.</p>
<p><b>7</b></p> <p><b>View from the Green, western approach to Diseworth</b> Well wooded view looking north-eastwards with airport control tower visible to left of view.</p>	<p>From this viewpoint the western edge of Diseworth is visible as is the airport control tower. Within the wider panoramic view, the wind turbines, DHL development and floodlighting are also visible at the airport although this visibility is likely to reduce during summer months. The view is well wooded with a good amount of field edge vegetation and occasional woodland blocks which, along with topography, prevent longer views out across the landscape.</p>	<p>The proposed development would sit behind a fairly robust level of existing vegetation which would significantly reduce the visibility during summer months. Despite this, some degree of visibility would be maintained with mitigation measures such as the building colour palettes aiding with reducing visibility. The proposals would be likely to be of a similar prominence as existing development at the airport in the view.</p>	<p>The proposed development would introduce commercial development in another part of the wider view in which the influence of the airport is already apparent. It would not therefore have a particularly strong influence on the character with the existing largely rural, settlement edge feel maintained.</p>

<p><b>8</b></p> <p><b>View from PRoW L49</b> Elevated view looking northwards in the direction of the airport</p>	<p>From this more elevated point to the south of Diseworth, the view looks across the village (which sits in the dip) towards a tree-lined horizon that is the southern edge of the airport. The wintertime view provides visibility of existing development in the airport along with views of the floodlighting, but a degree of separation is retained due to the vegetated southern edge of the airport. The M1 is also visible to the right of the view.</p>	<p>While existing large-scale development is visible in the wider view, it is generally visually filtered by vegetation which reduces its prominence, resulting in a largely rural feeling view. The proposed development would be of greater prominence with views across a small valley towards the southern edge. While partially screened by existing topography and vegetation, there would still be clear views towards the development which would sit on the horizon breaking the skyline. Proposed mitigation planting along Hyam's Lane would be likely to reduce the visibility over time.</p>	<p>Other large-scale development is visible in the wider view but maintains a larger degree of separation from the viewpoint than the proposed development. While still visually distinct from the village of Diseworth it appears above it when viewed from here and would result in commercial development becoming a more prominent feature in the view than at present.</p>
<p><b>9</b></p> <p><b>View from Cross Britain Way Long Distance Path as it Crosses the Green</b> Looking northwards with A42 to east</p>	<p>The view towards the site looks across a largely rural landscape. With the exception of the control tower, the airport is largely screened from view. The eastern edge of Diseworth is just visible to the left of the viewpoint. The A42 is located to the right of the view and while largely screened due to established screen planting, it is very much audible from this location.</p>	<p>From this location the proposed development would sit on the horizon, breaking the skyline although with the view towards partially broken up with individual hedgerow trees that run along Hyam's Lane. While the proposed mitigation planting along the southern boundary would go some way to further softening the view, the tops of the buildings would remain visible, with the proposed colour scheme aiding in softening their visibility.</p>	<p>This location is heavily influenced by the M1 however, the view towards the airport is screened by the topography resulting in the proposed development sitting at the brow of the hill. This results in it being quite prominent in the view. Despite this the land in between would remain rural in nature.</p>
<p><b>10</b></p> <p><b>View from the western edge of Long Whatton</b> Taken east of the M1 looking in a north-westerly direction</p>	<p>This view is taken from the opposite side of the M1 from the main road running through the village of Long Whatton. The winter time view reveals more of the M1 and airport although both remain mostly screened from view. The M1 is elevated within the view and as a result is audible and visually prominent when not screened.</p>	<p>The proposed development sits behind the motorway and would be relatively well screened by existing vegetation, especially during summer months. Despite this, there would be views through to development on the site although the proposed colour palette and building design would aid in softening these. The building elevations would be broken up by the existing vegetation in the view.</p>	<p>The presence of the M1 provides a distinct buffer between the viewpoint location and the proposed development. The otherwise largely rural feel would be retained with the intervening vegetation further softening the presence of the development.</p>

11	<p><b>View from Bridgeway L31</b> Looking northwards from PRoW to the north of the village of Belton</p>	<p>This viewpoint is taken from a PRoW that crosses through farmland. While the airport control tower is visible there is no other visibility of the airport from here. The surrounding road infrastructure is also not apparent in the view.</p>	<p>There is the potential for very small glimpses of the proposed development behind the farmhouse in the view. However, these are unlikely to be notable with the majority of the development screened from view.</p>	
12	<p><b>View from Whatton Road</b> View looking westwards in direction of M1 and airport</p>	<p>This viewpoint is taken from the road side looking westwards across the M1 towards the site. The M1 is clearly visible in the view with a band of trees beyond it that wrap around the Donington Services also visible. Within the wider panoramic view there is a small solar farm located to the north east of the view along with views up towards the Kegworth bypass. There are also longer views across the landscape in a south easterly direction.</p>	<p>From this location the proposed development is located behind the M1 and Donington Services. The existing screen planting that surrounds both provides a screen to most of the application site with only glimpsed views of the tops of buildings visible in the view. These would sit behind the services and motorway and be less prominent in the view.</p>	<p>The application site's location behind existing commercial development and road infrastructure limits the extent of any view with the road creating a buffer that provides a degree of separation to any development beyond.</p>
13	<p><b>View from bridleway L60</b> View looking south westwards to the east of M1</p>	<p>This viewpoint is taken to the north at the edge of the study area from a PRoW as it crosses a paddock. The surrounding landscape is flat but with longer views tending to be limited by existing vegetation. There are electricity pylons within the view. The application site sits on the opposite side of the airport from this location, with the existing East Midlands Gateway development visible in the view.</p>	<p>The proposed development sits behind the East Midlands Gateway development with very limited scope for visibility. While there is scope for slight glimpsed views, it would be hard to differentiate these from development at East Midlands Gateway from this location.</p>	<p>The slight extent of any visibility and location behind East Midlands Gateway will ensure that there is no notable change to the landscape character from this location.</p>

<p><b>14</b></p> <p><b>View from Shepshed Road</b> View from ridgeline looking north westwards</p>	<p>This view is taken looking through a gap in a relatively strong hedge line that follows Shepshed Road. Views from the road are limited with occasional glimpsed views northwards such as the view shown in this viewpoint photograph. The road has a strong hedgerow on both sides. There is an existing line of pylons that run across the view. The control tower is the only part of the airport that is visible from here.</p>	<p>There is the potential for long views towards the proposed development from here with the buildings sitting on the skyline. While visible, the proposed development would be visually filtered by existing vegetation limiting the extent of any views. Potential views of the development would be less prominent than the existing pylons that run across the view. It would however introduce large scale commercial development into the view.</p>	<p>The presence of the pylons and existing buildings and hard standings limit the extent to which the proposals would influence the landscape character from this viewpoint. The development would be largely screened but visible on the horizon.</p>
<p><b>15</b></p> <p><b>St Mary and St Hardulph Priory Church - Breedon on the Hill</b> View taken adjacent to beacon</p>	<p>This view was taken looking back towards the site in an easterly direction from a local vantage point which provides wide views across the landscape. From this location existing large-scale development at the Ratcliffe on Soar power station, the existing East Midlands Gateway development and other large-scale development in and around the airport form a key part of the wider view. With the exception of these elements the view has a broadly rural feel with several small woodland blocks preventing some of the longer views out to the horizon. The existing quarry can just be seen below the fence line creating a visual barrier between the viewpoint and adjacent landscape</p>	<p>The viewpoint is located over 5km from the proposed development which is located broadly in same direction as other existing large-scale development. It is also mostly screened by a woodland block which will prevent clear views towards the proposed buildings from this location. As such it would sit less prominently in the view than other existing development and would not notably alter the extent of large commercial development within the wider view.</p>	<p>The development is largely screened from this location by an existing woodland block. While small parts of the wider development may be visible, they would sit within the context of other more prominent development in the wider view. The wider largely rural nature of the view would not be notably altered by the proposed development with a minimal change to the character of the view.</p>

**National Cycle  
Route 6 - Carr lane**

Taken from high point  
on route from  
gateway

This view is taken from a gateway on what is a relatively narrow country lane with hedgerows on both sides. The high point on the lane provides views back in the direction of the site. The landscape is rural in nature with existing larger regional infrastructure around the airport and trunk road network mostly screened from view. The exception to this is the control tower at the airport which can just be seen between trees at the centre of the view. In addition, the power station at Ratcliffe on Soar can also be partially seen to the right of the view. Unlike many of the other viewpoints in the assessment, the presence of this large regional infrastructure is not a key feature in the view.

