

ITEM NUMBER: 5e

23/02339/FUL	Construction of a Double Garage	
Site Address:	Land to the rear of Osteria, 1 The Street, Chipperfield	
Applicant/Agent	Mr Cobra/Mr Basmadjian	
Case Officer:	Robert Freeman	
Parish/Ward:	Chipperfield	Bovingdon/Flaunden/Chipperfield
Referral to Committee:	The application is referred to the Development Management Committee given the objections of the Parish Council.	

1. RECOMMENDATION – That planning permission is GRANTED.

2. SUMMARY

2.1 The construction of a garage in this location is acceptable in principle under Policies CS1 and CS6 of the Core Strategy. The garage is appropriate in terms of its design, bulk, scale and use of materials resulting in little harm to the character and appearance of the site, the wider Chipperfield Conservation Area and adjacent listed buildings. The proposed development would not exacerbate access and parking issues associated with the Osteria restaurant nor would it be prejudicial to matters of highways safety. For these reasons the proposals would be acceptable under Policies CS8, CS12 and CS27 of the Core Strategy.

3. SITE DESCRIPTION

3.1 The application site is located at the junction of The Street and Chapel Croft, Chipperfield. The site comprises the Osteria restaurant (former Spice Village) together with an area of hard standing between the rear elevations of properties in The Street and the development of Carters Row (19/02712/FUL)

4.0 PLANNING HISTORY

4.1 A number of planning applications submitted for land at the rear of Osteria have resulted in the approval of a scheme of six dwellings (Carters Row) under planning reference 19/02712/FUL. This scheme is currently under construction.

4.2 Subsequent applications for seven units have been refused (20/00589/FUL) and dismissed at appeal (APP/A1910/W/20/3259290) The Inspector concluded that the prominence of the building and the reduction in the spacious setting of properties within The Street and to the Baptist Church at the rear of the site would result in a cramped appearance and over development of the site which ultimately would fail to preserved the character and appearance of the Conservation Area in this location.

4.3 The previous application (23/00205/FUL) for the construction of a garage and maisonette on this site was withdrawn given concerns from the Conservation and Design Officer.

4.4 A further application (23/00999/FUL) for the construction of a garage and flat at the site was refused for the following reasons:

- 1 The application site is located within a designated village in the Green Belt. The proposed development is not considered to comprise limited infilling within the village of Chipperfield and as such would not comprise appropriate development within the Green Belt in accordance with the National Planning Policy Framework

and Policy CS6 of the Core Strategy. Inappropriate development is by definition harmful to the Green Belt and there are no special circumstances in this case which might otherwise justify the approval of planning permission.

2. The proposed development, in view of its scale, bulk, layout, site coverage, inadequate internal space, lack of external space and contrived parking arrangements is considered to result in a cramped, poor quality residential scheme that would be incongruous and harmful to both the character and appearance of the area and the wider Chipperfield Conservation Area. This would be contrary to Policies CS6, CS11, CS12 and CS27 of the Core Strategy.
3. The proposed development, in view of its layout, site coverage and access arrangements would not provide safe, sufficient and convenient parking provision for all users of the site and as such would be contrary to Policies CS8 and CS12 of the Core Strategy and the Car Parking Standards SPD (2020)
4. The application site is located within the Zone of Influence of the Chilterns Beechwoods Special Area of Conservation. The Council cannot be sure that the development would not contribute towards recreational harm to the Chilterns Beechwoods Special Area of Conservation and thus maintain the integrity thereof. In these circumstances the Council cannot legally discharge its obligations under the Habitat Regulations and the proposals would be contrary to Policy CS25 of the Core Strategy.

5. PROPOSALS

- 5.1 The current application seeks permission for the construction of a double garage for use by the Osteria restaurant. The proposals have been subject to amendments which have also resulted in some alterations to the car parking layout to the rear of properties on The Street and to a recently constructed rear terrace seating area at the Osteria restaurant. It is now proposed to remove an area of external seating associated with the Osteria restaurant and provide increased circulation space within the parking area thereto.
- 5.2 The proposals would result in alterations to the layout and amenity arrangements associated with the construction of six dwellings at Carters Row and as approved under 19/02712/FUL. This would result in the need, if approved, to regularise this arrangement through the submission of an application for a Non Material Amendment thereto under Section 96A of the Town and Country Planning Act 1990 (As Amended).

