



Appeal Decision

Site visit made on 20 May 2026

by **I A Dyer BSc (Eng) FCIHT**

an Inspector appointed by the Secretary of State

Decision date: 03 July 2026

Appeal Ref: APP/J1535/W/26/3377436

Stag Inn, Adjacent to Brentwood Road, Ongar, Essex CM5 9DH

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant planning permission.
 - The appeal is made by Faberdean EC Ltd. against the decision of Epping Forest District Council.
 - The application Ref is EPF/2165/24.
 - The development proposed is erection of 7 homes, the creation of a new vehicular access off Brentwood Road, a new car park for The Stag public house, and associated landscaping and infrastructure.
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Decision

1. The appeal is allowed and planning permission is granted for erection of 7 homes, the creation of a new vehicular access off Brentwood Road, a new car park for The Stag public house, and associated landscaping and infrastructure at Stag Inn, Adjacent to Brentwood Road, Ongar, Essex CM5 9DH in accordance with the terms of the application, Ref EPF/2165/24, subject to the conditions in the attached schedule.

Preliminary Matters

2. The site is within the zone of influence (ZOI) of the Epping Forest Special Area of Conservation (EFSAC). The appellants submitted a planning obligation in the form of a Unilateral Undertaking (UU) under Section 106 of the Town and Country Planning Act 1990 which would provide contributions towards mitigation measures in respect of the EFSAC. The UU makes provision for biodiversity, highway, community and healthcare infrastructure. The Council have had the opportunity to comment on the UU, and I have taken account of the UU in my decision.

Main Issue

3. The main issue in this appeal is the effect of the proposal on highway safety.

Reasons

4. The appeal site (the site) lies within the settlement boundary of Ongar, as identified within the development plan and contains a public house, known as The Stag, with its associated garden and car park. It fronts onto Brentwood Road. As it runs past the site, the road forms a bend such that it provides boundaries to the site on two sides, with the site on the inside of the bend. Stondon Road joins Brentwood Road at a simple T junction on the outside of the bend.
5. The site, including the Public House, is allocated within the development plan to provide up to nine new dwellings. Whilst, within the proposed development, the

public house is retained in its current use, the allocation allows for its conversion for residential use. There is no dispute between the parties that the site is suitable for development as housing.

6. Currently the site is served by a single vehicular access, which leads from Hunter's Chase into the car park. The proposal would retain this access and use it to access the proposed new dwellings. The car park would be relocated and a new access formed onto Brentwood Road. This access would lie close to the edge of the built-up area of Ongar, where the speed limit changes from 60mph to 30mph as the road enters the settlement. The frontage of the site lies within the 30mph speed limit. However, the proposed access would lie at the transition.
7. The appellants have, in support of the proposal, provided an Access Appraisal, dated October 2024 and a Transport Statement (TS), dated October 2025, both prepared by Journey Transport Planning. The Access Appraisal was produced to address the concerns raised in discussions with the Local Highway Authority (LHA) during the course of the application and included a vehicle speed survey and a Stage One Road Safety Audit SA1.
8. The data provided by the speed survey demonstrates that appropriate visibility can be provided, within land either within the control of the LHA or the appellant, for the safety of drivers using the junction, both in terms of visibility between emerging drivers and approaching vehicles and approaching drivers and vehicles waiting to turn right into the site. I note that the SA1 concluded that there were no problems or issues identified with the proposed layout and that the LHA has not objected to the proposal on grounds of highway safety.
9. Concerns have been raised by neighbours regarding the possibility of overspill parking and its effect on highway safety and residential amenity. The appellants have, through the UU, provided a means to control overspill parking on public land. The enforcement of parking on private land can be controlled by means outside the planning regime. I will return to this matter later.
10. The appellants would, through provisions within the UU, provide a vehicle activated sign on the approach to the site from outside Ongar. They further undertake to provide a gateway feature and to seek the extension of the 30mph speed restriction. These provisions would provide additional reassurance of adherence to the speed limit through informing and affecting driver behaviour. Further, the boundary between the change in speed limits currently lies within the bellmouth of the proposed junction, and it would be necessary to move it in order that the access can be constructed.
11. Neighbours have identified concerns about the ability of delivery vehicles being able to manoeuvre within the pub car park to enter and leave in forward gear. Parking demand during the day is likely to vary, and at times, would be low, providing room to turn. Delivery times could be restricted to ensure that servicing takes place during periods of limited car parking demand through the use of a planning condition. I note that the LHA did not object to the proposal over such concerns.
12. I therefore find that the proposal would not have an adverse effect on highway safety and would, therefore, accord with Policy T1 of the Epping Forest District Council Local Plan 2011-2033 Part One (2023) (the Local Plan) in as much as this requires that development does not compromise highway safety.