The proposed development parameters sit behind the ridgeline that screens other existing development at and around the airport and would not be visible from this location.

The proposed development parameters sit behind the ridgeline that screens other existing development at and around the airport and would not be visible from this location.

**PRoW L55 - Long  
Whetton**

Taken from hillside to the south of the village

This view is taken from a point elevated up above the adjacent village which is located within a small depression. The view has a largely rural feel but with large scale infrastructure along the trunk road network and at the airport forming a backdrop to the view, with large units both to the south of the airport and at East Midlands Gateway visible on the horizon. The M1 motorway can also be seen crossing the view to the west of the village with the vegetation along the road providing a degree of separation to the landscape beyond it. The ridge and furrow of the existing field from which the image is taken is also clearly evident in the view with the core of the adjacent village set within a mature well wooded landscape

From this location the proposed development would be located on the hillside to the east of the motorway located in part behind the block of woodland that screens much of the A42 / M1 interchange and also extending to the left of this towards the airport control tower. The eastern part of the proposed development would sit behind the block of woodland with only the top parts of any buildings visible, breaking the skyline. To the west of this woodland a greater extent of the development would be visible which would again break the skyline. While relatively prominent in the view it is worth also noting that the proposed development would sit behind the motorway which is also visible, and in between other large commercial development in the wider view which also break the skyline. While it would increase the presence of this type of development in the wider view it would not introduce a new element to the view that is not already present. The use of barrel-vaulted roofs and the colour treatment of the proposed buildings will aid in reducing the visual impact from this location although the proposed development will still be relatively prominent in the wider view.

The proposed development would appear as an addition to the existing presence of large-scale infrastructure along the skyline within what is otherwise a view with a relatively rural feel. The existing large development associated with the airport and trunk road network detracts from this rural feel with the proposed development further adding to this. The location of the development on the opposite side of the motorway will ensure that any impact on the immediate setting of the village will be minimal with the motorway providing a strong existing barrier between the viewpoint and the site.

<p><b>18</b></p> <p><b>Eastern end of PRoW L96</b> Taken from road from Belton to Diseworth</p>	<p>The view is taken from the roadside on one of the approaches to the village with the PRoW also forming part of the Cross Britain Way. As you emerge from the footpath onto the road, the view towards Diseworth opens up with the site located on the hillside behind it. Existing buildings and infrastructure along the southern edge of the airport are visible on the horizon although much of it is screened by a band of vegetation that wraps around the southern edge of the airport. The Ratcliffe on Soar power station can also be seen beyond this in the view. To the far right of the view, the trunk road network and A42 / M1 interchange are visible although also partially screened by roadside vegetation. In front of these elements the view is largely rural in nature with Diseworth sat down in a valley.</p>	<p>While existing built form is visible along the horizon in the view the proposed development would sit more prominently than existing large-scale development does from this location. The site sits behind and above the village of Diseworth in the view and while it will bring built form close to the village the landscape buffer that remains between the two will provide some element of visual separation between the two. When viewed from here the proposed development will break the skyline although the use of barrel-vaulted roofs, muted colour palette and the proposed bunding and screen planting that wrap around the western and southern boundaries of the site will begin to soften the development in the view over time.</p>	<p>The proposed development will extend the existing presence of large-scale infrastructure into the view with the existing gap between development at the airport and Diseworth significantly reduced as a result of the proposals. Despite this the view will remain largely rural in nature and with a small amount of visual separation between the proposed development and Diseworth retained. Overtime the proposed mitigation planting will establish which will provide a further screen to the proposals with the terraced approach to the parameters and the smaller scale of buildings in closer proximity to the village aiding in softening the extent to which the proposals will influence the character.</p>
<p><b>19</b></p> <p><b>St Michael &amp; All Angels Church – Diseworth</b> Taken from within the churchyard looking northwards towards the site</p>	<p>The proposed development parameters sit behind existing development in the view and as such there would be no visibility of the proposals from within the core of the village.</p>	<p>This view has been taken to test the likely visibility from within the core of the village. Much of the development within the view is relatively recent with the dwellings further enclosing the view in the direction of the site. This results in there being no visibility of the site or surrounding landscape from this location</p>	<p>The proposed development parameters sit behind existing development in the view and as such there would be no visibility of the proposals from within the core of the village.</p>

**View from northern end of PRoW L46**

Taken adjacent to Hyams Lane

This view is taken from the end of the PRoW where it meets Hyams Lane, it is also just east of relatively recently completed (circa 2019) residential development at the edge of the village. From this location the view is mostly rural in nature. Although not in view, there is some limited visibility of existing development at the airport, primarily the wind turbines and control tower. Existing vegetation along Hyams Lane along with the west of the site provide some degree of separation from the site however the fields visible beyond this all fall within proposed development. The surrounding topography largely screens any views towards existing larger infrastructure associated with the airport and trunk road network at this point

The proposed development would introduce large logistics development into the view, sitting prominently in the view where it would break the skyline across much of it. The proposed landscape buffer would create a degree of separation from this location with the combination of bunding and screen planting providing an initial screen to any ground level activity and providing an increasing level of screening as it establishes. The terraced approach to the design of the development parameters, along with a reduced height parameter along the southern boundary will further reduce the prominence of the buildings, as will the use of a muted colour palette for the building and barrel-vaulted roofs.

While some degree of rural edge to the village will be retained, the proposed development will alter the character of the landscape when viewed from this location. The introduction of large warehousing into the view, along with the proposed mitigation strategy will alter the outlook and rural nature of the view. The use of screening bunds and fencing to prevent views of ground level activity will reduce the prominence of the development in the view, ensuring that the view towards the development is passive rather than active with people and vehicular movements screened from view. The introduction of screen planting will also increase the wooded nature of the view in the direction of the site although the fields to the south of Hyams Lane that form the key element of the rural setting of the village will remain. While not visible the audible presence of the airport is notable from this location with the sound of planes landing and taking off.

**View from PRoW  
L46 on Hyam's Lane  
at south-western  
corner of Site**

This viewpoint is taken from the south-western corner of the site and looks out across much of the site. The existing view is rural in nature with views out to the wider landscape restricted through a combination of topography and existing field edge vegetation. The fields visible within the viewpoint all sit within the site with the existing field edge vegetation defining each field parcel. The hedgerows are clipped and as a result do not have a significant screening effect on the existing view.

From this location the proposed development edge is located over 200m from the viewpoint. This buffer will form part of a publicly accessible amenity space with much of this space used for the creation of a screening bund to prevent any visibility of ground level activity. The bund will have a softer incline on the external face to aid with blending it into the surrounding landscape. The top of the bund will be planted with a native screen mix including larger stature trees which will provide an increasing level of screening as it begins to mature. The proposed development will have a transformative effect on this portion of the wider view with what is now farmland transformed into commercial development with associated amenity space and planting.

The proposed development will have introduce large commercial development into what is currently a largely rural view. While this sort of development is common within the wider landscape it is not currently a feature in this view with the proposed development transforming this part of the wider view into commercial development. There will be a 200m wide buffer to the development at this point with the view towards it softened by screen planting and bunding which will prevent views towards active parts of the site. The form and terracing of the proposed development will further lessen the potential impact from this location.

