



Appeal Decision

Site visit made on 31 January 2022

Decision by Chris Preston BA (Hons) BPI MRTPI

an Inspector appointed by the Secretary of State

Decision date: 6 May 2022

Appeal Ref: APP/X1355/W/21/3274645

Land North East Of Grange Farm, Old Cassop DH6 4QA

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr John Oliver against the decision of Durham County Council.
 - The application Ref DM/20/02195/FPA, dated 6 August 2020, was refused by notice dated 13 November 2020.
 - The development proposed is demolition of agricultural building and construction of 7no. tourist accommodation with associated car parking and landscaping.
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Decision

1. The appeal is allowed and planning permission is granted for the demolition of agricultural building and construction of 7no. holiday let units with associated car parking and landscaping at land North East of Grange Farm, Old Cassop DH6 4QA, in accordance with the terms of the application, Ref DM/20/02195/FPA, dated 06 August 2020, and the plans submitted with it, subject to the conditions in the schedule appended to my decision.

Main Issues

2. The appeal site is located within the Old Cassop Conservation Area (the 'CA'). The main issues are:
 - a) Whether the proposed development conserve or enhance the character and appearance of the CA, and;
 - b) The effect of the proposal upon highway safety.

Reasons for the Recommendation

Character and Appearance of the CA

3. The appeal site comprises two large modern agricultural buildings situated at the eastern end of Old Cassop, a distinctive linear settlement set prominently on a north facing hillside above a steep escarpment, surrounded by mixed arable and pastoral countryside. The CA boundary is drawn quite widely to encompass the properties within the settlement but also the surrounding fields which help define the rural character of the heritage asset. That rural character is integral to the significance of the CA, as noted within the Old Cassop Conservation Area Appraisal (2009) (the CAA) which identifies that the agricultural origins of the settlement remain distinct, unlike many local villages which expanded due to the influence of the mining industry.

4. As recognised within the CAA the village is made up of a number of historic farm buildings, including Grange Farm, interspersed with a significant amount of more recent development. There are no listed buildings within the CA but Grange Farm, a prominent stone-built farmhouse, and the Hemmel, an open fronted agricultural store in the field opposite the site, are identified as non-designated heritage assets on account of their age, vernacular style, and links to the agricultural past. The basic linear form has been retained and the essential character of a small working settlement in a distinctive hillside setting is still evident, notwithstanding the degree of modern change.
5. The topography is such that the site is prominent in the landscape on the approach from the north. Whilst the current barns are reflective of the agricultural nature of the settlement the use of distinctly modern materials does not reflect the vernacular palette of more traditional buildings and the bulky form represents a distinctly modern incursion.
6. The proposed replacement, containing a U-shaped block set around a courtyard and an additional block of three properties set to the side would appear to take its cue from historical building forms depicted on maps of the settlement. Thus, the basic linear form of the settlement would be retained and the footprint would not extend outwards into surrounding fields. The outward appearance would be simple with single storey stone masonry and steeply pitched roofs, more reflective of the vernacular style than the existing buildings, with a mix of slate and pantile which would be sympathetic to the established palette of materials.
7. Whilst the fenestration would betray the residential use, large 'cart-shed' style openings would give an agricultural flavour and the overhanging eaves supported by timber posts would also reflect other structures and provide a consistent theme with the adjacent development to the south. Therefore, although the buildings would clearly be residential in nature, their form, design, materials and external appearance would be sympathetic to the immediately surrounding context.
8. Car parking would be discreetly sited to the rear of the buildings such that it would not be unduly prominent on the approach to the site and the landscaping would incorporate natural stone walls and native hedge planting to provide a soft edge that would relate well to the surrounding fields which form an integral part of the CA, as described above.
9. Overall, the proposal would preserve the form of the settlement and its relationship with the surrounding landscape and would enhance the appearance of the site as a result of the removal of the modern, unsympathetic, buildings and their replacement with a sensitively designed scheme of an appropriate form, design and outward appearance. For those reasons the proposal would preserve and enhance the character and appearance of the CA and would have a beneficial effect on non-designated heritage assets within the CA, specifically Grange Farm and the Hemmel.
10. Accordingly, the scheme would comply with the aims of Policy 44 of County Durham Plan (2020) (the CDP) and paragraph 197 of the National Planning Policy Framework (NPPF) which amongst other things seek to ensure that development proposals sustain the significance of designated and non-designated heritage assets.