6. REPRESENTATIONS

Consultation responses

- 6.1 These are reproduced at Appendix A.

Neighbour Responses

- 6.2 No comments have been received from neighbouring parties.

7. CONSIDERATIONS

Policy and Principle

- 7.1 The application site is located within the village of Chipperfield which is a designated small village within the Green Belt. The proposals will therefore need to be considered in the

context of national Green Belt policy as set out within the National Planning Policy Framework (NPPF) and Policies CS5 and CS6 of the Core Strategy/

- 7.2 Paragraph 154 of the NPPF states that local planning authorities should regard the construction of new buildings as inappropriate within the Green Belt, unless the development accords with one of the listed exceptions. One of the exceptions is limited infilling in villages (paragraph 154 e).
- 7.3 Policy CS5 of the Core Strategy indicates that planning decisions in the Green Belt should be made in accordance with national policy. Policy CS6 of the Council's adopted Core Strategy 2013 (CS) also allows for limited development in villages, but it refers only to infill being affordable housing for local people. The NPPF places no restrictions on the type of infill development in terms of use. There is therefore some tension between the provisions of the NPPF and the wording of Policy CS6.
- 7.4 The provisions of the NPPF are material considerations. The Framework is a more recent policy document and thus should be given greater weight in this decision. My attention has been drawn to appeal decision APP/A1910/W/18/3218197 where the issue of whether the construction of storage buildings between surrounding buildings was infilling in the context of the NPPF was considered. This proposal was considered acceptable as infilling under the NPPF and despite an earlier refusal for a building in this location, find no reason to disagree with the principles applied in this similar scenario.
- 7.5 The proposed building would be surrounded by development on three sides. It is located to the rear of properties on the Street between an existing outbuilding at No.5 and the gardens of the approved residential development at Carters Row. The Baptist Church to the south east of the property would extend to the rear of the proposed building. For these reasons and having regard to the above appeal decision, one must now conclude that the proposal may be considered as infill development and would be appropriate development. Furthermore, because the development is not inappropriate, there is no requirement to consider the effect of the proposal on the openness of the Green Belt, although the fact that there would be no harm to the aims and objectives of the Green Belt in this case further weighs in support of this proposal.

Layout and Design

- 7.6 The NPPF identifies that good design is a key aspect of sustainable development, creates better places to live and work and makes development acceptable to communities. High quality, beautiful and sustainable buildings and places are fundamental to what the planning and development process should achieve.
- 7.7 The importance placed on good design is embodied in Policies CS10, CS11 and CS12 of the Core Strategy with local advice being provided in the Chipperfield Village Design Statement.
- 7.8 The site is also located within the Chipperfield Conservation Area and adjacent to a number of listed properties forming 3-5 The Street.
- 7.9 In accordance with Sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 we are required to have special regard to the desirability of preserving a listed building and its setting during the consideration and determination of planning applications.
- 7.10 Policy CS27 of the Core Strategy also seeks to ensure that development proposals favour the conservation of heritage assets. The integrity, setting and distinctiveness of designated

and non-designated heritage assets would be protected, conserved and if appropriate enhanced in accordance with this policy.

- 7.11 The proposed garage building is considered to be appropriate in terms of its scale, bulk, design, height, use of materials and site coverage. It would not result in any significant detriment to the character and appearance of the site and the wider Conservation Area in accordance with Policies CS10, CS11, CS12 and CS27 of the Core Strategy. The proposals in view of their limited height and relationship to listed buildings in The Street is considered to result in no harm to the setting of these listed properties when considered under the NPPF and Policy CS27 of the Core Strategy. As such the proposals are also considered to be acceptable under the Planning (Listed Building and Conservation Areas) Act 1990