**LAND SOUTH OF EAST MIDLANDS AIRPORT**

**FIGURE 11**  
 Site Context



**KEY**

- Site Boundary
- ⊙ Viewpoints
- Distance Radii from Site (1, 2, 3, 4, 5km)
- Motorway
- Primary Road
- Secondary Road
- Tertiary Road
- Railway Track

Projected Coordinate System: British National Grid








DATE	BY	PAPER	SCALE	QA	REV
JULY 2025	JM	A3	1:40,000	CS	01

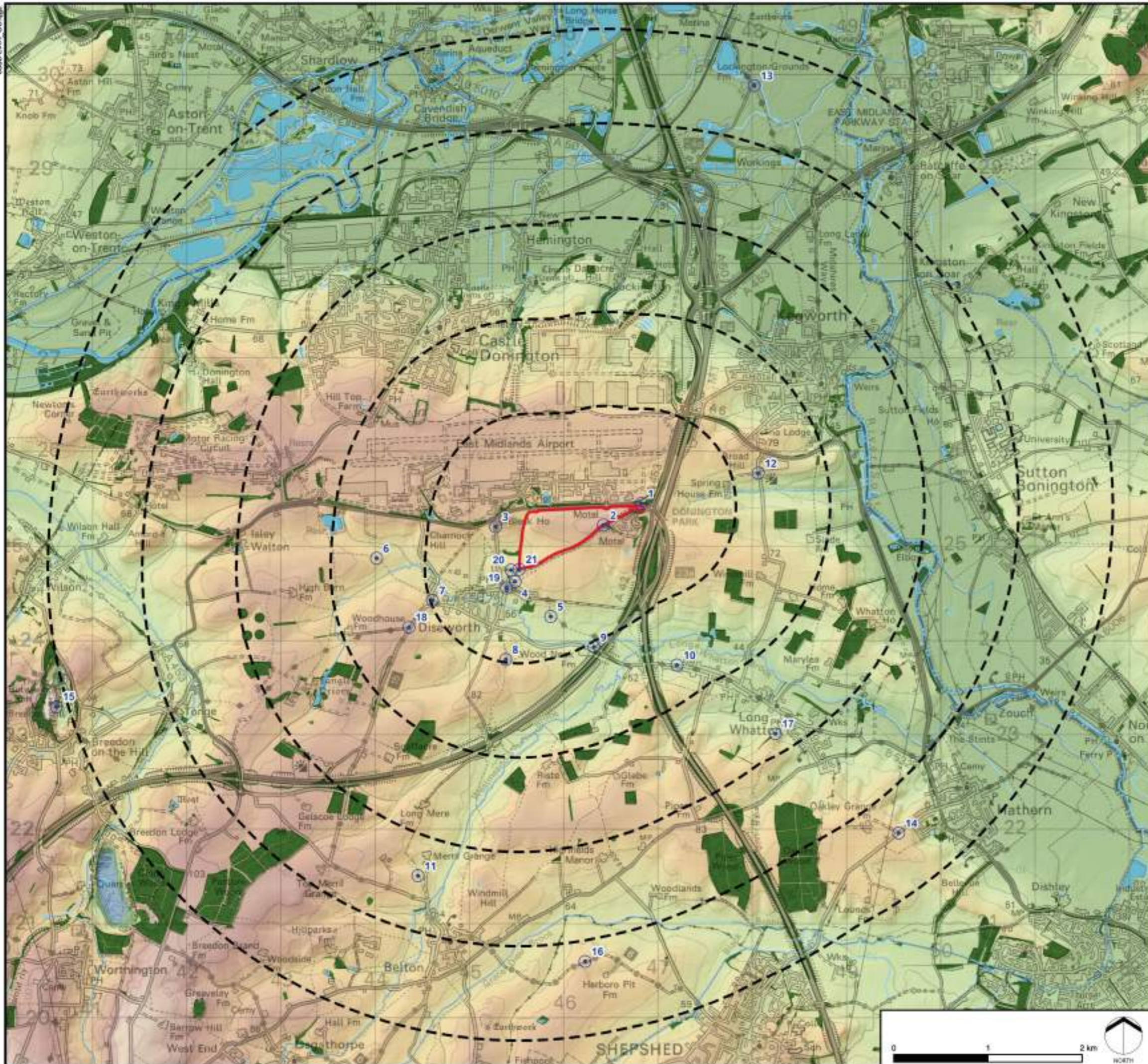
**LAND SOUTH OF EAST MIDLANDS AIRPORT**

**FIGURE 1.2**

Topography and Landcover

**KEY**

-  Site Boundary
  -  Distance Radii from Site (1, 2, 3, 4, 5km)
  -  Viewpoints
  -  Watercourse/waterbody
  -  Woodland
- Elevation (AOD)
-  125m
  -  -30m

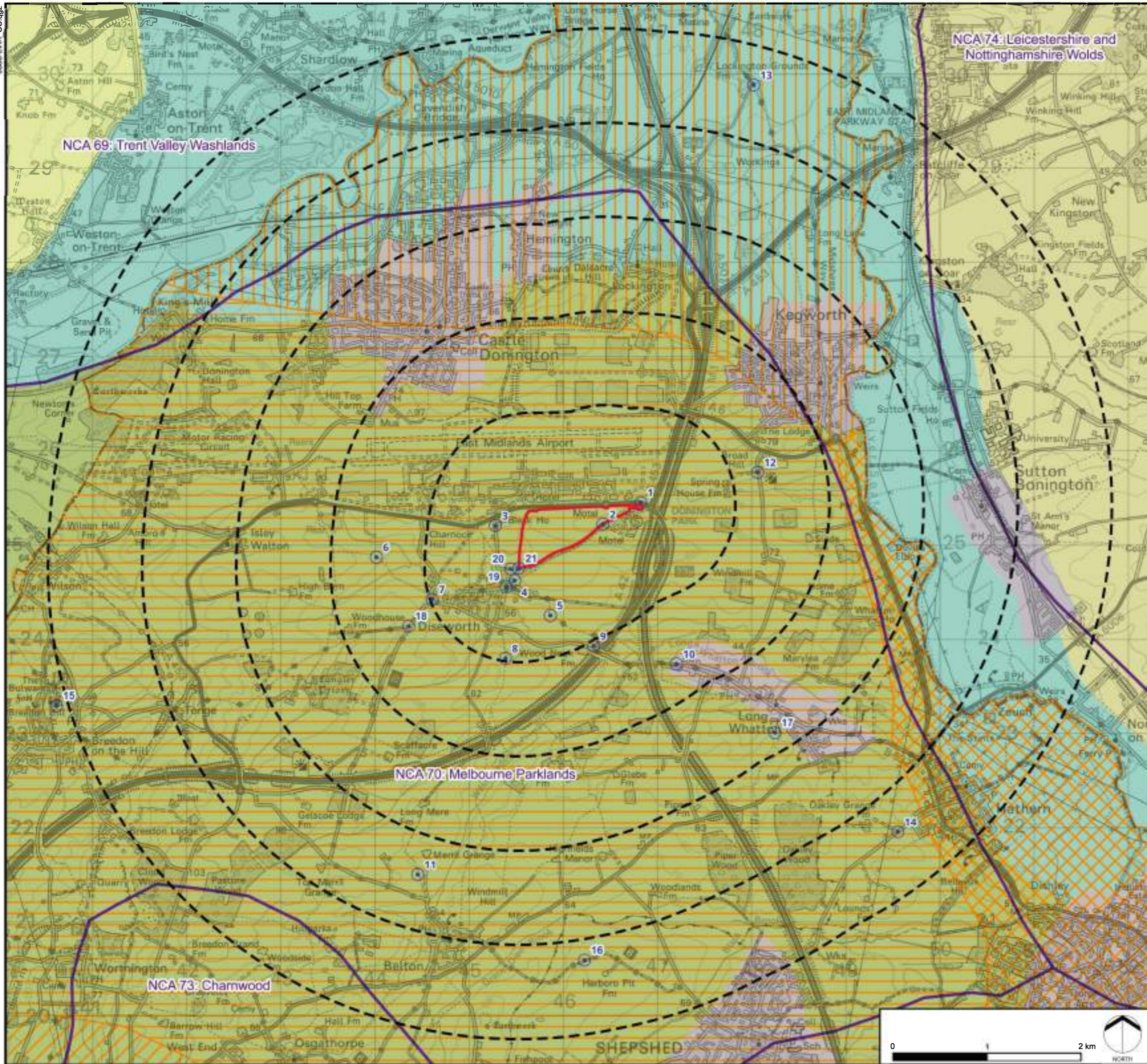


Projected Coordinate System: British National Grid








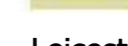




DATE	BY	PAPER	SCALE	QA	REV
JULY 2025	MP	A3	1:40,000	CS	01

**LAND SOUTH OF EAST MIDLANDS AIRPORT**

**FIGURE 1.3**  
 Landscape Character



**KEY**

-  Site Boundary
-  Distance Radii from Site (1, 2, 3, 4, 5km)
-  Viewpoints
-  National Character Areas (NCA)
- East Midlands Regional Landscape Character**
-  3a: Floodplain Valleys
-  5a: Village Farmlands
-  5b: Wooded Village Farmlands
-  8a: Clay Wolds
- Leicestershire Landscape Character**
-  F: Langley Lowlands
-  J: Soar Valley
-  K: The Coalfield
-  M: Trent Valley