Highway safety

11. The village is served by a single track lane which provides access onto the A181 in the north and the A688 Bowburn bypass to the west. Given the nature of the single track road in comparison to the faster A-roads which circumvent the village it seems unlikely that the lane will carry significant amounts of through traffic and, by and large, it is likely to serve those seeking to access Old Cassop. It was lightly trafficked on the day of my site visit, with only occasional vehicles, including farm traffic and delivery vans, passing by. I recognise that this was only a snapshot in time and that conditions may vary at different times but no evidence has been presented to indicate that the lane carries significant volumes of traffic beyond that which serves the village.
12. The western leg of the lane, leading towards the A688 is undulating and has limited forward inter-visibility in places due to the curvature of the road. Without suitable passing places it would not be possible for two vehicles to pass one another which could cause problems for highway safety if drivers were required to reverse for significant distances towards oncoming traffic around bends in the road. I note anecdotal evidence of accidents and near misses on the lane. In the absence of details it is not clear if those incidents related to driver error or due to problems relating to the absence of suitable passing places, leading to vehicles leaving the carriageway.
13. I inspected the five existing designated passing places at the time of my visit. In terms of their location, they are regularly spaced such that drivers would not need to reverse significant distances around blind bends. However, apart from the wider lay-by at the foot of the hill, all were in poor condition. The passing places did not appear to be hard surfaced, were overgrown, muddy and rutted to a point where someone driving a standard car would be worried about passing over them for fear of causing damage to the vehicle or becoming stuck. Moreover, there are no passing places at all, further to the west, beyond the lay-by.
14. Therefore, in its present state, the western leg of the lane provides limited safe opportunity for two vehicles to pass which may result in drivers carrying out unsafe manoeuvres. Without mitigation, adding traffic associated with the development onto the lane would increase the chances of vehicles meeting with no suitable passing places, thereby adding to the likelihood of such manoeuvres taking place.
15. The traffic associated with the proposal would not be substantial but would be significant in the context of the lane and the existing level of use. Whilst the Council and other parties estimate a potential for 15 or more vehicles using the 7 cottages, it is likely that traffic will be spread out throughout the day, with people arriving at different times, on different change over days and people setting off for holiday activities at different points in the day. Nonetheless, the chances of vehicles meeting along the lane would be increased.
16. In consultation with the Highways' officers, the appellant has put forward a scheme to upgrade the existing passing places, to include hard surfacing to highway standards and to provide two new passing places on the western leg of the lane. Once constructed those spaced would provide much improved passing arrangements, regularly spaced such that oncoming vehicles would be able to see each other and pull in to allow others to pass without needing to reverse notable distances.

17. The spaces are/ would be located at suitable positions on bends to avoid reversing around blind corners. Concerned parties have expressed reservations about whether there is space within the highway to enable the spaces to be constructed. However, the Highway department put forward the suggested locations and it is reasonable to assume it is satisfied that there is sufficient space on land within their control. Moreover, the parties have put forward a 'Grampian' condition whereby the spaces would need to be constructed prior to work commencing on the development. I have no reason to conclude that the work could not be carried out in that context.
18. Subject to those works, I am satisfied that highway conditions on the western leg would be safe and suitable to accommodate the additional traffic associated with the development. It would remain a single track lane but that is not uncommon in rural areas and most drivers will drive according to the conditions which, with suitable and regular passing places, will not be inherently dangerous.
19. The northern leg of the lane towards the A181 is far straighter such that forward visibility is good which will enable oncoming vehicles to utilise existing passing places which appear to be in better condition than those on the western leg. Having entered the eastern fork of the lane from the east on the A181 and exited from the western fork onto the main highway to travel west, I can appreciate that drivers need to exercise care due to the alignment of the road and the speed of traffic. Records indicate that there has been a fatality at the location in the past although the Council indicates that was not related to a turning manoeuvre. Highway officers and the appellant have put forward a condition to require a traffic regulation order to prevent traffic from turning right into either leg of the lane from the A181 and to prevent a left turn from the A181 onto the western leg. Under the condition, vehicles would still be able to exit the lane onto the A181 and turn into the lane from an easterly direction.
20. Given the restricted forward visibility due to the curvature and gradient of the A road, and the traffic speeds along it, right turn manoeuvres from vehicles travelling east into the either leg of the lane are potentially hazardous. Most drivers travelling west would enter the lane via the eastern leg rather than negotiating the sharp turn of the western leg, particularly those familiar with the layout. Planning conditions are not intended to resolve existing highway safety issues and should be limited to those necessary to make a development acceptable in planning terms. As a proportion of traffic using the road and the junction, the traffic associated with the development would be small.
21. Nonetheless, holiday makers are likely to be less familiar with the road layout than regular road users and clear signage identifying which manoeuvres are permissible would avoid confusion and ensure that acceptable levels of highway safety are maintained. The prohibition of a right turn would potentially lead to some inconvenience for existing road users but those entering the village from the west also have the option of using the route from the A688 bypass. That part of the lane would be enhanced with passing places as described above and the impact on journey time or convenience would be limited. On balance, given the nature of the accommodation proposed, I am satisfied that the suggested condition is necessary in the interests of highway safety and reasonably related in scale to the development.

