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Environmental Statement

Interim Environmental Report (IER), Volume 1, Chapter 14 : Glint and Glare

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14 Glint and Glare

14.1 Introduction

14.1.1 This chapter of the Environmental Statement (ES) presents the findings of the Environmental Impact Assessment (EIA) of effects on the environment with respect to Glint and Glare as a result of the Scheme.

14.1.2 This chapter identifies and proposes measures to address the potential impacts and likely significant effects on the environment with respect to Glint and Glare during the construction, operation and maintenance, and decommissioning phases.

14.2 Scope of assessment

14.2.1 The information presented within this chapter has been informed by the Scheme information and description provided in Volume 1, Chapter 2 Scheme description.

14.2.2 Chapter 15 of the Environmental Impact Assessment Scoping Report[1] provides a methodology and scope of assessment that is proposed to be followed during the impact assessment as a result of the Scheme, on receptors as a results of Glint and Glare, for the construction, operational, and decommissioning phases.

14.2.3 Through the adoption of the Scoping Opinion[2], the Secretary of State has confirmed that the Glint and Glare assessment must assess the scope set out in Table 14-1.

Table 14-1 Glint and Glare topics scoped in / out

Topic	Scoped in / out			Justification
	Construction phase and panel/battery replacement	Operation phase (routine maintenance)	Decommissioning phase	
Aviation receptors	Scoped out	Scoped in	Scoped out	Within the Scoping Report, the following was proposed. Effects during the construction and decommissioning phases are proposed to be scoped out of the assessment as effects during the operational phase are expected to present a worst-case scenario. Effects upon aviation receptors have the potential to affected safety and operations at and around aerodromes. Therefore, these are assessed within the ES including discussion of mitigation where applicable. Following receipt of the Scoping Opinion, the scope of this matter remains unchanged.
Road Users	Scoped out	Scoped in	Scoped out	Within the Scoping Report it was proposed that detailed assessment of Glint and Glare effects upon road users were to be scoped out of the ES. Effects upon these receptors were to be modelled within the technical appendix of glint and glare impacts. This approach is based upon a commitment to mitigate any significant effects identified as part of the impact assessment to a level that they are not significant. Following receipt of the Scoping Opinion, this matter has been scoped into the ES for the operational phase following PINS request that impact assessment and mitigation for ground-based receptors is detailed within the ES.

[1] Arrow Valley Solar Limited (2026) Arrow Valley Solar. Environmental Impact Assessment Scoping Report. Volume I: Main Report (Document Reference AVS-ATR-GEN-AA-DOC-ENV-000001, Rev. A). Planning Inspectorate Reference EN0110033.
Available at: https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN0110033-000002-20260327%20Arrow%20Valley%20EIA%20Scoping%20Report%20Volume%201%20Main%20Report%20Rev.%20A.pdf.

[2] Planning Inspectorate (2026) Scoping Opinion: Proposed Arrow Valley Solar (Case Reference EN0110033). Adopted on behalf of the Secretary of State pursuant to Regulation 10 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017, 7 May 2026.
Available at: https://nsip-documents.planninginspectorate.gov.uk/published-documents/EN0110033-000010-Arrow%20Valley%20Solar%20Scoping%20Opinion.pdf

