

Land south of Green Road, Wivelsfield Green

Rebuttal Proof of Evidence: Landscape & Visual Matters

James W. Atkin BSc Hons Dip LM CMLI

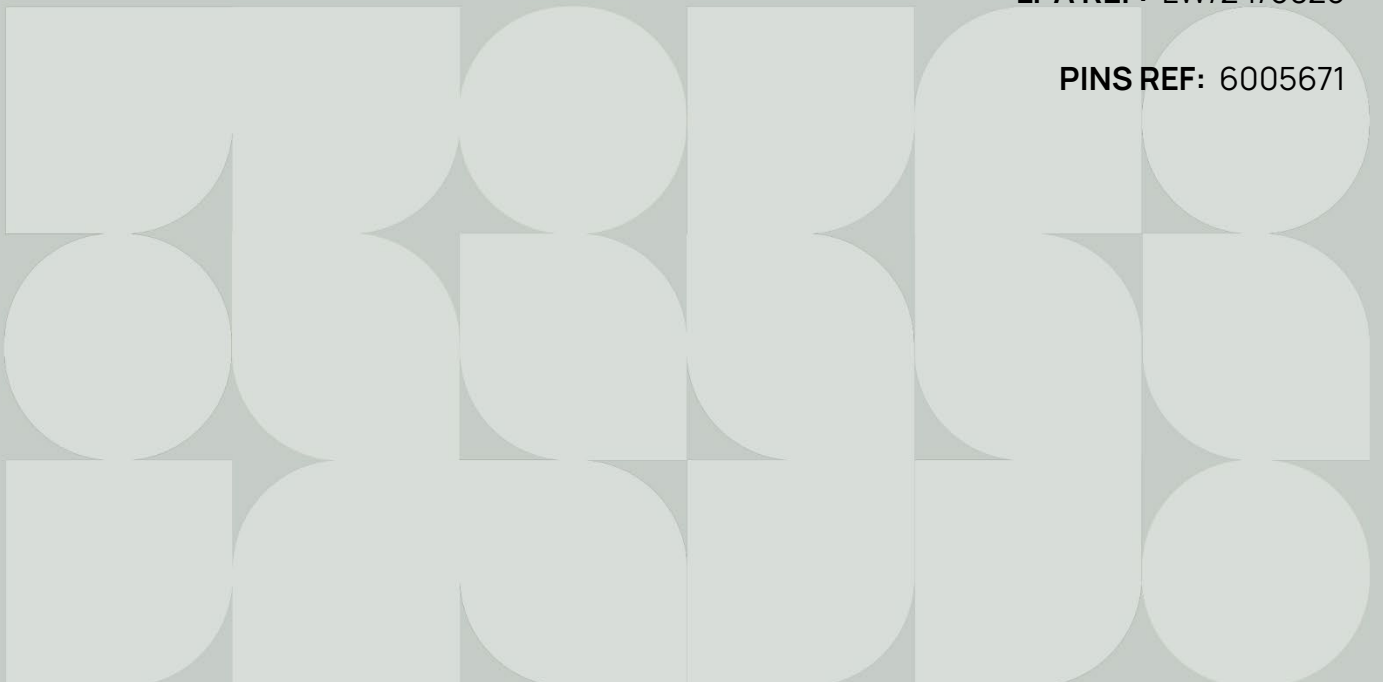
Issue 1: 16 JUNE 2026

Client: Taylor Wimpey UK Limited

REF: GL2712

LPA REF: LW/24/0820

PINS REF: 6005671



Report Issue 2: 16/06/2026 Status: FINAL ISSUE

Author: JAMES ATKIN

G+L Landscape Architects

Midlands

Wilson House
207 Leicester Road
Ibstock
Leicestershire
LE67 6HP

North

Suite 1.02
Innovation Centre
Innovation Way
York
YO10 5NY

Call 01530 265688
Email info@golbyandluck.co.uk
Visit golbyandluck.co.uk

CONTENTS

1. INTRODUCTION 1

2. LANDSCAPE AND VISUAL REBUTTAL 3

3. SUMMARY AND CONCLUSIONS.....14

1. INTRODUCTION

1.1. QUALIFICATIONS AND EXPERIENCE

- 1.1.1. My name is James Atkin and I am a Director at G+L Landscape Architects (G+L). Prior to this I briefly ran my own practice (Greyleaf Landscape Planning Limited), before which I spent over twelve years at Pegasus Group, where I held the position of Senior Director and Deputy Head of the Environment service across the wider business. I have a Bachelor of Science Degree in Landscape Design and Plant Science and a Diploma in Landscape Management, both from the University of Sheffield. I am also a Chartered Member of the Landscape Institute (2005).
- 1.1.2. I have over 25 years professional experience specialising in feasibility, landscape and visual impact assessment (LVIA), and expert witness services. I have authored landscape and visual impact appraisals and assessments, based on best practice guidance, both in the UK and in the international context. My experience as an expert witness now extends to over 30 appeals, including preparing and presenting evidence for written representations, hearings and public inquiries; this relates to sites across the UK for a range of sectors.
- 1.1.3. My experience also includes time at multidisciplinary consultancies, including Wardell Armstrong LLP and Atkins Ltd, advising on landscape and visual matters across a range of sectors including power, highways, rail, housing, waste, land reclamation and restoration, mineral extraction, commercial developments and renewable energy. At Pegasus Group my work included residential development, mixed-use schemes, retirement communities, solar installations, commercial development, infrastructure and motorway service areas.
- 1.1.4. At G+L, I continue to provide services in respect of landscape and visual matters, guiding landscape led design principles through the planning process. I adopt an iterative process of LVIA, to ensure that landscape and visual constraints and opportunities are recognised, integrated into master planning principles, and inform appropriate strategies for mitigation.

1.2. TERMS OF REFERENCE