Access and Parking

- 7.12 The main concerns with the development appear to be those relating to matters of highways safety and parking. The proposals seek to utilise an approved access onto Chapel Croft and would provide access to eight parking spaces in addition to the proposed double garage. The garage would provide storage and parking for the sole use of Osteria.
- 7.13 In my opinion, it would be difficult for the Council to justify that the proposed parking arrangements would result in any displacement of parking from the site nor material harm to matters of highways safety in accordance with Policies CS8 and CS12 of the Core Strategy and the Car Parking Standards SPD (2020) The following matters should be noted:
- a) The access onto Chapel Croft would be identical to that approved under planning permission 19/02712/FUL for the development of a former parking area to the east of Osteria with six residential units, however changes to the layout of this parking area would result in the removal of a narrow strip of landscaping to Carters Row, a landscaped area at the rear of the car park and alterations to the garden area associated with plot 1 thereto. The access onto Chapel Croft is historic and provides satisfactory visibility to Chapel Croft
 - b) Nine parking spaces were approved under 19/02712/FUL for use by the restaurant and associated users and ten spaces would be provided as a result of this development. The current proposals would result in a net gain of a single parking space albeit two spaces would be within the proposed garage. These would not be available to the public and may not be available for staff parking in the event of the building being used for storage purposes.
 - c) There would be a reduction in the seating capacity of the Osteria restaurant as a result of the removal of a rear patio area thereto and therefore a decrease in demand for parking as a result of this proposal.
 - d) There would be an increase in space to the rear of the proposed parking spaces to allow vehicles to manoeuvre into the proposed spaces in a forward gear. The circulation space to the rear of these spaces would be in accordance with the relevant highway standards.
 - e) The majority of residential units in the vicinity of the application site have off-street parking facilities.
 - f) There are no on-street parking restrictions in the vicinity of the site
 - g) There are parking bays to the front of the restaurant and neighbouring store.

- h) There is unrestricted access to a church car park some 70m to the south west of the restaurant and public car parking (Chipperfield Common) within 400m of the site.

Impact upon Residential Amenity

Plot 1 – Carters Row

- 7.14 The construction of the proposed garage and store would result in alterations to the shape of the rear garden to plot 1 as approved under 19/02712/FUL. These alterations are capable of being accommodated without significant detriment to the overall quantum of amenity space associated with this property; particularly as the curtilage to plot 1 would be extended onto the common boundary with the church to the south of the site.
- 7.15 The arrangement of this garden appears to have been accepted through the discharge of landscaping conditions under 21/03445/DRC resulting in a discrepancy between the approved layout plan for Carters Row and the approved landscaping plans.
- 7.16 The garage building itself is located sufficient distance from the rear elevation to this property as to not be harmful to the amenities thereto and as such would comply with the requirements of Policy CS12 of the Core Strategy.

5 The Street

- 7.17 The proposed garage would be constructed adjacent to the boundary with No.5. This dwelling has a three bay car port located upon the common boundary with the application site. The proposed building, in view of its limited height would be barely visible from the garden thereto and would not result in any harm to the amenities of this property through a loss of either daylight or sunlight or as a result of visual intrusion in accordance with Policy CS12 of the Core Strategy

Chipperfield Baptist Church

- 7.18 Chipperfield Baptist Church is located on raised ground to the rear of the application site and proposed garage building. The associated church hall has a number of windows facing the application site. Although the proposed building would be close to the common boundary with the church, I find that it would not result in any significant loss in daylight or sunlight thereto nor provide any harm to the enjoyment of this facility by the public in accordance with Policy CS12 of the Core Strategy.

Other Material Planning Considerations

Contamination

- 7.19 There are no objections from the Contaminated Land Officer or the Environmental Health team in respect of this application.

Parish Council and Neighbours Comments

- 7.20 The concerns of the Parish Council and the Highway Authority with regards to parking and circulation space have been addressed through the submission of amended plans. There are however remaining concerns with regards to the removal of landscaping and the conformity of the submitted plans with those details previously approved in respect of the development at Carters Row. It is acknowledged that there are inconsistencies between the approved layout and the approved landscaping for this site which are, in my opinion, capable of being resolved through the submission of an application for a Non-Material

Amendment thereto under Section 96a of the Town and Country Planning Act 1990 (As Amended)

- 7.21 The proposed development would however result in the loss of a proposed beech hedgerow along the eastern boundary of the application site and plot 1 Carters Row. The loss of the hedgerow, in my view, could be mitigated by retaining an area of hedgerow adjacent to the allocated no parking zone, whilst other opportunities for soft landscaping could be pursued by a landscaping condition.