Topic	Scoped in / out			Justification
	Construction phase and panel/battery replacement	Operation phase (routine maintenance)	Decommissioning phase	
Residential Dwellings	Scoped in	Scoped in	Scoped in	Detailed assessment of Glint and Glare effects upon residential dwellings was proposed to be scoped out of the ES. Effects upon these receptors were to be modelled within the technical appendix of glint and glare impacts. This approach is based upon a commitment to mitigate any significant effects identified as part of the impact assessment to a level that they are not significant. Following receipt of the Scoping Opinion, this matter has been scoped into the ES for the operational phase following PINS request that impact assessment and mitigation for ground-based receptors is detailed within the ES.
PRoW and Other Observers	Scoped in	Scoped in	Scoped in	Detailed assessment of Glint and Glare effects upon PRoW and other observers was proposed to be scoped out of the ES. Effects upon these receptors were to be modelled within the technical appendix of glint and glare impacts. This approach is based upon a commitment to mitigate any significant effects identified as part of the impact assessment to a level that they are not significant. Following receipt of the Scoping Opinion, this matter has been scoped into the ES for the operational phase following PINS request that impact assessment and mitigation for ground-based receptors is detailed within the ES.
Railway Receptors	Scoped out	Scoped out	Scoped out	A 500 m assessment area is considered appropriate for Glint and Glare effects on railway receptors. No railway receptors have been identified for assessment. The nearest section of railway is located approximately 515 m from the nearest solar panel area (south of Site 4), which is outside of the assessment area and significant impacts are therefore not predicted. Following receipt of the Scoping Opinion, this matter remains unchanged.
All Receptors outside Study Area	Scoped out	Scoped out	Scoped out	The Scoping Report proposed that all receptors outside the defined study area are scoped out as the significance of glint and glare effects decreases with distance. This is due to the reducing proportion of an observer's field of vision occupied by the reflecting area as separation distance increases. In addition, intervening terrain and vegetation are more likely to screen views at greater distances, further reducing the potential for effects. The adopted study areas are based on professional judgement and typical assessment ranges. The Scoping Opinion requested further justification regarding definition of the proposed study areas. The proposed study areas have been established via prior consultation with relevant stakeholders and are in general widely accepted within the solar industry. They have been deemed acceptable for other NSIPs promoted by the Applicant. Should a stakeholder request assessment of a receptor outside the study area, this will be considered on a case-by-case basis. The scope of this matter remains unchanged.

14.3 Consultation

Consultation to date

14.3.1 Table 14-2 provides a summary of all the consultation and engagement undertaken to date relevant to this assessment.

Table 14-2 Consultation to date

Stakeholder	Date	Issue Consulted On	Addressed in the ES
Bidford Gliding and Flying Club	13/07/2026 – in person meeting	In person meeting: Introduction by Applicant of Scheme, and discussion of initial matters of interest to the stakeholder.	ES has assessed glint and glare in respect of aviation receptors.
Bidford Gliding and Flying Club	15/07/2026 – in person meeting	In person meeting: Discussion to aid the applicant team in understanding the specific areas of concern from the Club with respect to potential impacts and to discuss the assessment approach.	These discussions and further discussion via email established the receptors for this assessment
Bidford Gliding and Flying Club	23/07/2026 – 29/07/2026 – email	Further discussion via email of receptors and assessment approach. Stakeholder provided flight track information. Receptors were developed from this information. These receptors were reviewed by the stakeholder and agreed as suitable for the assessment of glint and glare	Aviation receptors for Bidford airfield have been based upon this consultation.

14.4 Legislation, policy, and guidance

Legislation

14.4.1 There is no UK or English legislation of relevance with respect to the assessment of Glint and Glare effects.

Policy

14.4.2 The below listed policy has been taken into account in the Glint and Glare environment assessment. Volume 3, Appendix 14.1 Legislation, policy, and guidance relevant to the glint and glare assessment, provides further detail on how the below listed policy has informed the Glint and Glare environment assessment:

- National Policy Statement (NPS) for Renewable Energy Infrastructure (EN-3)[3].

Guidance documents

14.4.3 The Glint and Glare assessment has been undertaken with reference to the following guidance documents:

- Planning Practice Guidance (PPG) (2016)[4];
- Ministry of Housing, Community and Local Government Planning Practice Guidance: Renewable and low carbon energy[5];
- British Hose Society Advice on solar farms near routes used by equestrians (August 2025)[6]; and
- Pager Power Glint and Glare Guidance (fourth edition) 2026[7].

14.4.4 The Government guidance recommends a solar development's effect as a result of Glint and Glare on neighbouring uses and aircraft safety should be considered. This guidance has informed the scope of this chapter.

14.4.5 The Pager Power guidance details the technical methodology under which the impact assessment is carried out. This is widely recognised as industry standard and is the methodology relied upon by the Applicant for NSIPs it has previously promoted.