- 1.2.1. This Rebuttal Proof of Evidence addresses landscape and visual matters in respect of land to the south of Green Road, Wivelsfield Green, Haywards Heath (the appeal site).

- 1.2.2. Following two extensions of time, the Appellant received the Proofs of Evidence (PoE) from Lewes District Council (LDC) on 9th June 2026, including evidence on landscape and visual matters from Mr Martin Hird of the Terra Firma Consultancy.
- 1.2.3. Having reviewed the evidence of Mr Hird, I have identified certain points which require response or clarification by way of rebuttal. Where I do not address a point set out in the evidence of Mr Hird, this does not indicate that I agree or accept it, and many of these have been addressed in my own main proof of evidence.
- 1.2.4. Principles and good practice for undertaking, and/or applying the principles of, LVIA are set out in the Landscape Institute (LI) and the Institute of Environmental Management (IEMA) Guidelines for Landscape and Visual Impact Assessment, Third Edition (2013) (GLVIA3) (**CD-15.8**). The concepts and procedures set out in this guidance have been adopted where appropriate.
- 1.2.5. In August 2024, the Landscape Institute published new technical guidance in relation to LVIA, the 'Notes and Clarifications on Aspects of Guidelines for Landscape and Visual Impact Assessment (GLVIA3)' (LI TGN 2024-01)2 (**CD-15.9**). This TGN supersedes previous clarifications and guidance in respect of the GLVIA3 and has been taken into account where relevant.
- 1.2.6. My professional judgements, which are presented in this evidence for the forthcoming inquiry (LPA reference LW/24/0820, PINS reference 6005671) have been prepared in full accordance with the guidance of my professional institution. I confirm that the opinions expressed are my true and professional opinions, irrespective of by whom I am instructed.

2. LANDSCAPE AND VISUAL REBUTTAL

2.1. OVERVIEW

2.1.1. The Proof of Evidence prepared by Mr Hird does not include a contents page that sets out its structure, but it includes the following sections:

- Introduction;
- The Proposed Development Site and its Landscape Context;
- Landscape and Visual Impact Assessment (including sub-sections of an introduction, landscape, and visual);
- Potential Landscape and Visual effects on the Designated Local Green Space;
- Planning Policy; and,
- Summary and Conclusions.

2.1.2. There are several areas of overlap between the sections of Mr Hird's evidence, and points of rebuttal are required across these.

2.2. MATTERS FOR REBUTTAL

2.2.1. To try to present my response concisely, I have structured the main points around the broad themes or topic areas, rather than working through the document section by section. These include:

- Scope of work;
- Errors and misrepresentation of quotations;
- Relevance of Policy DM34;
- Approach to landscape receptors; and,
- Approach to visual receptors.