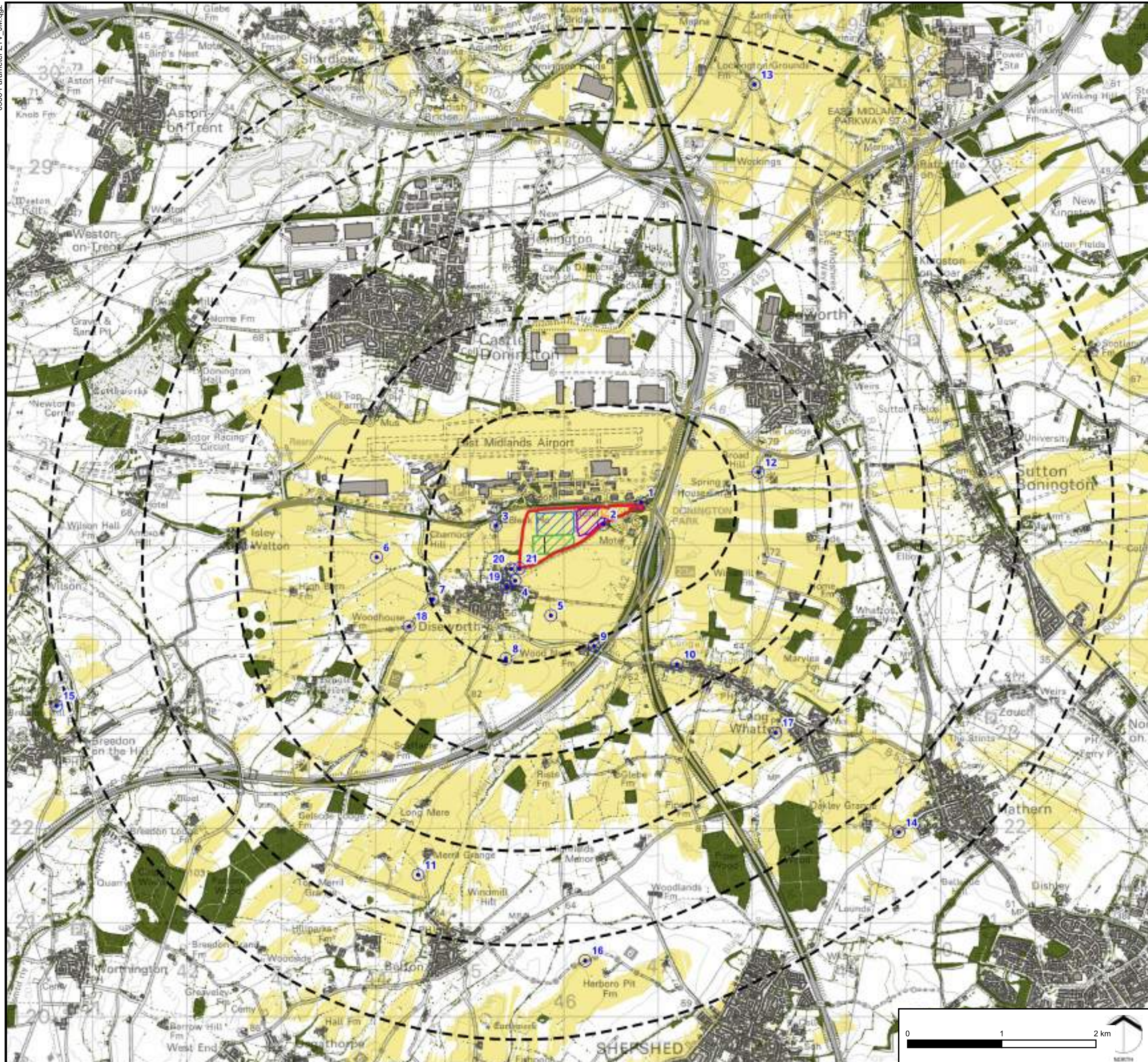
Projected Coordinate System: British National Grid

DATE	BY	PAPER	SCALE	QA	REV
JULY 2025	MP	A3	1:40,000	CS	01










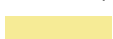

# LAND SOUTH OF EAST MIDLANDS AIRPORT

## FIGURE 14

### Zone of Theoretical Visibility (ZTV) with Detailed Screening



**KEY**

-  Proposed Site Boundary
-  Distance Radii from Site (1, 2, 3, 4, 5km)
-  Viewpoints
-  Existing Vegetation higher than 2.5m
-  Existing Buildings
-  Parcel A1 (Max 104m AOD)
-  Parcels A2+A3 (Max 98m AOD)
-  Parcel B (Max 109.5m AOD)
-  Parcel C (Max 105.1m AOD)
-  ZTV of Proposed Development with Parameters as shown
-  Development may be visible

**FIGURE DATA:**

This figure has been based on the following data:

Terrain data: LiDAR DTM  
 Viewer's eye height: 2m above ground level  
 Calculation grid size: 2m

**NOTES:**

This drawing is based upon computer generated Zone of Theoretical Visibility (ZTV) studies produced using the Viewshed routine in the Visibility Analysis plugin for QGIS.

The areas shown are the maximum theoretical visibility, taking into account topography, principal woodlands and buildings.

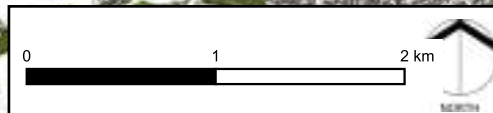
A digital surface model (DSM) has been derived from LiDAR height data. Locations buildings are taken from the OS Open Map Local dataset, and locations of woodland and vegetation higher than 2.5m are taken from the Environment Agency's Vegetation Object Model (VOM) dataset. Heights of buildings and woodland have been taken from LiDAR height data.

The actual extent of visibility on the ground will be less than that suggested by this plan.

The ZTV includes an adjustment that allows for Earth's curvature and light refraction. It is based on a derived DSM and has a 2m<sup>2</sup> resolution.

Projected Coordinate System: British National Grid

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JUL 2025	JG	A3	1:40,000	CS	01












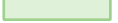





# LAND SOUTH OF EAST MIDLANDS AIRPORT

## FIGURE 1.5

### Designations and Access

#### KEY



-  Site Boundary
  -  Distance Radii from Site (1, 2, 3, 4, 5km)
  -  Viewpoints
  -  Grade I Listed Building
  -  Grade II Listed Building
  -  Grade II\* Listed Building
- Public Right of Way Network  
(Route code included where referenced in LVIA)
-  Public Footpath
  -  Public Bridleway
  -  Restricted Byway
  -  BOAT
  -  National Cycle Network
  -  Green Belt
  -  Conservation Areas
  -  Registered Parks Gardens
  -  Ancient Woodland



Projected Coordinate System: British National Grid

DATE	BY	PAPER	SCALE	QA	REV
JULY 2025	MP	A3	1:40,000	CS	01



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446821E 325453N</p> <p>Ground Height: 86.5m AOD</p> <p>Direction of Centre of View: 240.8°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 07/03/2024</p> <p>Photography Time: 11:26</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals		Contains Ordnance Survey data © Crown copyright and database right 2025		 <p>STEPHENSON HALLIDAY</p> <p>Planning, Landscape &amp; Environment an RSK company</p>	


Land South of East Midlands Airport

**Figure 1.6A - Viewpoint 1: Cycleway on A453  
EXISTING VIEW**



Key:

- Parameters Visible
- Parameters Screened


Date: October 2025	By: SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446821E 325453N</p> <p>Ground Height: 86.5m AOD</p> <p>Direction of Centre of View: 240.8°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522m</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 07/03/2024</p> <p>Photography Time: 11:26</p> <p>Enlargement Factor: approx. 96%</p>
Image Size: 820 x 222mm	QA DT				
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**Land South of East Midlands Airport**