22. Reference has been made to the relationship between the development and the public bridleway which passes immediately to the rear of the site. The proposed site layout shows that vehicles would be able to park off the bridleway such that it would not be obstructed by the scheme. In order to reach the parking area, vehicles would need to pass over the bridleway but that situation already arises in relation to the existing farm buildings and there is no evidence that the existing or former use caused any harm or hindrance to those using the bridleway. No comparable trip data has been provided but the number of journeys associated with 7 holiday cottages would not be unduly large or to a level that would effect the safe usage of the bridleway. Due to the configuration of the space vehicles are likely to be travelling at low speed and users of the right of way will be aware that they are approaching the village and be alert to the potential for traffic.
23. Given the existing rights of access it is not clear that there is any legal impediment to vehicles crossing the bridleway to access the site and the Local Highway Authority and the Public Rights of Way Officer are happy in that regard. On the information before me I have no reason to take a different view.
24. Subject to the improvements identified above, all of which have been agreed by the Local Highway Authority, I find that the proposed development would not have an adverse impact upon highway safety both for vehicles, pedestrians or other road users. Consequently, it would not conflict with Policy 21 of the CDP and the National Planning Policy Framework (NPPF) which amongst other things seek to ensure amongst other things that any increase in vehicular traffic generated by new development can be safely accommodated on the local and strategic highway network.

Other Matters

25. Whilst the Council's first reason for refusal focussed on highway safety matters, the Council has introduced the matter of sustainability within its statement of case. In terms of location 'Visit County Durham' have identified that there is a demand for accommodation in the area, that it aligns with the Durham Tourism Management Plan and that it is well situated along the 'North Saints Way' initiative which links Hartlepool and Durham.
26. It is adjacent to other similar accommodation and would respect the character and appearance of the area and can be accommodated safely on the highway network, having regard to proposed highway improvements. Due to the absence of shops or services within the village visitors would be required to travel for supplies or to visit attractions. However, that is not unusual in a rural area. The accommodation would cater for a different market than accommodation within Durham itself and the adjacent countryside, with associated walking routes, is an attraction on the doorstep of the accommodation. It is reasonable to assume that those staying in the accommodation would seek to utilise the walking routes on offer. Surrounding villages and Durham itself are all a short distance away such that car journeys to take advantage of what the area has to offer would not be lengthy.
27. Thus, although public transport is limited, the location is well-suited for holiday lets in the context of a rural area with a defined need for visitor accommodation. Having regard to that I am satisfied that the development would not conflict with the aims of Policy 8 of the CDP which identifies that new visitor accommodation will be supported subject to a number of criteria (a to f).

Similarly, in the context of the nature of the development and the rural character of the area, the proposal would conform to the sustainable aims of Policy 21 of the CDP.

28. Moreover, the proposal would be well-situated to benefit the local economy in terms of additional tourist spend and associated employment in related areas, such as cleaning and servicing the properties. That economic benefit adds weight in favour of the scheme, albeit limited due to the modest scale of the development.