Other Matters

13. There is no dispute between the parties that the site is located within the ZOI of the EFSAC, which is a European Designated Site afforded protection under the Conservation of Habitats and Species Regulations 2017 (as amended) (the Habitat Regulations). Policies within the Local Plan seek to protect such sites from harm and, where necessary, seek mitigation against any adverse effect of development. Within the Local Plan the Epping Forest Interim Air Pollution Mitigation Strategy (2020) (the IAPMS) incorporates strategic mitigation measures to be delivered to avoid adverse impacts.
14. Notwithstanding the agreement of the main parties that the accompanying UU addresses these matters, the Court of Justice of the European Union has ruled that the decision maker, when considering the effect that a proposal may have on a European Site, must consider mitigation within the framework of an Appropriate Assessment (AA) rather than at the screening stage. This responsibility now falls to me within this appeal.
15. Large parts of Epping Forest have been designated as a Special Area of Conservation (SAC) because of the significance of its ecological features (known as 'qualifying features'), these are, specifically, its beech forest, wet and dry heaths and population of stag beetle. It is known that much of the Epping Forest SAC is in an unfavourable condition. There is an identified Impact Pathway on the qualifying features of the EFSAC associated with the increase of atmospheric pollution as a result of generated traffic using roads through the SAC.
16. The development would increase the number of residents in the District and thereby generate an increased need to travel. Some of the additional journeys would be anticipated to use motor vehicles with internal combustion engines and pass through the SAC. The proposal would thus result in a likely significant effect on the integrity of the EFSAC as a result of increased atmospheric pollution. There is no dispute between the Council and the appellants in this regard.
17. Through the development of the IAPMS, the Council has, with the agreement of Natural England, provided a strategic, District wide approach to mitigating the effects of atmospheric pollution on the EFSAC through the securing of financial contributions for strategic management schemes and monitoring proposals. As this is an agreed approach with Natural England the proposed development can be assessed within the context of the IAPMS and on this basis I consider that this is an appropriate approach to mitigating identified harms.
18. The UU submitted by the appellants makes provision for the payment of the appropriate financial contributions and it is a matter of agreement between the parties that the UU satisfactorily addresses this matter.
19. I therefore conclude that there would be no adverse residual effect on the European Protected Site and, as a consequence, the proposal is in accordance with the requirements of Policies DM2 and DM22 of the Local Plan in as much as these, together, seek to ensure that development does not adversely effect the site integrity of the EFSAC, including by any effect of air pollution on the SAC.
20. The Stag is a Locally Listed Building (LLB). It dates from the 19th century, albeit that it has been subject to later alterations. Its historic interest, in as much as it relates to this appeal, relates to the historic social contribution it has made to the

community social history of Ongar and its development from a cottage and beer shop serving an outlying hamlet, to its current function serving a larger settlement.

21. Whilst additional built form would appear in close proximity to the LLB, the building would be retained following development and would remain in use as a public house for the foreseeable future. Its contributions to the street scene and community life would therefore remain. I therefore find that, subject to the imposition of suitable planning conditions to safeguard the visual amenity of its setting, the significance of the non-designated heritage asset would be preserved.
22. Local residents have expressed concerns that the proposal would adversely affect the residential amenity of neighbours at 1 and 2 Hunters Chase (Nos 1 and 2). The dwellings with potential to overlook Nos 1 and 2 have been designed to incorporate roof lights on those elevations facing towards Nos 1 and 2. These windows would not, therefore, result in any harmful overlooking of Nos 1 or 2. Conversely concerns have been raised regarding the privacy of the gardens of the plots adjacent to Nos 1 and 2. However, I am satisfied that such concerns could be addressed through a planning condition controlling the boundary treatment.
23. Concerns have also been raised that the proposal would adversely affect light reaching habitable rooms in Nos 1 and 2. However, given that the site lies to the north of those properties and that the buildings are well set back on either side of the site boundary, there is unlikely to be a significant loss in natural light reaching windows on those dwellings.
24. I note the concerns of local residents that the proposal would increase the risk of flood and pollution. There is no substantive evidence before me to demonstrate that, subject to the imposition of suitable planning conditions, this would be the case.
25. I note that neighbours are concerned about disturbance during the construction phase. However, such matters could be controlled through the imposition of suitable planning conditions.
26. Concerns have been raised that the proposal would lead to an increase in noise. However, the proposal would retain an existing public house and, on the basis of the evidence before me, I have no reason to believe that there would be any change in noise levels from that source. Disputes about land ownership are not matters to be settled in this appeal.