**Figure 1.6B - Viewpoint 1: Cycleway on A453**  
**PROPOSED DEVELOPMENT PARAMETERS**




Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446821E 325453N</p> <p>Ground Height: 86.5m AOD</p> <p>Direction of Centre of View: 240.8°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 07/03/2024</p> <p>Photography Time: 11:26</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



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**Figure 1.6C - Viewpoint 1: Cycleway on A453  
PHOTOMONTAGE - YEAR 1**




Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446821E 325453N</p> <p>Ground Height: 86.5m AOD</p> <p>Direction of Centre of View: 240.8°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 07/03/2024</p> <p>Photography Time: 11:26</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
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Land South of East Midlands Airport  
**Figure 1.6D - Viewpoint 1: Cycleway on A453  
 PHOTOMONTAGE - YEAR 15**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446415.01E 325210.04N</p> <p>Ground Height: 91.9m AOD</p> <p>Direction of Centre of View: 273.5°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 13:44</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					




Land South of East Midlands Airport

**Figure 1.7A - Viewpoint 2a: North-eastern end of Hyam's Lane**  
**EXISTING VIEW**



Key:

- Parameters Visible
- Parameters Screened


Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p><small>Contains Ordnance Survey data © Crown copyright and database right 2025</small></p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446415.01E 325210.04N</p> <p>Ground Height: 91.9m AOD</p> <p>Direction of Centre of View: 273.5°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 13:44</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
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**Land South of East Midlands Airport**

**Figure 1.7B - Viewpoint 2a: North-eastern end of Hyam's Lane**  
**PROPOSED DEVELOPMENT PARAMETERS**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GN).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446415.01E 325210.04N</p> <p>Ground Height: 91.9m AOD</p> <p>Direction of Centre of View: 273.5°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 13:44</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
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Land South of East Midlands Airport

**Figure 1.7C - Viewpoint 2a: North-eastern end of Hyam's Lane  
PHOTOMONTAGE - YEAR 1**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446415.01E 325210.04N</p> <p>Ground Height: 91.9m AOD</p> <p>Direction of Centre of View: 273.5°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 13:44</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				



Land South of East Midlands Airport

**Figure 1.7D - Viewpoint 2a: North-eastern end of Hyam's Lane  
PHOTOMONTAGE - YEAR 15**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446415.01E 325210.04N</p> <p>Ground Height: 91.9m AOD</p> <p>Direction of Centre of View: 2 3.5°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 13:44</p> <p>Enlargement Factor: approx. 96%</p>
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Land South of East Midlands Airport

**Figure 1.8A - Viewpoint 2b: North-eastern end of Hyam's Lane  
EXISTING VIEW**




Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446415.01E 325210.04N</p> <p>Ground Height: 91.9m AOD</p> <p>Direction of Centre of View: 2 3.5°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 13:44</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
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Land South of East Midlands Airport

**Figure 1.8B - Viewpoint 2b: North-eastern end of Hyam's Lane  
PROPOSED DEVELOPMENT PARAMETERS**




Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446415.01E 325210.04N</p> <p>Ground Height: 91.9m AOD</p> <p>Direction of Centre of View: 2 3.5°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 13:44</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				



Land South of East Midlands Airport

**Figure 1.8C - Viewpoint 2b: North-eastern end of Hyam's Lane  
PHOTOMONTAGE - YEAR 1**



Date: October 2025	By: SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446415.01E 325210.04N</p> <p>Ground Height: 91.9m AOD</p> <p>Direction of Centre of View: 2 3.5°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 13:44</p> <p>Enlargement Factor: approx. 96%</p>
Image Size: 820 x 222mm	QA DT				
Paper Size: 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport

**Figure 1.8D - Viewpoint 2b: North-eastern end of Hyam's Lane**  
**PHOTOMONTAGE - YEAR 15**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445276E 325203N</p> <p>Ground Height: 80.2m AOD</p> <p>Direction of Centre of View: 2 111.8°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 07/03/2024</p> <p>Photography Time: 11:33</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					




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**Figure 1.9A - Viewpoint 3: Northern end of Grimes Gate  
EXISTING VIEW**



Key :

- Parameters Visible
- Parameters Screened

Date October 2025	By SPB		Notes:	<b>Viewpoint Information:</b>	<b>Photography Information:</b>
Image Size 820 x 222mm	QA DT		1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only. 2) All directions given as bearings relative to Grid North (BNG). 3) Location map scale: 1:50,000.	Grid Reference: 445276E 325203N	Camera: Canon EOS 5D
Paper Size 841 x 297mm	Rev -		Contains Ordnance Survey data © Crown copyright and database right 2025	Ground Height: 80.2m AOD	Lens: 50mm Fixed Focal Length
0586-Visuals				Direction of Centre of View: 2 111.8°	Camera Height: 1.6m
			Horizontal Field of View: 90°	Photography Date: 07/03/2024	
			Vertical Field of View: 24°	Photography Time: 11:33	
			Viewing Distance: 522mm	Enlargement Factor: approx. 96%	



Land South of East Midlands Airport

**Figure 1.9B - Viewpoint 3: Northern end of Grimes Gate  
PROPOSED DEVELOPMENT PARAMETERS**




Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GN).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445276E 325203N</p> <p>Ground Height: 80.2m AOD</p> <p>Direction of Centre of View: 2 111.8°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 07/03/2024</p> <p>Photography Time: 11:33</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport

**Figure 1.9C - Viewpoint 3: Northern end of Grimes Gate  
PHOTOMONTAGE - YEAR 1**



Date: October 2025	By: SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445276E 325203N</p> <p>Ground Height: 80.2m AOD</p> <p>Direction of Centre of View: 2 111.8°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 07/03/2024</p> <p>Photography Time: 11:33</p> <p>Enlargement Factor: approx. 96%</p>
Image Size: 820 x 222mm	QA DT				
Paper Size: 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport

**Figure 1.9D - Viewpoint 3: Northern end of Grimes Gate  
PHOTOMONTAGE - YEAR 15**



Date: October 2025	By: SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GN).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445484E 324623N</p> <p>Ground Height: 68.6m AOD</p> <p>Direction of Centre of View: 2 35.3°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 07/03/2024</p> <p>Photography Time: 11:56</p> <p>Enlargement Factor: approx. 96%</p>
Image Size: 820 x 222mm	QA DT				
Paper Size: 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport


**Figure 1.10A - Viewpoint 4: PRoW L37 east of Diseworth  
EXISTING VIEW**



Key :

  Parameters Visible

  Parameters Screened


Date October 2025	By SPB		<p>Notes:</p> <p>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</p> <p>2) All directions given as bearings relative to Grid North (GN).</p> <p>3) Location map scale: 1:50,000.</p> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445484E 324623N</p> <p>Ground Height: 68.6m AOD</p> <p>Direction of Centre of View: 2 35.3°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 07/03/2024</p> <p>Photography Time: 11:56</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				



Land South of East Midlands Airport

**Figure 1.10B - Viewpoint 4: PRoW L37 east of Diseworth  
PROPOSED DEVELOPMENT PARAMETERS**



Date: October 2025	By: SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GN).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445484E 324623N</p> <p>Ground Height: 68.6m AOD</p> <p>Direction of Centre of View: 2 35.3°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 07/03/2024</p> <p>Photography Time: 11:56</p> <p>Enlargement Factor: approx. 96%</p>
Image Size: 820 x 222mm	QA DT				
Paper Size: 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport

**Figure 1.10C - Viewpoint 4: PRoW L37 east of Diseworth**

**PHOTOMONTAGE - YEAR 1**



Date: October 2025	By: SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GN).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445484E 324623N</p> <p>Ground Height: 68.6m AOD</p> <p>Direction of Centre of View: 2 35.3°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 07/03/2024</p> <p>Photography Time: 11:56</p> <p>Enlargement Factor: approx. 96%</p>
Image Size: 820 x 222mm	QA DT				
Paper Size: 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport

**Figure 1.10D - Viewpoint 4: PRoW L37 east of Diseworth**

**PHOTOMONTAGE - YEAR 15**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GN).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445862E 324252N</p> <p>Ground Height: 56.9m AOD</p> <p>Direction of Centre of View: 2 12.5°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 07/03/2024</p> <p>Photography Time: 12:12</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport

**Figure 1.11A - Viewpoint 5: PRoW L38 east of Diseworth  
EXISTING VIEW**



Key :