2.2.2. Several issues raised in the evidence of Mr Hird are addressed in my own proof of evidence (**CD-9.2**), or in the submitted LVIA (**CD-1.7**) and I refer back to these documents where relevant.

2.3. SCOPE OF WORK

Judgements on Impacts

- 2.3.1. At paragraph 1.2.4, Mr Hird states that the scope of his evidence is 'to address the impact of the appeal scheme with regards to landscape and visual matters'. However, at paragraph 1.3.2 (restated at 3.1.2), Mr Hird states that this does not extend to undertaking systematic LVIA work, or systematic appraisal of potential landscape and visual effects.
- 2.3.2. Later sections of Mr Hird's evidence rely on an assessment of impacts in respect of particular landscape and visual receptors, but this has not been presented as part of his evidence. This leaves an unfortunate gap in the information presented for LDC which is not helpful to the inquiry.
- 2.3.3. For example, in Section 3.3 Mr Hird introduces several additional locations for visual receptors, and at paragraph 3.3.1 states that '[the paragraphs] identify where those potential visual effects would occur and discuss the nature of visual changes'. However, there is no actual judgment or conclusion as to the impact and effect of these.
- 2.3.4. Furthermore, at paragraphs 3.3.2 and 3.3.3, in discussion regarding views from Westmeston 28b Bridleway, Mr Hird simply states that sensitivity of this receptor would be 'higher', with no comparator or qualification for this judgement. Noting that in the submitted LVIA, visual receptors using such routes are already judged as 'high' sensitivity (for example **CD-1.7**, Viewpoint 11, pdf page 116).
- 2.3.5. The reality is that, if these conclusions were presented, they would not demonstrate any impacts or effects greater than those already identified in the submitted LVIA (**CD-1.7**) and that these are all highly localised, related to the appeal site or the immediate boundaries of it.

Adopting a Proportionate Approach – LVA vs LVIA

- 2.3.6. At paragraph 3.1.4, Mr Hird notes that the submitted LVIA (**CD-1.7**) runs to 127 pages, subsequently suggesting this is 'disproportionate' and that a short 'LVA' study would have been more appropriate.
- 2.3.7. There is an immediate contradiction whereby the remainder of Mr Hird's evidence goes on to introduce new and additional receptors that he suggests were omitted from the submitted LVIA, both in terms of landscape receptors and visual. These would require additional analysis

and discussion in the LVIA, extending its scope, which would conflict with the higher level appraisal suggested by Mr Hird.

- 2.3.8. The point of the submitted LVIA (**CD-1.7**), over an appraisal, is that it includes the greater depth required to present a transparent assessment of impacts across relevant receptors. I address landscape and visual receptors in later sections of this rebuttal, but at this stage I will simply re-state that I am satisfied that the scope and content of the submitted LVIA (**CD-1.7**) is appropriate.

2.4. ERRORS AND MISREPRESENTATION OF QUOTATIONS

LVIA Approach to Magnitude

- 2.4.1. Paragraph 3.1.6 of Mr Hird's evidence broadly addresses the principle of 'magnitude', stating that the submitted LVIA (**CD-1.7**) 'disregards' certain premises in relation to determining magnitude. At this point Mr Hird quotes from the submitted LVIA, however he has paraphrased the quotes in a manner which misrepresents these.
- 2.4.2. In his paragraph 3.1.6, Mr Hird takes the concluding sentence of the paragraph (paragraph 5.53 of the submitted LVIA, **CD-1.7**, pdf page 47), presenting this prior to a further extract from the same paragraph. However, he has omitted some of the qualifying and explanatory text and presented the two parts in reverse order.
- 2.4.3. If Mr Hird had a material point in relation to the paragraph, it would have been quite straightforward to quote this in its entirety. Clearly this aims to take a selective approach to its interpretation.
- 2.4.4. In response to this particular issue/paragraph, and whether the submitted LVIA 'disregards' certain principles, I would simply state that paragraphs 5.46 to 5.57 of the submitted LVIA (**CD-1.7**, pdf page 46 and 47) should be read in full, where it is clear that the considerations in determining magnitude are appropriately addressed.