Conditions and Planning Obligation

Conditions

27. I have had regard to the various conditions suggested by the Council.
28. Condition 1 limits the time within which the application for approval of reserved matters must be made and the application begun following their approval is necessary to comply with the requirements of legislation, and to prevent the accumulation of unimplemented planning permissions.
29. Condition 2 identifies the approved plans in accordance with which the development must be built and is necessary to provide certainty in what this permission authorises.

30. Condition 3 sets out what is required for submission of materials, finishes and other details, in the interests of visual and neighbour amenity and so that any development will accord with the aims of Policy DM9 of the Local Plan and the Framework.
31. Condition 4 requires the submission of levels in order that the visual impact of the proposal is acceptable, in accordance with the aims of Policy DM9 of the Local Plan 2011-2033 (2023) and the Framework.
32. To safeguard existing trees, so as to comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990, the amenity of the existing trees, shrubs or hedges and to ensure a satisfactory appearance to the development, in accordance with Policies DM3 and DM5 of the Local Plan and the Framework, it is necessary to secure an appropriate Tree Protection Plan, Arboricultural Method Statement and site monitoring schedule. This is achieved by the imposition of Condition 5 and 7. As any works on site have potential to affect the trees, the plan and statement need to be established prior to the commencement of works on site and the necessity for Condition 7 and its wording has been agreed with the appellants.
33. To comply with the duties indicated in Section 197 of the Town and Country Planning Act 1990 and to safeguard and enhance the visual amenity of the area in accordance with Policies DM3 and DM59 of the Local Plan and the aims of the Framework, Condition 6 is necessary to secure details of landscaping and protection measures for planting.
34. To ensure the safe movement of vehicles between the highway and off-street parking areas, a satisfactory appearance of the development, in accordance with Policies T1 and DM9 of the Local Plan and the Framework and to protect residential amenity it is necessary to secure details of boundary treatments to be erected. This is achieved through the imposition of Condition 8.
35. Condition 9 secures the provision of connections to a superfast broadband network or alternative equivalent service. This is necessary to ensure that the development contributes to supporting the Council's aim of moving towards a low carbon future and the wider aims and objectives for reducing car-led air pollution in regard to the EFSAC, in accordance with Policies T1 and DM22 of the Local Plan and the Framework.
36. Condition 10 is required, in the interests of sustainability, to ensure that the District achieves its aim to reduce water stress, in accordance with Policy DM19 of the Local Plan and the Framework.
37. To ensure the development contributes to supporting the Council towards a low carbon future and the wider aims and objectives for reducing car-led air pollution in regard to the EFSAC, in accordance with Policies T1, DM2 and DM22 of the Epping Forest District Local Plan 2011-2033 (2023) and the Framework it is necessary to secure details of active and passive Electric Vehicle Charging Points. This is achieved through the imposition of Condition 11.
38. It is necessary to establish that an appropriate scheme can be provided to drain the site of surface water and that such a scheme would accord with Policies DM15, DM16 and DM18 of the Local Plan and the aims of the Framework in managing flood. This is secured by the imposition of Conditions 12 and 13. As this

may dictate elements of the detailed design, the scheme needs to be identified prior to the commencement of works on site and the necessity for Condition 13 and its wording has been agreed with the appellants.