- Parameters Visible
- Parameters Screened


Date: October 2025	By: SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p><small>Contains Ordnance Survey data © Crown copyright and database right 2025</small></p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445862E 324252N</p> <p>Ground Height: 56.9m AOD</p> <p>Direction of Centre of View: 2 12.5°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 07/03/2024</p> <p>Photography Time: 12:12</p> <p>Enlargement Factor: approx. 96%</p>
Image Size: 820 x 222mm	QA DT				
Paper Size: 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport

**Figure 1.11B - Viewpoint 5: PRoW L38 east of Diseworth  
PROPOSED DEVELOPMENT PARAMETERS**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 444015E 324871N</p> <p>Ground Height: 72.5m AOD</p> <p>Direction of Centre of View: 2 87°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 16:29</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport

**Figure 1.12A - Viewpoint 6: PRoW L89A  
EXISTING VIEW**



Key :

- Parameters Visible
- Parameters Screened


Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 444015E 324871N</p> <p>Ground Height: 72.5m AOD</p> <p>Direction of Centre of View: 2 87°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 16:29</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport

**Figure 1.12B - Viewpoint 6: PRoW L89A  
PROPOSED DEVELOPMENT PARAMETERS**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 444609E 324426N</p> <p>Ground Height: 68.3m AOD</p> <p>Direction of Centre of View: 2 53.1°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522m</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 19/03/2024</p> <p>Photography Time: 16:15</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals		Contains Ordnance Survey data © Crown copyright and database right 2025			



Land South of East Midlands Airport



**Figure 1.13A - Viewpoint 7: The Green, western approach to Diseworth  
EXISTING VIEW**



Key :

  Parameters Visible

  Parameters Screened

Date October 2025	By SPB		<p>Notes:</p> <p>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</p> <p>2) All directions given as bearings relative to Grid North (BNG).</p> <p>3) Location map scale: 1:50,000.</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 444609E 324426N</p> <p>Ground Height: 68.3m AOD</p> <p>Direction of Centre of View: 2 53.1°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 19/03/2024</p> <p>Photography Time: 16:15</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals		Contains Ordnance Survey data © Crown copyright and database right 2025		 <p>STEPHENSON HALLIDAY</p> <p>Planning, Landscape &amp; Environment an RSK company</p>	

Land South of East Midlands Airport

**Figure 1.13B - Viewpoint 7: The Green, western approach to Diseworth  
PROPOSED DEVELOPMENT PARAMETERS**



Date: October 2025	By: SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GN).</li> <li>3) Location map scale: 1:50,000.</li> </ol>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445384E 323799N          Ground Height: 72.4m AOD          Direction of Centre of View: 28.6°          Horizontal Field of View: 90°          Vertical Field of View: 24°          Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D          Lens: 50mm Fixed Focal Length          Camera Height: 1.6m          Photography Date: 18/03/2024          Photography Time: 16:53          Enlargement Factor: approx. 96%</p>
Image Size: 820 x 222mm	QA DT				
Paper Size: 841 x 297mm	Rev -				
0586-Visuals					

Contains Ordnance Survey data © Crown copyright and database right 2025



Land South of East Midlands Airport  
**Figure 1.14A - Viewpoint 8: PRow L49  
 EXISTING VIEW**



Key :

  Parameters Visible

  Parameters Screened


Date October 2025	By SPB		<p>Notes:</p> <p>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</p> <p>2) All directions given as bearings relative to Grid North (GN).</p> <p>3) Location map scale: 1:50,000.</p> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445384E 323799N</p> <p>Ground Height: 72.4m AOD</p> <p>Direction of Centre of View: 28.6°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 16:53</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport

**Figure 1.14B - Viewpoint 8: PRow L49  
PROPOSED DEVELOPMENT PARAMETERS**




Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GN).</li> <li>3) Location map scale: 1:50,000.</li> </ol>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445384E 323799N</p> <p>Ground Height: 72.4m AOD</p> <p>Direction of Centre of View: 28.6°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 16:53</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals		Contains Ordnance Survey data © Crown copyright and database right 2025			



Land South of East Midlands Airport  
**Figure 1.14C - Viewpoint 8: PRow L49  
 PHOTOMONTAGE - YEAR 1**




Date: October 2025	By: SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445384E 323799N          Ground Height: 72.4m AOD          Direction of Centre of View: 2          Horizontal Field of View: 90°          Vertical Field of View: 24°          Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D          Lens: 50mm Fixed Focal Length          Camera Height: 1.6m          Photography Date: 18/03/2024          Photography Time: 16:53          Enlargement Factor: approx. 96%</p>
Image Size: 820 x 222mm	QA DT				
Paper Size: 841 x 297mm	Rev -				
0586-Visuals					

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Land South of East Midlands Airport  
**Figure 1.14D - Viewpoint 8: PRow L49  
 PHOTOMONTAGE - YEAR 15**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>
Image Size 820 x 222mm	QA DT		
Paper Size 841 x 297mm	Rev -		
0586-Visuals			
<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446320E 323932N</p> <p>Ground Height: 55m AOD</p> <p>Direction of Centre of View: 2 348.7°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>		<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 19/03/2024</p> <p>Photography Time: 17:08</p> <p>Enlargement Factor: approx. 96%</p>	



Land South of East Midlands Airport  
**Figure 1.15A - Viewpoint 9**  
 Cross Britain Way Long Distance Path as it crosses the Green  
**EXISTING VIEW**



Key :


- Parameters Visible
- Parameters Screened

Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p><small>Contains Ordnance Survey data © Crown copyright and database right 2025</small></p>
Image Size 820 x 222mm	QA DT		
Paper Size 841 x 297mm	Rev -		
0586-Visuals			
<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446320E 323932N</p> <p>Ground Height: 55m AOD</p> <p>Direction of Centre of View: 2 348.7°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>		<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 19/03/2024</p> <p>Photography Time: 17:08</p> <p>Enlargement Factor: approx. 96%</p>	



**Land South of East Midlands Airport**  
**Figure 1.15B - Viewpoint 9**  
**Cross Britain Way Long Distance Path as it crosses the Green**  
**PROPOSED DEVELOPMENT PARAMETERS**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>
Image Size 820 x 222mm	QA DT		
Paper Size 841 x 297mm	Rev -		
0586-Visuals			
<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446320E 323932N</p> <p>Ground Height: 55m AOD</p> <p>Direction of Centre of View: 2 348.7°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>		<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 17:08</p> <p>Enlargement Factor: approx. 96%</p>	



Land South of East Midlands Airport  
**Figure 1.15C - Viewpoint 9**  
**Cross Britain Way Long Distance Path as it crosses the Green**  
**PHOTOMONTAGE - YEAR 1**




Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>
Image Size 820 x 222mm	QA DT		
Paper Size 841 x 297mm	Rev -		
0586-Visuals			
<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446320E 323932N</p> <p>Ground Height: 55m AOD</p> <p>Direction of Centre of View: 2 348.7°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>		<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 17:08</p> <p>Enlargement Factor: approx. 96%</p>	



Land South of East Midlands Airport  
**Figure 1.15D - Viewpoint 9**  
**Cross Britain Way Long Distance Path as it crosses the Green**  
**PHOTOMONTAGE - YEAR 15**



Date: October 2025	By: SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 447203E 323737N</p> <p>Ground Height: 51m AOD</p> <p>Direction of Centre of View: 2°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 14:25</p> <p>Enlargement Factor: approx. 96%</p>
Image Size: 820 x 222mm	QA DT				
Paper Size: 841 x 297mm	Rev -				
0586-Visuals					




Land South of East Midlands Airport

**Figure 1.16A - Viewpoint 10: Western edge of Long Whatton EXISTING VIEW**



Key :

- Parameters Visible
- Parameters Screened


Date October 2025	By SPB		Notes: 1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only. 2) All directions given as bearings relative to Grid North (BNG). 3) Location map scale: 1:50,000.	<b>Viewpoint Information:</b> Grid Reference: 447203E 323737N Ground Height: 51m AOD Direction of Centre of View: 2 Horizontal Field of View: 90° Vertical Field of View: 24° Viewing Distance: 522mm	<b>Photography Information:</b> Camera: Canon EOS 5D Lens: 50mm Fixed Focal Length Camera Height: 1.6m Photography Date: 18/03/2024 Photography Time: 14:25 Enlargement Factor: approx. 96%
Image Size 820 x 222mm	QA DT		Contains Ordnance Survey data © Crown copyright and database right 2025		
Paper Size 841 x 297mm	Rev -				



