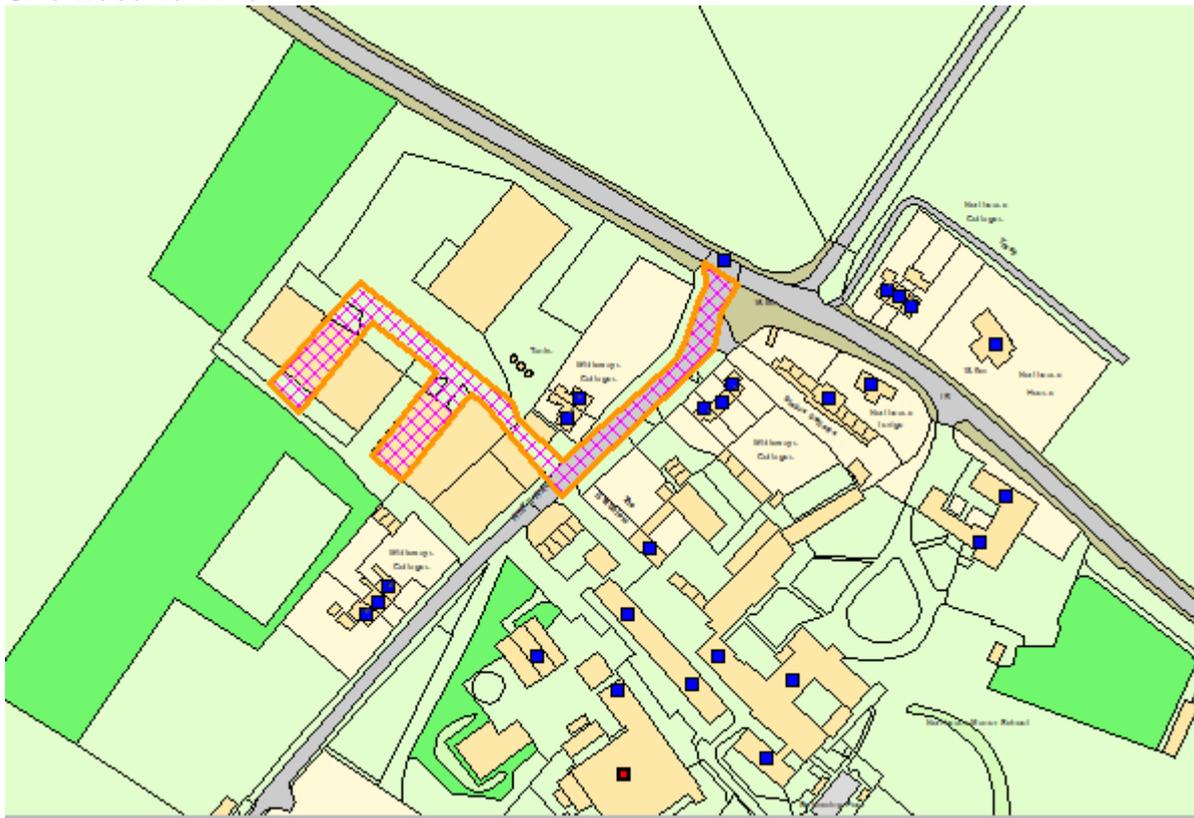


Report to: Planning Applications Committee
Date: 5th October 2022
Application No: SDNP/22/00694/FUL
Location: Northease Farm, Whiteway Lane, Northease, BN7 3EX
Proposal: Retrospective change of use from Class E Business and Cattle Building to Class B8 Storage
Applicant: Mr D Robinson
Ward: Kingston Ward
Recommendation: Grant Permission subject to conditions.
Contact Officer: **Name:** Claire Tester
E-mail: Claire.tester@lewes-eastnourne.gov.uk

IMPORTANT NOTE: This scheme is CIL Liable.

Site Location Plan



1.	Executive Summary
1.1	It is considered that the existing use of these buildings for bus storage and vehicle repairs complies with the relevant development plan policies and meets the purposes and duty of the National Park provided that conditions are imposed which control any future intensification.