39. The site has potential to contain artefacts of archaeological value. Condition 14 secures the submission of a strategy to evaluate the potential of the site to contain archaeological remains and take appropriate actions to record and preserve any such remains. This is required to protect any archaeological potential so that the development would conform with Policy DM7 of the Local Plan and the aims of Section 16 of the Framework. The potential harm could occur during any works during the construction phase of the proposal, and this necessitates that this evaluation be carried out prior to commencement of any development. The necessity for this condition and its wording has been agreed with the appellants.
40. To safeguard public health and to ensure that the proposal complies with Policy DM21 of the Local Plan and the aims of parts 8 and 15 of the Framework, Condition 15 secures the assessment of the potential for the land to be contaminated and, if contamination is found, a strategy to address this is provided. This assessment and strategy must, as it is necessary to find out this information and have measures identified to deal with it prior to any disturbance of the ground that could lead to the release of contaminants, be in place before the commencement of any works on site that could do so and the wording of Condition 15 reflects this. The appellants have agreed the necessity for this condition and its wording.
41. Conditions 16 and 17 limit the times at which construction operations will occur and require the provision of a Construction Method Statement (CMS) to safeguard the living conditions of local residents and the safety of users of the public highway during the construction phase in accordance with Policies DM9 and DM21 of the Local Plan and the Framework. To control the works during the construction phase it is necessary that the CMS is in place prior to the start of any works on site. The necessity for Condition 17 and its wording has been agreed with the appellants.
42. To ensure that appropriate access, vehicle parking and turning is provided, it is necessary to ensure that appropriate arrangements for car and cycle parking are made, so as to accord with the LHA's Development Management Policies, adopted as County Council Supplementary Guidance in February 2011 (The LHA's policies), Policy T1 of the Local Plan and the Framework. This is achieved through the imposition of Conditions 18 and 20.
43. For the safety of the travelling public, in accordance with the aims of the LHA's policies, Policy T1 of the Local Plan and the Framework, it is necessary to ensure that loose material is not tracked onto the carriageway. This is achieved through the imposition of Condition 19.
44. The Council and LHA aim to reduce the need to travel using the private car, in accordance with the LHA's policies, Policy T1 of the Local Plan and the Framework. It is necessary to impose Condition 21 to achieve such aims.
45. To ensure delivery of a safe means of access and that the highway safety objectives of the proposal are achieved it is necessary to ensure that proposed safety features are secured and that a suitable access can be provided. This is achieved through Condition 22.

46. Condition 23 is necessary to improve accessibility for the development and improve access to sustainable modes of travel so as to achieve the desired reduction in reliance on the private motor car for day-to-day travel needs.
47. To safeguard residential amenity and safeguard to the safety of the travelling public in accordance with Policies DM9, DM21 and T1 of the Local Plan and the Framework, it is necessary to control the hours of deliveries. This is achieved through the imposition of Condition 24.
48. The site is very constrained and further development within the site has potential to affect neighbours' amenity and the character and appearance of the site and the surrounding area. It is therefore necessary to restrict the work that future occupiers can do through permitted development. I have, therefore, imposed Condition 25 to achieve this.
49. I have imposed Conditions 26, 27 and 28 to safeguard the amenity of neighbours as there is potential for intrusive overlooking from some windows contrary to the aims of Policy DM9 of the Local Plan and the Framework.
50. I have imposed Condition 29 to secure mandatory biodiversity net gain so as to allow the Council to discharge its statutory duties under Schedule 7A to the Town and Country Planning Act 1990 and comply with the requirements of Policy DM1 of the Local Plan and the Framework. As measures to minimise ecological damage may dictate elements of the detailed design, or affect working methods, these measures need to be identified prior to the commencement of works on site and the necessity for Condition 29 and its wording has been agreed with the appellants.
51. I have amended some of the requested wording of the Council's conditions for clarity.

Planning Obligation

52. A planning obligation has been provided making provision for biodiversity, highway, community and healthcare infrastructure. It will be seen that I have already concluded that the biodiversity and highway infrastructure is justified and there is no dispute between the main parties that it is relevant to the proposal and appropriate in scale. Similarly, the proposal has potential to engender nuisance or dangerous parking in the vicinity and so contributions towards controlling this are justified and have not been disputed by the main parties.
53. The proposal will increase the local population and impose additional demands on community, sport and leisure facilities and the provision of local healthcare in the District and I have no evidence before me on which to dispute the scale of the contribution secured for these.
54. On this basis, and on the basis of the evidence before me, I consider that the provisions of the completed UU are necessary to make the development acceptable in planning terms, directly related to those harms that would otherwise result from the proposed development and fairly and reasonably relate in scale and kind to those harms.
55. I therefore consider that the obligations meet the necessary tests and I have taken account of them in reaching my decision.