[3] Department for Energy Security and Net Zero (2026) National Policy Statement for renewable energy infrastructure (EN-3). Available at: https://www.gov.uk/government/publications/national-policy-statement-for-renewable-energy-infrastructure-en-3-2025
[4] Ministry of Housing, Communities and Local Government (2016) Planning Practice Guidance. Available at: https://www.gov.uk/government/collections/planning-practice-guidance
[5] Ministry of Housing, Community and Local Government (2023) Renewable and low carbon energy. Available at: https://www.gov.uk/guidance/renewable-and-low-carbon-energy
[6] British Horse Society (2025) Advice on solar farms near routes used by equestrians. Available at: https://www.bhs.org.uk/go-riding-and-learn/access-and-bridleways-advice/
[7] Pager Power (2026) Glint and Glare Guidance (fourth edition). Available at: https://www.pagerpower.com/news/glint-and-glare-guidance-fourth-edition-download-now/

14.5 Method of assessment

Establishing the baseline

Study areas

14.5.1 There is no formal guidance with regard to the maximum distance at which Glint and Glare should be assessed. From a technical perspective, there is no maximum distance for potential reflections. However, the significance of a solar reflection decreases with distance. This is because the proportion of an observer's field of vision that is taken up by the reflecting area diminishes as the separation distance increases. In most instances, terrain and shielding by vegetation are also more likely to obstruct an observer's view at greater distances. a 1 km assessment area is considered appropriate when identifying road receptors and residential dwelling receptors surrounding the solar panel areas.

14.5.2 If a railway line is identified within 200m of the solar panel areas, then a technical assessment is undertaken for railway receptors within a 500m assessment area. As per Table 14-1 no railway lines have been identified within the study area and therefore railway receptors are not within the scope of the assessment.

14.5.3 Effects upon observers using Public Rights of Way are typically considered within a distance of at most 1 km and where visibility of the development is predicted. This are may also be informed by other disciplines such as visual impact assessments.

14.5.4 There is no set buffer distance within which aviation effects must be modelled. However, in practice, concerns are most often raised for developments within 10 km of a licensed aerodrome. An assessment range of 5 km for unlicensed general aviation aerodromes and 10 km for licenced aerodromes is considered appropriate. This is the typical study area based on previous experience; aerodromes outside of this range would only be considered for assessment upon request from the relevant aerodrome.

14.5.5 These assessment distances are in accordance with Pager Power's methodology and have been established via historic consultation with relevant stakeholders and deemed appropriate on numerous prior projects including DCO applications.

Desk-based study

14.5.6 The desk-based study has been carried out in the following steps:

- Identify receptors within the study area using available maps, aerial imagery, Street View imagery and site photography;
- Undertaken geometric calculations to predict potential solar reflections towards identified receptors using a software model;
- Consider visibility of the predicted reflecting area from the receptor. This considers screening in the form of vegetation (existing and proposed), buildings, and intervening terrain. Where views are obstructed no impact can occur;
- Where visibility cannot be confidently ruled out, determine the significance of predicted reflections based upon the impact determination criteria; and
- Where significant effects are predicted, recommend mitigation and re-assess effects.

Surveys

14.5.7 The assessment is limited to desk-based modelling and no Site survey is proposed. The assessment approach is considered to be both appropriate and robust, as it is standard practice for this type of assessment to be conducted on a desk-based basis. There is precedent for this approach to be deemed acceptable based on other solar NSIPs promoted by the Applicant.

Determining receptor value

14.5.8 In line with Pager Power's methodology, the nature or sensitivity of all identified environmental receptors have been described as high, medium, low, or very low. This is set out in the context of Glint and Glare in Table 14-3 below.

Table 14-3 Determination of Receptor Value

Sensitivity	Definition
High	Receptors with low capacity to experience solar reflections without fundamentally reducing safety or amenity.
Medium	Receptors with medium capacity to experience solar reflections without significantly reducing safety or amenity.
Low	Receptors with a high capacity to experience solar reflections without reduction to safety or amenity.
Very Low	Receptors can experience solar reflections without reduction to safety or amenity.

Receptor Sensitivity – Aviation

14.5.9 Air Traffic Control Towers are considered **High** sensitivity because they have low capacity to experience solar reflections without a fundamental reduction in safety.

14.5.10 Approaching aircraft are considered **Medium** sensitivity because they have medium capacity to experience solar reflections without a significant reduction in safety.

14.5.11 These definitions are based upon Pager Power's project experience and consultation undertaken with airport safeguarding teams during the development of Pager Power's Glint and Glare guidance.

Receptor Sensitivity – Road Users

14.5.12 To determine the sensitivity of road users, it is relevant to consider that road types can generally be categorised as:

- Major National – Typically a road with a minimum of two carriageways with a maximum speed limit of up to 70 mph. These roads typically have fast-moving vehicles with busy traffic;
- National – Typically a road with one or more carriageways with a maximum speed limit of up to 60 mph or 70 mph. These roads typically have fast-moving vehicles with moderate to busy traffic density;
- Regional – Typically a single carriageway with a maximum speed limit of up to 60 mph. The speed of vehicles will vary with a typical traffic density of low to moderate; and
- Local – Typically roads and lanes with the lowest traffic densities. Speed limits vary.