Conditions

29. The parties have put forward a number of suggested conditions in the event that I allow the appeal. I shall impose those that meet the six tests for conditions set out within the NPPF, making changes to wording, where necessary, in the interests of clarity and precision. In addition to the statutory time limit for commencement a condition is necessary to ensure that the development is constructed in accordance with the approved plans in the interests of clarity and precision.
30. For the reasons set out above, conditions are necessary in the interests of highway safety to secure improvements to existing passing places and the creation of two new passing places along the lane, prior to the commencement of work. The appellant is in agreement to that pre-commencement condition and I am satisfied that the work needs to be completed prior to commencement on the scheme in order that construction traffic can safely be accommodated on the road network.
31. Similarly, for reasons set out, a scheme is necessary to prohibit right turns into the lane from the A181 and to prevent a left turn into the western leg. I have worded the condition to the effect that details of the scheme must be submitted to and agreed in writing by the Local Planning Authority and subsequently implemented prior to the commencement of work on the site. It will then be for the parties to agree the precise mechanism for delivering the scheme.
32. A condition is necessary to ensure that the occupation of the units are limited to visitor accommodation because that is the basis upon which the proposal has been assessed and considered in relation to local and national policy, having regard to the location of the site.
33. A number of conditions are necessary to ensure that the impact of the development on the character and appearance of the area is acceptable. These include conditions to secure appropriate external materials, rainwater goods, windows, doors and rooflights, means of enclosure and landscaping. I have amalgamated some of the conditions put forward in relation to materials in the interests of conciseness. The suggested landscaping condition put forward a requirement to maintain areas of open space in perpetuity. The proposal is effectively a private development and would be maintained as such. Generally, private gardens and spaces are not subject to ongoing maintenance requirements and, once the landscaping has been completed and planting has become established, the impact of the scheme will be effectively softened. As with any other owner it would be for the appellant or their successors to maintain the space beyond that but I find it would be unreasonable and unnecessary to impose maintenance requirements by condition, in perpetuity.

For the same reason a condition is necessary to protect trees that are to be retained, in line with details submitted with the application. Tree protection details need to be in place prior to commencement in order that trees are adequately protected during the construction phase.

34. Given the previous land use, a condition is necessary to require investigation and remediation of any contaminated land, in accordance with policy 32 of the CDP. That condition needs to be a pre-commencement condition due to the need to understand the nature of any contamination and mitigate its impact accordingly. In the interests of sustainable drainage a condition is required to secure the submission, agreement and implementation of a scheme to dispose of surface and foul drainage. To ensure that the development does not harm the living conditions of neighbouring residents, conditions are necessary to ensure compliance with the noise management plan submitted with the application and to secure a construction management plan detailing measures to be taken during the course of construction. For the same reason, I am satisfied that it is necessary and reasonable to limit the hours of construction, as put forward by the parties.
35. In order to protect and enhance biodiversity a condition is necessary to ensure compliance with the requirements of the Barn Owl survey as submitted with the application, including the installation of bird boxes.

Conclusion and Recommendation

36. Subject to the mitigation measures and conditions outlined above I am satisfied that the development will preserve the character and appearance of the CA and that it can safely be accommodated on the local highway network. The location is well positioned to take advantage of the local tourist offer, a need for additional holiday accommodation in the area has been identified and the proposal would bring benefits to the local economy. For all of those reasons I find that the development accords with the relevant policies of the development plan, taken as a whole. There are no material considerations that would outweigh the presumption in favour of the development plan and any adverse effects can be adequately mitigated through the imposition of conditions.
37. For the reasons given above and having had regard to all other matters raised, I shall allow the appeal and grant planning permission subject to the conditions in the schedule attached to this decision.

Chris Preston

INSPECTOR

SCHEDULE OF CONDITIONS:

- 1) The development hereby permitted shall begin not later than 3 years from the date of this decision
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans:
 - Existing Elevations Drawing No (S) 006 Rev C Size A1
 - Existing Ground Floor Plan Drawing No (S) 003 Rev C Size A1
 - Existing Roof Plan Drawing No (S) 004 Rev B Size A1
 - Existing Site Plan Drawing No (S) 002 Rev C Size A1
 - Existing Tree Layout Drawing No AIA EXI size A1
 - Existing Trees on existing layout plan Drawing No AMS EXI Size A1
 - Proposed 3D View Drawing No (0) 009 Rev B Size A1
 - Proposed Drainage Plan Drawing No (90) 003 Rev B Size A1
 - Proposed Elevations 1 of 2 Drawing No (00) 004 Rev D Size A1
 - Proposed Elevation 2 of 2 Drawing No (00) 005 Rev C Size A1
 - Proposed first floor plan Drawing No (00) 002 Rev D Size A1
 - Proposed ground floor plan Drawing No (00) 001 Rev D Size A1
 - Proposed roof plan Drawing No (00) 003 Rev C Size A1
 - Proposed sections 1 of 2 Drawing No (00) 007 Rev C Size A1
 - Proposed sections 2 of 2 Drawing No (00) 008 C Size A1
 - Retained trees on proposed layout Drawing No AMS TPP Size A0
 - Site Location plan Drawing No (S) 001 Rev B Size A1
 - Tree Protection plan Drawing No AIA TPP Size A1
 - Proposed Externals Works 2 Drawing No (90) 002 Rev E received 21 October 2020.
- 3) The development hereby approved shall be occupied for holiday purposes only and shall not be used as a person's sole or main place of residence. Then owner/ operator shall maintain an up to date register of the names of all occupiers and their main home addresses and telephone numbers and shall make this information available at reasonable times to the Local Planning Authority.
- 4) No development above slab level shall take place until details of the external facing materials, including walls, heads and cills, and roof materials has been submitted to and approved in writing by the Local Planning Authority. Notwithstanding the details of materials submitted with the application, the external walls shall be principally formed using coursed, random size natural stone with pointing. The details submitted in relation to walling materials shall include a sample panel proposed stone and pointing to be used in the construction of the main walls of the buildings. Once approved in writing, the sample panel shall thereafter be retained for reference on site throughout construction. The development shall be constructed in accordance with the approved details.
- 5) No rainwater goods shall be installed unless details of materials, hoppers and junctions, and existing sections to be retained, have first been submitted to and approved in writing by the Local Planning Authority. The scheme shall be implemented in accordance with the approved details.
- 6) All roof lights shall be of conservation style and no development beyond slab level shall commence until full details of all roof lights have been submitted to and agreed in writing by the Local Planning Authority.

Thereafter, the development shall be carried out in accordance with the agreed detail.

- 7) No external windows and doors shall be installed unless full details including plans at a scale of 1:20, including cross sections and details of colour finish, of the proposed windows and doors have first been submitted to and approved in writing by the Local Planning Authority. The windows and doors shall thereafter be installed in accordance with the approved details.
- 8) Prior to the first occupation the development hereby approved, details of all means of enclosure of the site shall be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include a timetable for constructing the means of enclosure. Thereafter, the enclosures shall be constructed in accordance with the approved details and timetable.
- 9) Notwithstanding the submitted information, prior to the first occupation of the development hereby approved, a detailed landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority. The landscape scheme shall include the following:
 - Any trees, hedges and shrubs scheduled for retention, including method of protection.
 - Details soft landscaping including planting species, sizes, layout, densities, numbers.
 - Details of planting procedures and/or specification.
 - Finished topsoil levels and depths.
 - Details of temporary topsoil and subsoil storage provision.
 - The timeframe for implementation of the landscaping scheme.
 - The establishment maintenance regime, including the replacement of vegetation which die, fail to flourish within a period of 5 years from planting.
 - A plan showing the public/structural landscaping and private/in-curtilage landscaping.

The approved landscaping scheme shall thereafter be undertaken in accordance with the approved details and timeframes and maintained in accordance with the details so approved

- 10) No construction work shall take place, nor any site cabins, materials or machinery be brought on site until all trees and hedges identified for retention are protected as shown on a tree protection plan to be submitted to and agreed in writing by the Local Planning Authority. Means of protection shall comprise the erection of fencing, placed as indicated on the plan and comprising a vertical and horizontal framework of scaffolding, well braced to resist impacts, and supporting temporary welded mesh fencing panels or similar approved in accordance with BS.5837:2010.

No operations whatsoever, no alterations of ground levels, and no storage of any materials are to take place inside the fences, and no work is to be done such as to affect any tree. No removal of limbs of trees or

other tree work shall be carried out. No underground services trenches or service runs shall be laid out in root protection areas, as defined on the Tree Constraints Plan.