Conclusion

56. For the reasons given above the appeal should be allowed.

I A Dyer

INSPECTOR

SCHEDULE OF CONDITIONS

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
2. The development hereby permitted shall be carried out in accordance with the following approved plans:

20015-01/A;
20015-18/Q;
20015-19/C;
20015-20/E;
20015-21/D; DR2; DR4/a;
Planning Update E794.C1.Rep05/April 2025;
Sustainable Drainage Assessment/Rev G;
Preliminary Ecological Appraisal;
Planning Statement/Rev A;
BNG Metric; Access Appraisal/AA941;
Phase 1 Desk Study Report/Rev F;
Heritage Statement/August 2024; and: -
Design and Access Statement/September 2024.
3. Prior to any works above the foundations, documentary and photographic details of the type and colours of the external finishes of the development have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.
4. Prior to any works above the foundations, details of levels shall have been submitted to and approved by the Local Planning Authority showing cross-sections and elevations of the levels of the site prior to development and the proposed levels of all ground floor slabs of buildings, roadways and accessways and landscaped areas. The development shall be carried out in accordance with those approved details.
5. If any tree, shrub or hedge shown to be retained in the submitted Arboricultural reports is removed, uprooted or destroyed, dies, or becomes severely damaged or diseased during development activities or within 3 years of the completion of the development, another tree, shrub or hedge of the same size and species shall be planted within 3 months at the same place. If within a period of five years from the date of planting any replacement tree, shrub or hedge is removed, uprooted or destroyed, or dies or becomes seriously damaged or defective another tree, shrub or hedge of the same species and size as that originally planted shall, within 3 months, be planted at the same place.
6. Prior to any works above the foundations, full details of both hard and soft landscape works (including tree planting) and implementation programme (linked to the development schedule) shall be submitted to and approved in writing by the Local Planning Authority. All hard and soft landscape works shall be carried out in accordance with the approved details and completed prior to first occupation/use of the development hereby approved. The hard landscaping details shall include, as appropriate, and in addition to details of existing features to be retained: proposed finished levels or contours; means of enclosure; car parking layouts; other minor artefacts and structures, including signs and lighting and functional services above

and below ground. The details of soft landscape works shall include plans for planting or establishment by any means and full written specifications and schedules of plants, including species, plant sizes and proposed numbers/densities where appropriate. If within a period of five years from the date of the planting or establishment of any tree, or shrub or plant, that tree, shrub, or plant or any replacement is removed, uprooted or destroyed or dies or becomes seriously damaged or defective another tree or shrub, or plant of the same species and size as that originally planted shall be planted at the same place.

7. No development, including works of demolition or site clearance, shall take place until a Tree Protection Plan, Arboricultural Method Statement and site monitoring schedule in accordance with BS:5837:2012 (Trees in relation to design, demolition and construction - Recommendations) has been submitted to the Local Planning Authority and approved in writing. The development shall be carried out only in accordance with the approved documents.
8. Prior to first occupation of the development hereby permitted a plan indicating the position, design, materials, and type of boundary treatment to be erected, shall have been submitted to and approved by the Local Planning Authority, in writing. The approved boundary treatment shall be implemented prior to first occupation of the development and so retained.
9. Prior to first occupation, the applicant/developer shall ensure that each dwelling has been provided with the necessary infrastructure to enable its connection to a superfast broadband network or alternative equivalent service.
10. Prior to first occupation of the development, measures shall be incorporated within the development to ensure a water efficiency standard of 110 litres (or less) per person per day.
11. Prior to any works above the foundations, details and location of the parking spaces (including garages) equipped with active and/or passive Electric Vehicle Charging Points (EVCP) shall have been submitted to and approved in writing with the Local Planning Authority (LPA). The installation of EVCP shall be completed in accordance with the approved details and made operational prior to first occupation. The details shall include:
 - a) Location of active and passive charging infrastructure;
 - b) Specification of charging equipment; and
 - c) Operation/management strategy. The council will expect that a management plan for the charging points is set out clearly. This will address:
 - (i) Which parking bays will have active and/or passive charging provision, including disabled parking bays;
 - (ii) How charging point usage will be charged amongst users;
 - (iii) The process and the triggers for identifying when additional passive charging points will become activated; and: -

- (iv) Electricity supply availability. The electricity supply should be already confirmed by the Network Provider so that the supply does not need to be upgraded at a later date.