References to Drove Roads in relation to Hundred Acre Lane

- 2.4.5. At paragraph 2.1.8, Mr Hird refers to Hundred Acre Lane as being a historic Drove Road, however he incorrectly states that this is located to the eastern edge of the western part of the appeal site (this error repeated at his paragraph 5.2.6).

- 2.4.6. Hundred Acre Lane runs to the east of the eastern part of the appeal site, on the settlement edge of Wivelsfield Green and passing the primary school site. This route does not cross through the centre of the appeal site.
- 2.4.7. Still at paragraph 2.1.8, Mr Hird's evidence states that the historic Drove Road is identified as a key characteristic of the published landscape character area. Having confirmed that Hundred Acre Lane is the route to the east of the appeal site (not through it), it is useful to note that the same guidance refers to other drove roads, including the B2112 (to the west of Wivelsfield), and Sussex Border Way, where this runs along the roads to the north of Wivelsfield (**CD-15.3**, page 49 – penultimate bullet point) as well as the A275 (which continues to the High Weald NL), Spithurst Road and A272 (**CD-15.3**, page 40 – 1st bullet). These are not an uncommon characteristic.
- 2.4.8. Paragraph 2.1.1 of Mr Hird states that the built environment [of Wivelsfield Green West] has a characteristic linear settlement pattern, and this is noted in the Lewes Landscape Sensitivity Assessment at paragraph 4.61 (**CD-15.4**, page 26). The relevant section of that document actually states that 'It's settlement boundary is characterised by a generally narrow ribbon pattern of development adjacent to Green Road.'. The differentiation between 'linear' and 'ribbon' is important to note, given the history of ribbon development can be taken as a less positive attribute of settlement patterns, whereas the linear pattern is something being promoted as a positive characteristic.
- 2.4.9. My view, as set out in evidence (**CD-9.2**, page 37, paragraph 6.49), is that any linear settlement pattern of Wivelsfield has grown along the routes (including drove routes, given their historic use) as a series incidental wayside dwellings and infill. I see no unifying attributes that would suggest this needs to be maintained, nor any particular impact that would be experienced 'on the ground' where this pattern would be disrupted (**CD-9.2**, page 36, Section 6.4).

Views from Private Land

- 2.4.10. At paragraph 3.3.8 Mr Hird introduces a suggested visual receptor stating this to be from 'Wivelsfield 30 bridleway, central to the appeal site'; however, the viewpoint appears to be taken from a location off the bridleway, to the east (in the LGS area) where there is no formal public access. Viewpoint 10 of the submitted LVIA (**CD-1.7**, pdf page 114) was taken from a permissive route on the appeal site because the route of the bridleway itself is so heavily

screened. As far as I am aware, there are no permissive routes across the land of the LGS, nor any immediate connections to other routes across this land.

2.5. RELEVANCE OF POLICY DM34

- 2.5.1. Policy DM34 is addressed in Section 6.6 of my main proof of evidence (**CD-9.2**). This includes reference to the context of the policy sitting under 'heritage matters' in the Local Plan (**CD-7.2**), as well as noting that the policy boundary only overlaps with two narrow strips of land within the appeal site boundary.
- 2.5.2. Mr Hird refers to Policy DM34 stating that (paragraph 2.1.2) 'The linear development on the southern side of Green Road is designated [as an Area of Established Character]'. An important qualification here is that this applies to only a short section of Green Road, that extends between Eastern Road and the eastern edge of Wivelsfield Green (approximately 205m). The remainder of Green Road, west up to the B2112 (approximately 720m), is not part of this policy designation.
- 2.5.3. In later sections of his evidence Mr Hird discusses settlement pattern and, particularly in relation to the old local plan policy wording (purported contribution of the 'street-scene' making an 'extremely attractive and valuable contribution to the character of Wivelsfield Green') (evidence of Mr Hird at paragraph 3.2.15, quoting from **CD-15.12**), this only relates to a short section of the route.
- 2.5.4. As set out in my evidence (**CD-9.2**, page 44, Section 6.6) other than any very minor changes to the bridleway section that runs between dwellings to Green Road and within the Area of Established Character', development' does not occur 'within' the designation (**CD-9.2**, page 44, paragraph 6.6.5) and the appeal proposals would not be of detriment to it.