Land South of East Midlands Airport

**Figure 1.16B - Viewpoint 10: Western edge of Long Whatton  
PROPOSED DEVELOPMENT PARAMETERS**




Date: October 2025	By: SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 447203E 323737N</p> <p>Ground Height: 51m AOD</p> <p>Direction of Centre of View: 2°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 14:25</p> <p>Enlargement Factor: approx. 96%</p>
Image Size: 820 x 222mm	QA DT				
Paper Size: 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport  
**Figure 1.16C - Viewpoint 10: Western edge of Long Whatton  
 PHOTOMONTAGE - YEAR 1**



Date: October 2025	By: SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 447203E 323737N</p> <p>Ground Height: 51m AOD</p> <p>Direction of Centre of View: 2°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 14:25</p> <p>Enlargement Factor: approx. 96%</p>
Image Size: 820 x 222mm	QA DT				
Paper Size: 841 x 297mm	Rev -				



Land South of East Midlands Airport  
**Figure 1.16D - Viewpoint 10: Western edge of Long Whatton  
 PHOTOMONTAGE - YEAR 15**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 444453E 321505N</p> <p>Ground Height: 71.4m AOD</p> <p>Direction of Centre of View: 2 11.9°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 14:47</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					




Land South of East Midlands Airport  
**Figure 1.17A - Viewpoint 11: Bridleway L31**  
**EXISTING VIEW**



Proposed Development Parameters not visible

Key :

- Parameters Visible
- Parameters Screened


Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p><small>Contains Ordnance Survey data © Crown copyright and database right 2025</small></p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 444453E 321505N</p> <p>Ground Height: 71.4m AOD</p> <p>Direction of Centre of View: <sup>2</sup> 11.9°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 14:47</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



**Land South of East Midlands Airport**

**Figure 1.17B - Viewpoint 11: Bridleway L31**  
**PROPOSED DEVELOPMENT PARAMETERS**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 448064E 325773N</p> <p>Ground Height: 65.5m AOD</p> <p>Direction of Centre of View: 245.3°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 14:09</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport


**Figure 1.18A - Viewpoint 12: Whatton Road EXISTING VIEW**



Key :

  Parameters Visible

  Parameters Screened

Date October 2025	By SPB		<p>Notes:</p> <p>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</p> <p>2) All directions given as bearings relative to Grid North (BNG).</p> <p>3) Location map scale: 1:50,000.</p> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 448064E 325773N</p> <p>Ground Height: 65.5m AOD</p> <p>Direction of Centre of View: 245.3°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 14:09</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport

**Figure 1.18B - Viewpoint 12: Whatton Road  
PROPOSED DEVELOPMENT PARAMETERS**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 448023E 329884N</p> <p>Ground Height: 30.4m AOD</p> <p>Direction of Centre of View: 2 194°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 15:34</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport


**Figure 1.19A - Viewpoint 13: Bridleway L60  
EXISTING VIEW**



Proposed Development Parameters not visible

Key :

- Parameters Visible
- Parameters Screened

Date: October 2025	By: SPB		Notes:	<b>Viewpoint Information:</b>		<b>Photography Information:</b>	
Image Size: 820 x 222mm	QA DT		1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.	Grid Reference:	448023E 329884N	Camera:	Canon EOS 5D
Paper Size: 841 x 297mm	Rev -		2) All directions given as bearings relative to Grid North (GNG).	Ground Height:	30.4m AOD	Lens:	50mm Fixed Focal Length
0586-Visuals			3) Location map scale: 1:50,000.	Direction of Centre of View: <sup>2</sup>	194°	Camera Height:	1.6m
		Contains Ordnance Survey data © Crown copyright and database right 2025	Horizontal Field of View:	90°	Photography Date:	18/03/2024	
			Vertical Field of View:	24°	Photography Time:	15:34	
			Viewing Distance:	522mm	Enlargement Factor:	approx. 96%	



**Land South of East Midlands Airport**  
**Figure 1.19B - Viewpoint 13: Bridleway L60**  
**PROPOSED DEVELOPMENT PARAMETERS**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 449559E 321956N          Ground Height: 75.6m AOD          Direction of Centre of View: 2 304.5°          Horizontal Field of View: 90°          Vertical Field of View: 24°          Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D          Lens: 50mm Fixed Focal Length          Camera Height: 1.6m          Photography Date: 18/03/2024          Photography Time: 15:07          Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				

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Land South of East Midlands Airport

**Figure 1.20A - Viewpoint 14: Shepshed Road EXISTING VIEW**



Key :

  Parameters Visible

  Parameters Screened

Date: October 2025	By: SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GN).</li> <li>3) Location map scale: 1:50,000.</li> </ol>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 449559E 321956N</p> <p>Ground Height: 75.6m AOD</p> <p>Direction of Centre of View: 2 304.5°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS 5D</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.6m</p> <p>Photography Date: 18/03/2024</p> <p>Photography Time: 15:07</p> <p>Enlargement Factor: approx. 96%</p>
Image Size: 820 x 222mm	QA DT				
Paper Size: 841 x 297mm	Rev -				

0586-Visuals

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Land South of East Midlands Airport

**Figure 1.20B - Viewpoint 14: Shepshed Road  
PROPOSED DEVELOPMENT PARAMETERS**



Date October 2025	By SPB
Image Size 820 x 222mm	QA DT
Paper Size 841 x 297mm	Rev -
0586-Visuals	



Notes:  
 1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.  
 2) All directions given as bearings relative to Grid North (GNG).  
 3) Location map scale: 1:50,000.

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**Viewpoint Information:**  
 Grid Reference: 440616E 323304N  
 Ground Height: 122.2m AOD  
 Direction of Centre of View: 2 66.7°  
 Horizontal Field of View: 90°  
 Vertical Field of View: 24°  
 Viewing Distance: 522mm

**Photography Information:**  
 Camera: Canon EOS R8  
 Lens: 50mm Fixed Focal Length  
 Camera Height: 1.5m  
 Photography Date: 19/03/2025  
 Photography Time: 10:39  
 Enlargement Factor: approx. 96%



Land South of East Midlands Airport  
**Figure 1.21A - Viewpoint 15**  
 St Mary and St Hardulph Priory Church - Breedon on the Hill  
 EXISTING VIEW



Key :

- Parameters Visible
- Parameters Screened

Date October 2025	By SPB
Image Size 820 x 222mm	QA DT
Paper Size 841 x 297mm	Rev -
0586-Visuals	



Notes:  
 1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.  
 2) All directions given as bearings relative to Grid North (GNG).  
 3) Location map scale: 1:50,000.

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**Viewpoint Information:**  
 Grid Reference: 440616E 323304N  
 Ground Height: 122.2m AOD  
 Direction of Centre of View: 2 66.7°  
 Horizontal Field of View: 90°  
 Vertical Field of View: 24°  
 Viewing Distance: 522mm

**Photography Information:**  
 Camera: Canon EOS R8  
 Lens: 50mm Fixed Focal Length  
 Camera Height: 1.5m  
 Photography Date: 19/03/2025  
 Photography Time: 10:39  
 Enlargement Factor: approx. 96%



Land South of East Midlands Airport  
**Figure 1.21B - Viewpoint 15**  
 St Mary and St Hardulph Priory Church - Breedon on the Hill  
 PROPOSED DEVELOPMENT PARAMETERS



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446225E 320596N</p> <p>Ground Height: 80.4m AOD</p> <p>Direction of Centre of View: 2 355.6°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 11:09</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					

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Land South of East Midlands Airport


**Figure 1.22A - Viewpoint 16: National Cycle Route 6 - Carr lane EXISTING VIEW**



Proposed Development Parameters partially visible

Key:

- Parameters Visible
- Parameters Screened


Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>All directions given as bearings relative to Grid North (BNG).</li> <li>Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 446225E 320596N</p> <p>Ground Height: 80.4m AOD</p> <p>Direction of Centre of View: 2 355.6°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 11:09</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport

**Figure 1.22B - Viewpoint 16: National Cycle Route 6 - Carr lane  
PROPOSED DEVELOPMENT PARAMETERS**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 448248E 323010N</p> <p>Ground Height: 62.4m AOD</p> <p>Direction of Centre of View: 2 314.6°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 11:36</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport


**Figure 1.23A - Viewpoint 17: PRoW L55 - Long Whatton EXISTING VIEW**



Key :

  Parameters Visible

  Parameters Screened


Date October 2025	By SPB		<p>Notes:</p> <p>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</p> <p>2) All directions given as bearings relative to Grid North (BNG).</p> <p>3) Location map scale: 1:50,000.</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 448248E 323010N</p> <p>Ground Height: 62.4m AOD</p> <p>Direction of Centre of View: 2 314.6°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 11:36</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals		Contains Ordnance Survey data © Crown copyright and database right 2025			



Land South of East Midlands Airport

**Figure 1.23B - Viewpoint 17: PRow L55 - Long Whatton  
PROPOSED DEVELOPMENT PARAMETERS**




Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 448248E 323010N</p> <p>Ground Height: 62.4m AOD</p> <p>Direction of Centre of View: 2 314.6°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 11:36</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport  
**Figure 1.23C - Viewpoint 17: PRoW L55 - Long Whatton  
 PHOTOMONTAGE - YEAR 1**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 448248E 323010N</p> <p>Ground Height: 62.4m AOD</p> <p>Direction of Centre of View: 2 314.6°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 11:36</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport  
**Figure 1.23D - Viewpoint 17: PRoW L55 - Long Whatton  
 PHOTOMONTAGE - YEAR 15**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GN).</li> <li>3) Location map scale: 1:50,000.</li> </ol>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 444360E 324139N</p> <p>Ground Height: 86.5m AOD</p> <p>Direction of Centre of View: 2 47.85°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 12:02</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					

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Land South of East Midlands Airport

**Figure 1.24A - Viewpoint 18: Eastern end of PRow L96  
EXISTING VIEW**



Key :

- Parameters Visible
- Parameters Screened

Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 444360E 324139N</p> <p>Ground Height: 86.5m AOD</p> <p>Direction of Centre of View: 2 47.85°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 12:02</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals		Contains Ordnance Survey data © Crown copyright and database right 2025			



Land South of East Midlands Airport

**Figure 1.24B - Viewpoint 18: Eastern end of PRow L96  
PROPOSED DEVELOPMENT PARAMETERS**




Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 444360E 324139N</p> <p>Ground Height: 86.5m AOD</p> <p>Direction of Centre of View: 2 47.85°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 12:02</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					

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Land South of East Midlands Airport  
**Figure 1.24C - Viewpoint 18: Eastern end of PRow L96**  
**PHOTOMONTAGE - YEAR 1**




Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 444360E 324139N</p> <p>Ground Height: 86.5m AOD</p> <p>Direction of Centre of View: 2 47.85°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 12:02</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					

Contains Ordnance Survey data © Crown copyright and database right 2025



Land South of East Midlands Airport  
**Figure 1.24D - Viewpoint 18: Eastern end of PRow L96**  
**PHOTOMONTAGE - YEAR 15**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445392E 324559N</p> <p>Ground Height: 61.4m AOD</p> <p>Direction of Centre of View: 37°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 12:14</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport


**Figure 1.25A - Viewpoint 19: St Michael & All Angels Church - Diseworth  
EXISTING VIEW**



Proposed Development Parameters not visible

Key :

- Parameters Visible
- Parameters Screened


Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p><small>Contains Ordnance Survey data © Crown copyright and database right 2025</small></p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445392E 324559N</p> <p>Ground Height: 61.4m AOD</p> <p>Direction of Centre of View: 37°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 12:14</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				



Land South of East Midlands Airport

**Figure 1.25B - Viewpoint 19: St Michael & All Angels Church - Disworth  
PROPOSED DEVELOPMENT PARAMETERS**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445442E 324746N</p> <p>Ground Height: 69.15m AOD</p> <p>Direction of Centre of View: 2 26.55°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 12:23</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport

**Figure 1.26A - Viewpoint 20: View from northern end of PRow L46 EXISTING VIEW**



Key :

  Parameters Visible

  Parameters Screened


Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445442E 324746N</p> <p>Ground Height: 69.15m AOD</p> <p>Direction of Centre of View: 26.55°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 12:23</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport

**Figure 1.26B - Viewpoint 20: View from northern end of PRow L46  
PROPOSED DEVELOPMENT PARAMETERS**




Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GN).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445442E 324746N          Ground Height: 69.15m AOD          Direction of Centre of View: 26.55°          Horizontal Field of View: 90°          Vertical Field of View: 24°          Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8          Lens: 50mm Fixed Focal Length          Camera Height: 1.5m          Photography Date: 19/03/2025          Photography Time: 12:23          Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport  
**Figure 1.26C - Viewpoint 20: View from northern end of PRow L46  
 PHOTOMONTAGE - YEAR 1**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GN).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445442E 324746N</p> <p>Ground Height: 69.15m AOD</p> <p>Direction of Centre of View: 2 26.55°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 12:23</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					




Land South of East Midlands Airport

**Figure 1.26D - Viewpoint 20: View from northern end of PRow L46**

**PHOTOMONTAGE - YEAR 15**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445526E 324751N</p> <p>Ground Height: 71.05m AOD</p> <p>Direction of Centre of View: 2 33.68°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 12:28</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport  
**Figure 1.27A - Viewpoint 21**  
 View from PRoW L46 on Hyam's Lane at south-western corner of Site  
**EXISTING VIEW**



Key :

- Parameters Visible
- Parameters Screened

Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>
Image Size 820 x 222mm	QA DT		
Paper Size 841 x 297mm	Rev -		
0586-Visuals			
<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445526E 324751N          Ground Height: 71.05m AOD          Direction of Centre of View: 2 33.68°          Horizontal Field of View: 90°          Vertical Field of View: 24°          Viewing Distance: 522mm</p>		<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8          Lens: 50mm Fixed Focal Length          Camera Height: 1.5m          Photography Date: 19/03/2025          Photography Time: 12:28          Enlargement Factor: approx. 96%</p>	



**Land South of East Midlands Airport**  
**Figure 1.27B - Viewpoint 21**  
**View from PRoW L46 on Hyam's Lane at south-western corner of Site**  
**PROPOSED DEVELOPMENT PARAMETERS**




Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (GN).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445526E 324751N          Ground Height: 71.05m AOD          Direction of Centre of View: 2 33.68°          Horizontal Field of View: 90°          Vertical Field of View: 24°          Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8          Lens: 50mm Fixed Focal Length          Camera Height: 1.5m          Photography Date: 19/03/2025          Photography Time: 12:28          Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport  
**Figure 1.27C - Viewpoint 21**  
 View from PRow L46 on Hyam's Lane at south-western corner of Site  
**PHOTOMONTAGE - YEAR 1**



Date October 2025	By SPB		<p>Notes:</p> <ol style="list-style-type: none"> <li>1) This visualisation is a cylindrical projection panorama. It provides landscape and visual context only.</li> <li>2) All directions given as bearings relative to Grid North (BNG).</li> <li>3) Location map scale: 1:50,000.</li> </ol> <p>Contains Ordnance Survey data © Crown copyright and database right 2025</p>	<p><b>Viewpoint Information:</b></p> <p>Grid Reference: 445526E 324751N</p> <p>Ground Height: 71.05m AOD</p> <p>Direction of Centre of View: 2 33.68°</p> <p>Horizontal Field of View: 90°</p> <p>Vertical Field of View: 24°</p> <p>Viewing Distance: 522mm</p>	<p><b>Photography Information:</b></p> <p>Camera: Canon EOS R8</p> <p>Lens: 50mm Fixed Focal Length</p> <p>Camera Height: 1.5m</p> <p>Photography Date: 19/03/2025</p> <p>Photography Time: 12:28</p> <p>Enlargement Factor: approx. 96%</p>
Image Size 820 x 222mm	QA DT				
Paper Size 841 x 297mm	Rev -				
0586-Visuals					



Land South of East Midlands Airport  
**Figure 1.27D - Viewpoint 21**  
 View from PRow L46 on Hyam's Lane at south-western corner of Site  
**PHOTOMONTAGE - YEAR 15**