12. The development shall be carried out in accordance with the submitted "SUSTAINABLE DRAINAGE ASSESSMENT - Land at The Stag Public House, Ongar, June 2021, Project no: 61302, Issue G 14 April 2025", unless otherwise agreed in writing with the Local Planning Authority.
13. Prior to preliminary ground works taking place, details of surface water disposal shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details and shall be provided on site prior to the first occupation and shall be retained for the lifetime of the development.
14.
 - a) No development or preliminary groundworks of any kind shall take place until a programme of archaeological investigation has been secured in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and agreed in writing by the Local Planning Authority.
 - b) No development or preliminary groundworks of any kind shall take place until the completion of the programme of archaeological investigation identified in the WSI defined in a) above, and any subsequent mitigation has been submitted to and agreed in writing by the Local Planning Authority.
 - c) The applicant shall submit a final archaeological report or (if appropriate) a Post Excavation Assessment report and/or an Updated Project Design for approval by the Local Planning Authority. This shall be submitted within 6 months of the date of completion of the archaeological fieldwork unless otherwise agreed in writing in advance by the Local Planning Authority
15.
 - a) No work (with the exception of demolition works where this is for the reason of making areas of the site available for site investigation), shall commence until an assessment of the risks posed by any contamination within that phase shall have been submitted to and approved in writing by the Local Planning Authority. This assessment must be undertaken by a suitably qualified contaminated land practitioner, in accordance with British Standard BS 10175: Investigation of Potentially Contaminated Sites - Code of Practice and the Environment Agency's Guidelines for the Land Contamination: Risk Management (LCRM 2020) (or equivalent if replaced), and shall assess any contamination on the site, whether or not it originates on the site. The development shall only be carried out in accordance with the approved details unless the Local Planning Authority gives its written consent to any variation. The assessment shall include: (1) A survey of the extent, scale and nature of contamination and (2) An assessment of the potential risks to: human health; property (existing or proposed) including buildings, crops, livestock, pets, woodland, service lines and pipes; adjoining land; groundwater and surface waters; ecological systems; and archaeological sites and ancient monuments.

- b) If following the risk assessment unacceptable risks are identified from land affected by contamination, no work shall take place, until a detailed land remediation scheme has been completed. The scheme will be submitted to and approved in writing by the local planning authority. The scheme shall include an appraisal of remediation options, identification of the preferred option(s), the proposed remediation objectives and remediation criteria, and a description and programme of the works to be undertaken including the verification plan. (The remediation scheme shall be sufficiently detailed and thorough to ensure that after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990). The development shall only be carried out in accordance with the approved scheme. Following the completion of the remediation works and prior to the first occupation of the development, a verification report by a suitably qualified contaminated land practitioner shall be submitted to and approved in writing by the Local Planning Authority.
16. No deliveries, external running of plant and equipment, demolition or construction works, other than internal works not audible outside the site boundary, shall take place during the demolition/construction of the development on the site other than between the hours of 08:00 to 18:00 on Monday to Friday and 08:00 to 13:00 on Saturday and not at all on Sundays, Public or Bank Holidays.
17. No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:
- a. The parking of vehicles of site operatives and visitors;
 - b. Loading and unloading of plant and materials;
 - c. Storage of plant and materials used in constructing the development;
 - d. The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - e. Measures to control the emission of dust and dirt during construction, including wheel washing. With regards to dust control measures and wheel washing, reference shall be made to the Institute of Air Quality Management (IAQM) best practice Guidance on air quality monitoring in the vicinity of demolition and construction sites and Guidance on the assessment of dust from demolition and construction;
 - f. A scheme for recycling/disposing of waste resulting from demolition and construction works.
 - g. Tree protection measures.
18. Prior to the first occupation of the development the accessway, parking and turning areas for both the dwellings and public house, as indicated on the approved plans, shall be provided and retained as such for the life of the development.
19. No unbound material shall be used in the surface treatment of the vehicular access within six metres of the highway boundary.