8.0 CONCLUSION

- 8.1 The construction of a garage in this location is acceptable in principle under Policies CS1 and CS6 of the Core Strategy. The garage is appropriate in terms of its design, bulk, scale and use of materials resulting in little harm to the character and appearance of the site, the wider Chipperfield Conservation Area and adjacent listed buildings. The proposed development would not exacerbate access and parking issues associated with the Osteria restaurant nor would it be prejudicial to matters of highways safety. For these reasons the proposals would be acceptable under Policies CS8, CS12 and CS27 of the Core Strategy

9. RECOMMENDATION.

- 9.1 That planning permission be **GRANTED** subject to the following planning conditions.

Conditions and Reasons:

1. **The development hereby permitted shall begin before the expiration of three years from the date of this permission.**

Reason: To comply with the requirements of Section 91 (1) of the Town and Country Planning Act 1990, as amended by Section 51 (1) of the Planning and Compulsory Purchase Act 2004.

2. **The development, hereby approved, shall not be occupied until full details of hard and soft landscaping have been submitted to and approved in writing by the Local Planning Authority. These details shall include:**

- **Details of the size, species and density of any soft landscaping to be provided on the site including suitable replacement planting for the beech hedgerow proposed for the common boundary between the application site and the adjacent residential development,**
- **Details of hard surfacing materials**
- **Details of the finished levels and contours of the site in relation to neighbouring land**

The approved landscaping works shall be implemented in full within a single planting season following the commencement of the development and shall thereafter be maintained for a period of five years.

Any tree or shrub which forms part of the approved landscaping scheme which within a period of 5 years from planting fails to become established, becomes seriously damaged or diseased, dies or for any reason is removed, shall be replaced in the next planting season by a tree or shrub of a similar species, size and maturity.

Reason: To improve the appearance of the development and its contribution to biodiversity and the local environment, as required by saved Policy 99 of the Dacorum Borough Local Plan and Policy CS12 of the Core Strategy.

3. **The building, hereby approved, shall not be used until the arrangements for access, parking and circulation of vehicles have been provided fully in accordance with drawing 1502 Revision A or any plan pursuant to Condition 2 above.**

Reason: To ensure adequate arrangements for the parking of vehicles associated with the use of the application site in accordance with Policies CS8 and CS12 of the Core Strategy and the Car Parking Standards SPD (2020)

4. **The development hereby permitted shall be constructed in accordance with the materials specified on drawing 1504.**

Reason: To make sure that the appearance of the building is suitable and that it contributes to the character of the area in accordance with Policies CS11 and CS12 of the Dacorum Borough Core Strategy (2013).

5. **The development, hereby approved, shall be carried out in accordance with the following approved plans and documents**

1502 Revision A (Site Plan)

1503 (Proposed Floor Plan)

1504 (Proposed Elevation)

Reason: For the avoidance of doubt

INFORMATIVE

Article 35

Planning permission has been granted for this proposal. Discussion with the applicant to seek an acceptable solution was not necessary in this instance. The Council has therefore acted pro-actively in line with the requirements of the Framework (paragraph 38) and in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment No. 2) Order 2015

Working Hours Informative

Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.

As a guideline, the following hours for noisy works and/or deliveries should be observed: Monday to Friday, 7.30am to 5:30pm, Saturday, 8am to 1pm, Sunday and bank holidays - no noisy work allowed.

Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to Environmental and Community Protection Team ecp@dacorum.gov.uk or The Forum, Marlowes, Hemel Hempstead, HP1 1DN. Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.

Works audible at the site boundary outside these hours may result in the service of a Notice restricting the hours as above. Breach of the notice may result in prosecution and an unlimited fine and/or six months imprisonment.

Construction Dust Informative

Dust from operations on the site should be minimised by spraying with water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

Waste Management Informative

Under no circumstances should waste produced from construction work be incinerated on site. This includes but is not limited to pallet stretch wrap, used bulk bags, building materials, product of demolition and so on. Suitable waste management should be in place to reduce, reuse, recover or recycle waste product on site, or dispose of appropriately.