14.5.13 The sensitivity of a road user varies based upon the road type. Factors which influence a road user's capacity to experience solar reflections, include: typical traffic density, expected speeds, and the expected workload of the road user in safely navigating the road.

14.5.14 Road users along local roads are considered **Very Low** sensitivity because they have capacity to experience solar reflections without a reduction to safety.

14.5.15 Road users along regional, and national roads are considered **Medium** sensitivity because they have medium capacity to experience solar reflections without a significant reduction in safety.

14.5.16 Road users on major national roads are considered **High** sensitivity because they have low capacity to experience solar reflections without a fundamental reduction in safety.

14.5.17 This is based on Pager Power's project experience and consultation undertaken with local highway authorities and National Highways (which are responsible for safeguarding road safety) during the development of Pager Power's Glint and Glare guidance.

Receptor sensitivity – residential dwellings

14.5.18 Residential dwelling receptors are considered **Medium** sensitivity because they have medium capacity to experience solar reflections without a significant reduction to amenity.

14.5.19 This is based upon Pager Power's project experience and from consultation undertaken with Local Planning Authorities (LPAs) (which are responsible for safeguarding residential amenity) during the development of Pager Power's Glint and Glare guidance.

Receptor Sensitivity – PRoW and other observers

14.5.20 Pedestrians / horse riders and other users of PRoWs are considered **Very Low** sensitivity because they have capacity to experience solar reflections without a reduction to amenity or safety, based on Pager Power's professional judgement and advice from the British Horse Society[6], which states that:

"The Society has no evidence of 'glint and glare' from solar panels and no evidence of horses reacting to it or of it being detrimental to the health and wellbeing of horses."

Determining impact magnitude

14.5.21 The magnitude of impact upon all identified environmental receptors have been described as large, medium, small, or negligible. This is set out in the context of Glint and Glare in Table 14-4 below.

Table 14-4 Impact magnitude

Impact magnitude	Description of impact
Large	Solar reflection durations / intensities that exceed the maximum allowable levels representing a fundamental safety or amenity impact.
Medium	Solar reflection durations / intensities that exceed the maximum allowable levels, and the glare scenario is considered one which could cause a material safety or amenity impact.
Small	Solar reflection durations / intensities that are within the maximum allowable levels, or where the glare scenario is such that safety or amenity will not be materially impacted.
Negligible	Solar reflections that is not geometrically possible or will not be experienced in practice due to intervening screening.

14.5.22 Where the table makes reference to 'maximum allowable levels', this relates to the following factor for reach receptor type:

- Aviation: solar reflection intensity;
- Road users: where reflections originate relative to direction of travel;
- Residential dwellings: the duration of reflections through the day and year;
- PRoW: whether reflections are visible from an observer.

14.5.23 Further detail is provided within the following subsections for each receptor type.

Magnitude of impact – aviation, air traffic control towers

14.5.24 A **Negligible** magnitude of impact would occur if solar reflections are not geometrically possible or are not predicted to be experienced in practice by an air traffic controller due to screening.

14.5.25 A **Small** magnitude of impact would occur if solar reflections with 'low potential for temporary after-image' are predicted to be experienced with sufficient mitigating factors or confirmation the level of glare is acceptable to the aerodrome.

14.5.26 A **Medium** magnitude of impact would occur if solar reflections with 'low potential for temporary after-image' are predicted to be experienced without sufficient mitigating factors, or if solar reflections with 'potential for temporary after-image' are predicted to be experienced.

14.5.27 A **Large** magnitude of impact would occur if solar reflections with 'potential for permanent eye damage' are predicted to be experienced.

14.5.28 The terms '(low) potential for temporary after-image' and 'potential for permanent eye damage' are in accordance with the Federal Aviation Authority publications and the SANDIA Laboratories methodology[8,9], as per industry standards and Pager Power's guidance.

Magnitude of impact – aviation, approaching aircraft

14.5.29 A **Negligible** magnitude of impact would occur if solar reflections are not geometrically possible, or are not predicted to be experienced by a pilot due to screening.