20. Prior to any works above the foundations, details shall be submitted to the Local Planning Authority, to be approved in writing, for appropriate cycle parking for the proposal. The approved facility shall be secure, convenient, covered, and provided prior to the first occupation and shall be retained as such at all times.
21. Prior to first occupation of the development, the Developer shall be responsible for the provision, implementation and distribution of a Residential Travel Information Pack for sustainable transport, approved by Essex County Council, to include six one day travel vouchers, and/or Oyster Cards, for use with the relevant local public transport operator. These packs (including tickets) are to be provided by the Developer to each dwelling free of charge.
22. Prior to the first occupation of the development the developer shall implement the following measures, which include the works as shown on JTP drawing Access Detail DR4. With all details being agreed with the Local Planning Authority and Local Highway Authority, and to include but not be limited to the following:
 - a) provision of gateway features/signage and a Vehicle Activated Sign (VAS) on Brentwood Road to the south of the development access; all details and the exact locations to be agreed with the Local Highway Authority.
 - b) to undertake best endeavours to extend the 30mph speed limit on Brentwood Road for approximately 50m to the south.
 - c) widening of the existing footway to a minimum 2m from the site access to the north for approximately 80m to a point in line with the building line of The Stag, to tie into the existing footway provision.
23. Prior to the first occupation of the development the developer shall implement, to Essex County Council specification, raised kerbs and new pole, flag and timetable frame to the bus stop adjacent to the site (the southern side of the A128), and a new pole, flag and timetable frame for the bus stop on the opposite side of the road, (northern side of A128). All details shall be submitted to and agreed in writing by the Local Planning Authority prior to implementation and shall be installed as agreed.
24. Deliveries shall only be taken at or dispatched from the site between the hours of 7AM to 12 Noon on Mondays to Saturdays. No deliveries shall take place at any time on Sundays, Bank or Public Holidays.
25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any other order revoking and re-enacting that order) no development permitted by virtue of Class A, AA, B, C, D or E of Part 1 to schedule 2 shall be undertaken, without the prior written agreement of the Local Planning Authority.
26. Prior to first occupation of the development hereby permitted the window in the eastern flank elevation at first floor level of Plot 1, shall have been fitted with obscure glass with a minimum Pilkington privacy level 3 obscurity (or equivalent), and no part of that window that is less than 1.7 metres above the internal floor level of the room in which it is installed shall be capable of being opened. Once installed the obscure glass shall be retained at these specifications thereafter.
27. Prior to first occupation of the development hereby permitted the two windows in the western flank elevations at first floor level of Plot 2, shall have been fitted with

obscure glass with a minimum Pilkington privacy level 3 obscurity (or equivalent), and no part of those windows that is less than 1.7 metres above the internal floor level of the room in which it is installed shall be capable of being opened. Once installed the obscure glass shall be retained at these specifications thereafter.

28. Prior to first occupation of the development hereby permitted the window in the western flank elevation at first floor level of Plot 3, shall have been fitted with obscure glass with a minimum Pilkington privacy level 3 obscurity (or equivalent), and no part of that window that is less than 1.7 metres above the internal floor level of the room in which it is installed shall be capable of being opened. Once installed the obscure glass shall be retained at these specifications thereafter.
29. Prior to commencement of the development hereby approved, a Habitat Management and Monitoring Plan (HMMP), in line with the approved Biodiversity Gain Plan, must be submitted to the Local Planning Authority and approved in writing. The content of the HMMP should include: A management and monitoring plan for onsite biodiversity net gain including 30-year objectives, management responsibilities, maintenance schedules and a methodology to ensure the submission of monitoring reports in years 2, 5, 10, 15, 20, 25 and 30 from commencement of development, demonstrating how the BNG is progressing towards achieving its objectives, evidence of arrangements and any rectifying measures needed. Thereafter, the development shall be implemented in full accordance with the requirements of the approved Habitat Management and Monitoring Plan, with monitoring reports submitted to the council at the specified intervals via the Councils monitoring officer.

END OF CONDITIONS