2.6. APPROACH TO LANDSCAPE RECEPTORS

Landscape Receptors

- 2.6.1. The evidence of Mr Hird, at paragraph 3.2.1, suggests that the submitted LVIA (**CD-1.7**), effectively, should have broken down landscape character into a series of specific and individual landscape receptors.
- 2.6.2. The approach and methodology adopted for the submitted LVIA (**CD-1.7**) is considered to be appropriate and robust; authored at Pegasus Group, that methodology has been used across

many projects and submissions. It adopts an approach that addresses the changes to the landscape resources (**CD-1.7**, pdf pages 44 and 45, paragraphs 5.28 to 5.43) and then draws these physical changes together and interprets these as impacts on the character of the area, (and subsequent significance of those effects).

- 2.6.3. I consider this to be an acceptable and informative approach to addressing landscape effects, which works within the best practice guidance we have. The approach avoids both 'salami slicing' that would potentially be used to magnify any particular issues at the expense of a more balanced overview, and also avoids double counting of issues, for example where ecological or arboricultural assessments are used to address impacts on specific landscape resources such as trees, hedgerows etc.

Dealing with 'Time Depth'

- 2.6.4. Considering the sub-section of this rebuttal immediately prior to this, time depth is one such area that Mr Hird suggests should be addressed as a specific receptor (his evidence paragraphs 3.2.17 to 3.2.20).
- 2.6.5. Whilst it may not reflect the exact terminology of Mr Hird (i.e. time-depth), the process adopted for the submitted LVIA (**CD-1.7**, pdf page 38, Table X [sic]) does recognise this. The mitigation strategy is clear in its aim to retain the 'scale and pattern' of the landscape, particularly through the retention of green infrastructure, including field boundaries and associated hedgerows. Figures 8 and 9 of the submitted LVIA (**CD-1.7**, pdf pages 125 and 126) make reference to the alignment of 'historic field patterns' in the eastern parcel, and the intention to reinstate these as part of the landscape strategy for this area.
- 2.6.6. This also relates to Mr Hird's comments in relation to the 'vegetative framework' of the appeal site (Mr Hird, paragraph 3.2.24), where the submitted LVIA (**CD-1.7**) has clearly recognised this particular landscape resource, and has considered and addressed this as part of the landscape strategy and mitigation.

References to Tranquillity

- 2.6.7. At paragraphs 3.2.10 to 3.2.12 Mr Hird refers to Green Road and Hundred Acre Lane (including the primary school), going on to address matters of tranquillity, and suggesting the 'landscape experience' is 'calm and tranquil (with an absence of intrusive noise and development)'. Mr Hird

refers back to his paragraphs 2.1.7 and 2.1.8, where he reiterates the locations (including Green Road, Eastern Road and Hundred Acre Lane) where he sees this as part of the experience.

2.6.8. However, the suggestion that Green Road, Eastern Road and Hundred Acre Lane are tranquil raises an inherent contradiction, given that the nature of these routes preclude any true sense of tranquillity.

2.6.9. For example, published character guidance for the area LCA C1 states that (**CD-15.3**, page 40, 13th bullet) (emphasis added):

"Beyond the detracting features, settlement areas, linear development and winding road network, there are areas exhibiting a highly rural and tranquil character due to containment from mature vegetation and woodland cover."

2.6.10. For LCA C3 it states that (**CD-15.3**, page 50, 4th bullet):

"Main transport routes include the B2112 in the western part of the Landscape Character Area and the railway line denoting the southern boundary, which create localised audible and visual detracting features and decrease tranquillity in comparison to the more rural areas."

2.6.11. The appeal site, including the eastern parcel, is clearly related to the settlement areas of Wivelsfield and Wivelsfield Green, and influenced by the route of Green Road. I do not consider the appeal site represents the areas of countryside to which the LCA characteristics relate, i.e. those are intended to be the deeper parts of the landscape, further afield from any areas of settlement, and not just simply a field, or half a field away from the settlement edge.