14.5.30 A **Small** magnitude would occur under the following scenarios:

- Solar reflections originate from outside a pilot's primary field of view (50° either side of the direction of travel);
- The solar reflections have 'low potential for temporary after-image';
- The solar reflections have 'potential for temporary after-image' with sufficient mitigating factors; and/or
- The aerodrome has confirmed the level of glare is acceptable.

14.5.31 A **Medium** magnitude of impact would occur if the solar reflections have 'potential for temporary after-image' without sufficient mitigating factors.

14.5.32 A **Large** magnitude of impact would occur if the solar reflections have 'potential for permanent eye damage'.

14.5.33 The terms '(low) potential for temporary after-image' and 'potential for permanent eye damage' are in accordance with the Federal Aviation Authority publications and the SANDIA Laboratories methodology, as per industry standards and Pager Power's guidance.

Magnitude of impact – road users

14.5.34 A **Negligible** magnitude of impact would occur if solar reflections are not geometrically possible or are not predicted to be experienced in practice by a road user due to screening.

14.5.35 A **Small** magnitude of impact would occur if solar reflections were experienced from outside a road user's primary horizontal field of view (50° either side of the direction of travel), or inside of road user's primary horizontal field of view with sufficient mitigating factors.

14.5.36 A **Medium** magnitude of impact would occur if solar reflections were experienced from within a road user's primary horizontal field of view without sufficient mitigating factors.

14.5.37 A **Large** magnitude of impact would occur if solar reflections were experienced from directly in front of a road user's direction of travel with no mitigating factors.

Magnitude of impact – residential dwellings

14.5.38 A **Negligible** magnitude of impact would occur if solar reflections are not geometrically possible or are not predicted to be experienced in practice by an observer within a residential dwelling due to screening.

14.5.39 A **Small** magnitude of impact would occur if solar reflections were experienced for less than three months per year and for less than 60 minutes on any given day, or if solar reflections exceeded one of the thresholds with sufficient mitigating factors.

14.5.40 A **Medium** magnitude of impact would occur if solar reflections were experienced for more than three months per year or for more than 60 minutes on any given day without sufficient mitigating factors.

14.5.41 A **Large** magnitude of impact would occur if solar reflections were experienced for more than three months per year and for more than 60 minutes on any given day.

[8] Federal Aviation Administration (FAA) (2013) Interim Policy, FAA Review of Solar Energy System Projects on Federally Obligated Airports. Available at: https://www.govinfo.gov/content/pkg/FR-2013-10-23/pdf/2013-24729.pdf

[9] FAA (2018) Technical Guidance for Evaluating Selected Solar Technologies on Airports, Federal Aviation Administration. Available at: https://crp.trb.org/acrpwebresource13/faa-technical-guidance-for-evaluating-selected-solar-technology-on-airports/

Magnitude of impact – PRoW and other observers

14.5.42 The magnitude of impact upon an observer along a PRoW is dependent on whether solar reflections are possible and visible from the observer.

14.5.43 A **Negligible** magnitude would occur if solar reflections are not geometrically possible are or are not predicted to be experienced in practice by the observer due to screening.

14.5.44 A **Small** magnitude would occur if solar reflections are geometrically possible and visible form the observer.

14.5.45 In accordance with Pager Power's methodology, a greater than **Small** magnitude is not possible towards this receptor type.

Determining effect significance

14.5.46 The significance of an environmental effect is determined by the interaction of sensitivity and magnitude. This significance matrix is set out in below.

Table 14-5 Likely significant effects relating to Glint and Glare

Magnitude	Sensitivity			
	High	Medium	Low	Very Low
Large	Major	Major	Moderate	Minor
Medium	Major	Moderate	Minor	Minor
Small	Minor	Minor	Minor	Negligible
Negligible	Negligible	Negligible	Negligible	Negligible

14.5.47 Overall, the level of effect would be considered 'Significant' if the resultant significance of effect were 'Moderate' or 'Major', as signified by the grey shading of Table 14-5.

14.6 Baseline conditions

Overview

14.6.1 As detailed in Volume 1, Chapter 3 Site and surrounding environment, the baseline environment of the Order Limits comprises primarily rural farmland with a scattering of residential dwellings in additional to several villages and small towns connected via several roads including A roads, B roads, and named local roads.

14.6.2 Imagery of the identified baseline receptors is presented within the figures of Volume 3, Appendix 14.2 Glint and glare receptor scoping and methodology to this chapter.