Invasive and Injurious Weeds - Informative

Weeds such as Japanese Knotweed, Giant Hogweed and Ragwort are having a detrimental impact on our environment and may injure livestock. Land owners must not plant or otherwise cause to grow in the wild any plant listed on schedule 9 of the Wildlife and Countryside Act 1981. Developers and land owners should therefore undertake an invasive weeds survey before development commences and take the steps necessary to avoid weed spread. Further advice can be obtained from the Environment Agency website at <https://www.gov.uk/japanese-knotweed-giant-hogweed-and-other-invasive-plants>

APPENDIX A: CONSULTATION RESPONSES¹

Consultee	Comments
Chipperfield Parish Council	<p>The Parish Council objects to this proposal because it is wholly inappropriate development both in the green belt and in the conservation area. The proposal is over-development of this already congested site and damages the 'street scene' through the elimination of the depicted landscaped green space between the housing scheme (as approved under 19/02712) and Osteria restaurant (former Royal Oak and thereafter former 'Spice Village')</p> <p>The proposal is also in conflict with the extant approval 19/02712 by degrading the parking provision by making spaces 7,8,9 in 19/02712 less likely to be used because of the seeming obstruction of parking spaces of proposed garage.</p> <p>The proposal is, in effect, creating tandem parking (by stealth) which exacerbates the problems of parking provision for this site. This requires vehicles to be able to exit forward facing.</p> <p>The parish council has consistently raised concerns over parking provision in and around the former 'Royal Oak' site. These concerns have been vindicated by the recent daily parking problems at the adjacent busy crossroads caused by the construction of the 6 bed scheme and the Osteria restaurant. It is now more important than ever</p>

¹ All comments relate to the submission of the original plans and drawings in respect of this site.

	<p>that vehicles exit forward facing from the shared parking provision between the dwellings and restaurant.</p> <p>The application erroneously states that the restaurant has 3 parking spaces to the front. This is not correct.</p> <p>Temporarily, during construction of 19/02712, CPC and the community have tolerated careless and dangerous parking to the front of the restaurant of 1, 2 or 3 cars. This causes problems for vehicles negotiating the adjacent crossroads and creates additional hazards for pedestrians (especially parents with small children, elderly) making it very difficult to cross. Once the designated 9 spaces are available for use it is the intention of the Parish Council to discourage parking adjacent to the crossroads. Parking is available at the nearby church car park in Dunny Lane.</p> <p>The approved plans for 19/02712 depicted 'Existing Shed/Garage' within the restaurant curtilage. This was removed under 22/00608 which extended the restaurant seating area. It is wrong that this shortfall of space is being pursued to the detriment of the approved scheme 19/02712.</p> <p>The landscaping approved under 19/02712 must take precedence, be created as approved and we urge that the subject application be refused.</p>
Hertfordshire Highways	<p>This is an interim to gain more information on the site.</p> <p>Firstly, HCC Highways would like swept path analysis to see if vehicles for the new garage can turn on site. This is needed owing to the classification of the adjacent highway network. It is acknowledged that the existing dwelling on site has a patio and seating outside which have not been included within the drawing and would impact parking.</p> <p>Secondly, HCC Highways deems that the garage would not have any reasonable off street parking owing to customer parking blocking the garage entrance and therefore the parking spaces cannot be accessed if people are parking in parking spaces 7, 8 and 9. Therefore, an explanation would be needed as to why this is the case.</p> <p>The applicant has referenced planning application 19/02712/FUL. It is acknowledged that the parking although similar is in a different location within this application and therefore a new layout. Also drainage for the dropped kerb in the previous application has not been implemented on site although the dropped kerb has been built, drainage will therefore need to be included within this application as well.</p> <p>Once these have produced then HCC Highways can make an informed recommendation</p>
Conservation and Design Team	<p>The garage sits to the rear of the site close by the new development of Carter Row. It sits a reasonable distance from chapel croft and relates closely to outbuildings to the rear of dwellings facing The Street. The ground rises behind the structure to the Baptist church.</p>