- 11) No development shall commence until passing places and any associated signage as set out in Highway Statement Proposed Holiday Lodges Grange Farm, Old Cassop (Issue 3, dated 22 October 2020) are fully constructed and available for use. Prior to the construction of the passing places, full details of their exact location, size, means of construction, finished wearing course, and any necessary associated signage shall be submitted to and approved in writing by the Local Planning Authority. The passing places and any associated signage shall be constructed in accordance with the details so agreed.
- 12) No development shall commence until such time as a scheme to prohibit entry to the western leg of the Y junction from the A181 and a prohibition of right turns from the A181 to the eastern leg of the UNC.27.10 has been secured and any required works fully implemented. Prior to implementation of the measures, full details shall be submitted to and agreed in writing by the Local Planning Authority.
- 13) No development shall commence until such time as full construction detail for the vehicular passing place to the north of the site, as shown on the Drawing No. AMS TPP within the Aboricultural Impact Assessment, dated 23 July 2020, has been submitted to and agreed in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the agreed detail.
- 14) No development shall commence until a Phase 2 site investigation has been carried out, which shall include a sampling and analysis plan. If the Phase 2 identifies any unacceptable risks, a Phase 3 remediation strategy shall be produced and where necessary include gas protection measures and method of verification.

Remediation works shall be carried out in accordance with the approved remediation strategy. The development shall not be brought into use until such time a Phase 4 Verification report related to that part of the development has been submitted to and approved in writing by the Local Planning Authority.
- 15) No development other than ground clearance or remediation works shall commence until a scheme for the provision of foul and surface water drainage works have been submitted to and approved in writing by the Local Planning Authority. The scheme shall be developed in accordance with the Council's Sustainable Drainage Systems (SuDS) Adoption Guide 2016. The development thereafter shall be completed in accordance with the details and timetable agreed.
- 16) The development hereby approved shall be carried out wholly in accordance with the mitigation measures contained with the Noise Management Plan dated July 2020 and undertaken by LA Environmental. Thereafter the mitigation measures will be retained for the duration that the development is in use as holiday accommodation.
- 17) The development hereby approved shall be carried out in full accordance with all ecological mitigation measures, advice and recommendations contained within the Barn Owl Survey completed by Veronica Howard

dated July 2019 and shall include the installation of 3No. bird boxes across the development.

- 18) No development shall commence until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The Construction Management Plan shall include as a minimum the following:
1. A Dust Action Plan including measures to control the emission of dust and dirt during construction.
 2. Details of methods and means of noise reduction/suppression.
 3. Where construction involves penetrative piling, details of methods for piling of foundations including measures to suppress any associated noise and vibration.
 4. Details of measures to prevent mud and other such material migrating onto the highway from all vehicles entering and leaving the site.
 5. Designation, layout and design of construction access and egress points.
 6. Details for the provision of directional signage (on and off site).
 7. Details of contractors' compounds, materials storage and other storage arrangements, including cranes and plant, equipment and related temporary infrastructure.
 8. Details of provision for all site operatives for the loading and unloading of plant, machinery and materials.
 9. Details of provision for all site operatives, including visitors and construction vehicles for parking and turning within the site during the construction period.
 10. Routing agreements for construction traffic.
 11. Details of the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate.
 12. Waste audit and scheme for waste minimisation and recycling/disposing of waste resulting from demolition and construction works.
 13. Management measures for the control of pest species as a result of demolition and/or construction works.
 14. Detail of measures for liaison with the local community and procedures to deal with any complaints received. The management strategy shall have regard to BS 5228 "Noise and Vibration Control on Construction and Open Sites" during the planning and implementation of site activities and operations.

The approved Construction Management Plan shall also be adhered to throughout the construction period and the approved measures shall be retained for the duration of the construction works.

- 19) No external construction works, works of demolition, deliveries, external running of plant and equipment shall take place other than between the hours of 0730 to 1800 on Monday to Friday and 0730 to 1400 on Saturday. No internal works audible outside the site boundary shall take place on the site other than between the hours of 0730 to 1800 on Monday to Friday and 0800 to 1700 on Saturday. No construction works or works of demolition whatsoever, including deliveries, external running of plant and equipment, internal works whether audible or not outside the site boundary, shall take place on Sundays, Public or Bank Holidays. For the purposes of this condition, construction works are defined as: The

carrying out of any building, civil engineering or engineering construction work involving the use of plant and machinery including hand tools.