14.6.3 Baseline receptors have been identified and are set out below.

Aviation

14.6.4 Bidford Airfield: visual circuits and approach paths for runway 06/24 as established via consultation with Bidford Gliding and Flying Club.

14.6.5 Arden Heath Farm Airfield: 1-mile splayed approach paths and final sections of visual circuits for runway 09/27.

14.6.6 Home Farm Fields Airfield: 1-mile splayed approach paths and final sections of visual circuits for runway 02/20.

14.6.7 Ebrington Airfield: 1-mile splayed approach paths and final sections of visual circuits for runway 03/21.

Roads

14.6.8 The following major national, national, and regional roads have been identified within the study area around each Site:

- Site 1:
  - The B4088, a 6.6 km section. Deemed a regional road;
  - Alcester Road, a 3.7 km section. Deemed a regional road; and
  - The A422, a 2.0 km section. Deemed a regional road.
- Site 2:
  - The A46, a 4.8 km section. Deemed a national road;
  - Salford Road, a 2.0 km section. Deemed a regional road; and
  - An unnamed road, a 3.2 km section. Deemed a regional road.
- Site 3:
  - Buckle Street, a 4.1 km section. Deemed a regional road; and
  - Cleeve Road, a 3.3 km section. Deemed a regional road.
- Site 4:
  - Shinesmith Road, a 2.5 km section. Deemed a regional road; and
  - Blackminster Road, 2.0 km section. Deemed a regional road.

14.6.9 For the purposes of the assessment, road user receptors are assumed to be placed approximately 100 m apart. A height of 1.5 metres above ground level has been taken as the typical eye level of a road user. This fixed height for the road receptors is for modelling purposes. Changes to the modelling height by a few metres is not expected to significantly change the geometric results. Views for elevated drivers are also considered in the impact assessment, where appropriate.

Residential dwellings

14.6.10 A total of 729 residential dwelling receptors have been identified within the study area around each Site as follows:

- Site 1: 110 dwellings
- Site 2: 300 dwellings
- Site 3: 195 dwellings
- Site 4: 124 dwellings

14.6.11 Receptors are assessed at a height of 1.8 m above ground level to simulate the typical viewing height of a ground floor observer. Changes to the modelling height by a few metres is not expected to significantly change the geometric results. Where multistorey houses are assessed, views above the ground are assessed when determining visibility of reflecting areas.

PRoW and other observers

14.6.12 PRoW in the vicinity of the Site and to be considered within for assessment are shown in Volume 2, Figure 12.6 Public Rights of Way interaction with the Scheme.

14.6.13 Receptors are assessed at a height of 1.8 m above ground level to simulate the typical viewing height of a standing observer. Changes to the modelling height by a few metres is not expected to significantly change the geometric results.

Embedded mitigation

14.6.14 The development of the glint and glare assessment for the Scheme has taken into consideration the embedded mitigation as defined in Volume 1, Chapter 2, Scheme description, Section 2.7, of this ES and design evolution outlined in Volume 1, Chapter 4 Consideration of alternatives of this ES. For glint and glare this includes:

- E-GEN.1 - Implementation of Outline Construction Environmental Plan (oCEMP);
- E-GEN.3 - Implementation of Outline Operational Environmental Management Plan (oOEMP);
- E-GEN.4 - Implementation of Outline Decommissioning Environmental Management Plan (oDEMP);
- E-LV.3 - Additional planting to provide visual screening
- E-B.4 - Buffer zones between sensitive environmental features and the developable area.

Receptors

14.6.15 A full summary of the receptors which have been assessed in the Glint and Glare assessment are described in Table 14-6.

Table 14-6 Description of the glint and glare receptors that have been assessed

Name	Detail	Value
Aviation – air traffic controllers	ATC staff within the visual control room of an ATC tower in proximity to the study area.	High
Aviation – approaching aircraft	Pilots of aircraft on approach to a runway, either on final approach or within the visual circuit.	Medium
Road users – along local roads	Motorised road users travelling in either direction within the study area.	Very Low
Road users – along regional and national roads	Motorised road users travelling in either direction within the study area.	Medium
Road users – along major national roads	Motorised road users travelling in either direction within the study area.	High
Residential Dwellings	Observers within residential dwellings within the study area.	Medium
Public Rights of Way (PRoW)	Users of PRoW, including pedestrians and horse riders within the study area.	Very Low

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