	<p>The proposed scale, design and materials would be in keeping with the local area and would not cause harm to the character of the conservation area. The double garage will be to the rear of this designated heritage asset, and will be situated east of a good-sized outbuilding to the rear of no. 5. Due to the distance between the listed building and the proposed garage, the position of the intervening outbuilding and the relatively modest scale of the proposal, the setting of the listed building (3, 4 and 5 The Street) will be preserved.</p> <p>As such we would not object to the development.</p> <p>External materials and finishes to match those at Carter Row. It would be recommended that the garage doors have a dark colour finish to ensure that it reflects the character of the area.</p>
Contaminated Land Officer	<p>Having reviewed the application submission and the ECP records I am able to confirm that there is no objection on the grounds of land contamination. Also, there is no requirement for further contaminated land information to be provided, or for contaminated land planning conditions to be recommended in relation to this application.</p>
Environmental Health	<p>With reference to the above planning application, please be advised the Environmental Health Pollution Team have no objections or concerns re noise, odour or air quality. However I would recommend the application is subject to informatives for waste management, construction working hours with Best Practical Means for dust, Air Quality and Invasive and Injurious Weeds which we respectfully request to be included in the decision notice.</p> <p>Working Hours Informative Contractors and sub-contractors must have regard to BS 5228-2:2009 "Code of Practice for Noise Control on Construction and Open Sites" and the Control of Pollution Act 1974.</p> <p>As a guideline, the following hours for noisy works and/or deliveries should be observed: Monday to Friday, 7.30am to 5:30pm, Saturday, 8am to 1pm, Sunday and bank holidays - no noisy work allowed.</p> <p>Where permission is sought for works to be carried out outside the hours stated, applications in writing must be made with at least seven days' notice to Environmental and Community Protection Team ecp@dacorum.gov.uk or The Forum, Marlowes, Hemel Hempstead, HP1 1DN. Local residents that may be affected by the work shall also be notified in writing, after approval is received from the LPA or Environmental Health.</p> <p>Works audible at the site boundary outside these hours may result in the service of a Notice restricting the hours as above. Breach of the notice may result in prosecution and an unlimited fine and/or six months imprisonment.</p> <p>Construction Dust Informative</p> <p>Dust from operations on the site should be minimised by spraying with</p>

water or by carrying out of other such works that may be necessary to suppress dust. Visual monitoring of dust is to be carried out continuously and Best Practical Means (BPM) should be used at all times. The applicant is advised to consider the control of dust and emissions from construction and demolition Best Practice Guidance, produced in partnership by the Greater London Authority and London Councils.

Waste Management Informative

Under no circumstances should waste produced from construction work be incinerated on site. This includes but is not limited to pallet stretch wrap, used bulk bags, building materials, product of demolition and so on. Suitable waste management should be in place to reduce, reuse, recover or recycle waste product on site, or dispose of appropriately.

Air Quality Informative.

As an authority we are looking for all development to support sustainable travel and air quality improvements as required by the NPPF. We are looking to minimise the cumulative impact on local air quality that ongoing development has, rather than looking at significance. This is also being encouraged by DEFRA.

As a result as part of the planning application I would recommend that the applicant be asked to propose what measures they can take as part of this new development, to support sustainable travel and air quality improvements. These measures may be conditioned through the planning consent if the proposals are acceptable.

A key theme of the NPPF is that developments should enable future occupiers to make "green" vehicle choices and (paragraph 35) "incorporates facilities for charging plug-in and other ultra-low emission vehicles". Therefore an electric vehicle recharging provision rate of 1 vehicle charging point per 10 spaces (unallocated parking) is expected. To prepare for increased demand in future years, appropriate cable provision should be included in the scheme design and development, in agreement with the local authority.

Please note that with regard to EV charging for residential units with dedicated parking, we are not talking about physical charging points in all units but the capacity to install one. The cost of installing appropriate trunking/ducting and a dedicated fuse at the point of build is miniscule, compared to the cost of retrofitting an EV charging unit after the fact, without the relevant base work in place.

In addition, mitigation in regards to NOx emissions should be addressed in that all gas fired boilers to meet a minimum standard of 40 mg NOx/Kwh or consideration of alternative heat sources.

Invasive and Injurious Weeds - Informative

Weeds such as Japanese Knotweed, Giant Hogweed and Ragwort are having a detrimental impact on our environment and may injure livestock. Land owners must not plant or otherwise cause to grow in the wild any plant listed on schedule 9 of the Wildlife and Countryside Act 1981. Developers and land owners should therefore undertake an invasive weeds survey before development commences and take the

	<p>steps necessary to avoid weed spread. Further advice can be obtained from the Environment Agency website at https://www.gov.uk/japanese-knotweed-giant-hogweed-and-other-invasive-plants</p>
--	--