2.6.12. Mr Hird appears to raise matters of tranquillity in relation to the LGS designation, suggesting that the proposed access road (and associated traffic movements) would 'erode tranquillity' (Mr Hird, page 25, paragraph 4.2.5). This highlights the contradiction in his position, suggesting that the appeal site is tranquil, despite wanting to advocate how traffic might detract from this.

2.6.13. In respect of the LGS and appeal proposal access, Mr Hird quotes from the submitted Transport Assessment (TA) (**CD-1.10**, page 31, Table 6.2), stating that the proposed access would be subject to 'in excess' of 642 daily car movements (Mr Hird, page 20, paragraph 4.1.2).

2.6.14. Reference to Table 2.1 of the submitted TA (**CD-1.10**, page 6), shows Green Road having 6,793 daily journeys (7 day week flow). This reinforces the contradiction of Mr Hird's position that the

LGS is tranquil, and that vehicle movements on the proposed access will impact this, despite the level of existing traffic using Green Road, which already affects the LGS. In my view, this cannot be reconciled.

2.7. APPROACH TO VISUAL RECEPTORS

- 2.7.1. Earlier sections of this rebuttal (Section 2.3) relate to the absence of any specific impact assessment presented by Mr Hird, including for those additional viewpoints that he has identified.
- 2.7.2. The viewpoints included in the submitted LVIA were agreed by the ESCC Landscape Architect (**CD-1.7**, pdf page 8, paragraph 2.14). LDC have had ample opportunity during the determination period to raise queries in respect of particular receptors or additional viewpoints that they felt should be addressed.
- 2.7.3. Notwithstanding this, on review, I do not consider that any of the locations raised by Mr Hird add to the understanding of the potential visual impacts, over and above those identified in the submitted LVIA (**CD-1.7**).
- 2.7.4. My position being that the appeal site is physically and visually enclosed, that the visual envelope of the appeal proposal is restricted as a result, and that impacts and effects are limited to those locations on the appeal site, or immediately adjacent to the appeal site. Mitigation will successfully minimise effects in the longer term.
- 2.7.5. I have considered the additional viewpoints suggested by Mr Hird in the following section. However, as stated in paragraph 2.7.3 (and earlier in paragraph 2.3.5) these locations do not materially add to any information or greater understanding, and my response to the suggested viewpoints is summarised in the following table.

Table 1: Additional Views Raised by LDC / Mr Hird

Suggested View		Response
Westmeston bridleway (Mr Hird, page 12)	28b	This view is from a short/small gap through the tree and woodland edge into the appeal site. It was discounted from the submitted LVIA given that the majority of the appeal site is screened from much of the route of this bridleway. Alternative

	views were included in the submitted LVIA that represent a 'worst case scenario' (including VP8, 11 and 12) (CD-1.7 , pdf pages 110, 116 and 118). In respect of the Sussex Border Path, further information is set out in my main proof of evidence (CD-9.2 , page 42 to 43, Section 6.5).
Westmeston 1 footpath (Mr Hird, page 13)	Mr Hird notes that there is a viewpoint here in the submitted LVIA (Viewpoint 8, CD-1.7 , pdf page 110), but that it faces a different direction. In the interests of conciseness (Mr Hird, page 6, paragraph 3.1.4) duplicate locations covering all angles from every view were not considered proportionate. However, Viewpoint 10 of the submitted LVIA (CD-1.7 , pdf page 114) is from a location that fully acknowledges the extent of development, and proximity to it, from these parts of the appeal site.
Wivelsfield 30 Bridleway (Mr Hird, page 14)	As noted in paragraph 2.4.10 of this rebuttal, the view as presented is not representative of views from the bridleway at this point, nor is this land publicly accessible in terms of any formal access.
Green Road, adjacent to the War Memorial	Viewpoint 9 of the submitted LVIA (CD-1.7 , pdf page 112) was selected as it considers both the proposed access road and the potential views of any residential parcels that might be visible beyond the existing tree belt. This is considered appropriate. In respect of Mr Hird's view, his commentary seems to ignore that the experience of the view adjacent to the war memorial is not fixed or blinkered in any way, and that the holistic experience of receptors using Green Road (i.e. those walking on the footway) are fully aware of the adjacent residential edge of Green Road, and of traffic and the highway corridor on which they are situated.

	Furthermore, it is useful to note the conclusions of the Heritage Impact Assessment which states that (accepting that this is in the context of heritage matters) (CD-1.15, page 14, paragraph 4.7): <i>“The development will also retain the majority of the eastern field parcel as open space with associated planting. This will retain the attractive backdrop to the War Memorial. The proposed access road will also have a limited impact, given the Memorial’s current setting adjacent to Green Road. Passers-by and those visiting will still be able to enjoy the Memorial within a largely rural setting. In addition, the open space will be publicly accessible, potentially leading to more people using the neighbouring bridleway and open space and drawing additional people to the Memorial. Its significance as a non-designated heritage asset will therefore be conserved.”</i> In respect of Green Road, further information is set out in my main proof of evidence (CD-9.2, page 35, Section 6.3).
Hundred Acre Lane / Wivelsfield Primary School	Mr Hird presents a rather narrow view from Hundred Acre Lane to ‘represent’ the visual effect which might be experienced from the school (Mr Hird, page 18). Notwithstanding that the view in itself is transient and heavily screened by the roadside hedgerows (noting also that Hundred Acre Lane has no footway along this section), it is not reflective of views from the school. The school playing fields and playground (both of which would be primarily occupied during term time, in breaks, and I expect are not subject to ‘tranquil’ activities during these times) are enclosed by a dense hedgerow and hedgerow trees which will serve to screen or filter views. Albeit illustrative at this stage, the Illustrative Landscape Masterplan (ILMP) shows additional planting around the school,

	and across the eastern part of the appeal site (CD-1.7, pdf page 126, Figure 9). The layering of planting, including reinstatement of hedgerows along historic field boundaries, will further add to screening of the proposed access. Although not related directly to the 'views', reference to the ILMP is a useful point to correct Mr Hird's view that the mitigation measures are 'un-designed' (Mr Hird, page 19, paragraph 3.3.19). Whilst illustrative, the masterplan and ILMP have had considerable design input as part of an iterative process. The appeal proposals are well considered and respond well to the opportunities and constraints presented.
--	---

3. SUMMARY AND CONCLUSIONS

- 3.1.1. The Appellant's evidence on landscape and visual matters, along with the previously submitted landscape and visual impact assessment, sets out a comprehensive and robust position in respect of the potential impacts and effects on the character and appearance of the area.
- 3.1.2. These acknowledge landscape and visual impacts at the site level, and in the immediate context of the site, but establish that these are limited and localised and, more importantly, are capable of being mitigated so as to reduce the overall significance of effect. That mitigation forms an inherent part of the proposed development and sets a framework for high quality landscape design to come forward within the proposed development, and at the points where the site has an interface with the existing suburban area.
- 3.1.3. Having reviewed the evidence from Mr Hird, I have seen nothing that causes me to revisit the case on landscape and visual impacts.
- 3.1.4. Consequently, my conclusions remain that:
- There is nothing outstanding about this part of the landscape, particularly given the wider context of the District, whereby over half is designated as the South Downs National Park.
 - Where greenfield development is required to deliver housing within the district, there will inevitably be some residual landscape and visual effects arising from most, if not all, development sites.
 - Where located adjacent to a settlement edge, the key consideration is therefore whether changes to the interface between landscape and settlement are extensive or localised, and, in either case, whether mitigation measures can avoid or minimise resulting effects.
 - There would be no direct physical impacts beyond the appeal site itself. Consequent changes in landscape character would also be limited, with no perceptible or material changes in character from areas of the landscape around Wivelsfield and Wivelsfield Green.
 - The appeal site does not display any attributes that are particularly out of the ordinary in relation to the surrounding landscape context of Wivelsfield. Furthermore, the impacts and effects are, whilst relatively typical in their nature in respect of the type of development proposed, limited in scale and extent.

- 3.1.5. On balance, I consider that the appeal site can accommodate the appeal proposals, both in the context of the existing landscape character, and through the ability to deliver effective mitigation by way of a well-considered scheme that recognises and responds to the character and appearance of the local landscape.

Call

01530 265688

Email

info@golbyandluck.co.uk

Visit

golbyandluck.co.uk

Midlands

207 Leicester Road,
Ilbstock, LE67 6HP

North

1.02 Innovation Centre,
York Science Park, YO10 5NY