2.	Relevant Planning Policies
2.1	<p><u>National Planning Policy Framework</u></p> <p>Paragraph 81 Economic growth and productivity Paragraphs 84-85 Supporting the rural economy Paragraph 176 Conserving and enhancing National Parks</p>
2.2	<p><u>Lewes District Local Plan:</u></p> <p>Not applicable as the application site is located within the South Downs National Park</p> <p><u>South Downs Local Plan 2019</u></p> <p>Policy SD1 Sustainable Development Core Policy SD2: Ecosystem Services Strategic Policy SD7: Relative Tranquillity Strategic Policy SD19: Transport and Accessibility Development Management Policy SD21 Highway Design Development Management Policy SD41: Conversion of Redundant Agricultural or Forestry Buildings</p>

3.	Site Description
3.1	The application relates to the former agricultural buildings in Northease Farm located on the west side of White Way, which is a private road, accessible from Piddinghoe Road. The buildings are separated by other adjoining agricultural buildings and accessed via a slip road off White Way.
3.2	Both buildings face northeast onto the farmyard and are screen from the wider countryside by buildings opposite. The machinery store is on the end of the first set of buildings on the farmyard access. This building has sliding double doors and is of steel and sheet construction. The former cattle building is in the second set of buildings with grain and other farm buildings either side. It is also of steel frame and sheeted construction but along with its neighbours it has an open front.

4.	Proposed Development
4.1	The application is for the change of use of a machinery storage building to business use under Class E and the change of use of a 'cattle building' to storage or distribution use (Class B8). Both changes of use are retrospective with a vehicle repair business occupying the first building and the second being used for the storage of vintage buses.
4.2	The storage building has a floor area of 627sqm and used to contain tractors and farm machines. Contract farming has reduced the farm's requirement for farming equipment. This building is used as a garage which provides servicing work and repairs for vehicles.
4.3	The cattle building has a floor area of 585sqm and was used for calving and housing young calves. The farm now purchases youngstock from other farms, so the building was considered redundant. This building currently stores vintage buses.
4.4	No physical alterations have taken place following the change of uses of the buildings.

5.	Relevant Planning History:
5.1	A number of decisions relating to agricultural developments, the latest being LW/11/0995/NP for solar panel modules on two agricultural barns, approved on 14.10.2011.

6.	Consultations:
6.1	<p><u>ESCC Highways: First Response</u></p> <p>This planning application seeks approval for the change of use of the machinery store to Class E business and cattle building to Class B8 storage or distribution use. Whilst the proposal is retrospective and gives an indication of the current businesses operating from the site, use class E and B8 use could allow a whole range of uses and for use class E these uses can be altered without the need for additional planning permission. No matter the class E use the proposals could increase traffic using the existing access which has substandard visibility. On this basis I object to this proposed development.</p> <p>Response</p> <p>Trip Generation No information is given on trip generation, just an indication of the previous uses and current tenants, which include vehicle repairs and the storage of a collection of 6 vintage buses. Although the detail suggests that the buses</p>

infrequently leave the building, I have no evidence of what this means nor the level of associated employee trips. The application form only indicates 1 employee for the two units. As the farm buildings were used for maintenance of farm machinery and cattle rearing, some of vehicular trips associated with these buildings are likely to remain within the farm complex. As a result, the proposed development would generate new vehicular trips onto the public highway network.

Access

The proposal includes using the existing vehicular access onto Piddinghoe Road (C7). Piddinghoe Road fronting the site is subject to a 50mph speed limit, whereby visibility splays of 2.4m x 160m should be provided in accordance with Design Manual for Roads and Bridges. It is clear that the required sightlines fall significantly short to the south due to the alignment of the road.

Having checked the police crash records, there have been 4 reported incidents within the last 5 years within 250m of the site access. 2 accidents were slight in nature and 2 serious. Although the accidents did not occur at the junction of Whiteway Lane the causation of 1 of the accidents related to an access being in close proximity to a blind bend within a 50mph. On the basis that the visibility splays at the proposed access fall short of the requirement this should be a consideration.

Reason

1. The existing access at its junction with Piddinghoe Road has substandard visibility and width and existing hazards would be increased by the additional slowing, stopping, turning, and reversing traffic which would be created and would therefore be contrary to para 111 of the National Planning Policy Framework I wish to be re-consulted on this application following the applicant's response to these comments.

ESCC Highways Updated Comments Second Response 24.08.2022

This planning application seeks approval for the change of use of the machinery store to Class E business and cattle building to Class B8 storage or distribution use. Following my initial comments on the 30th of March 2022 additional information has been provided by the applicant on the number of movements associated with the current businesses operating from the site. Although my concerns regarding the substandard access remain, following clarification from the case officer that the proposed use will maintain the same level of vehicular movements and that conditions can be imposed to limit the number of employees and prevent the use as a bus operating centre the site then an objection would be difficult to uphold.

7.	Other Representations:
7.1	<p data-bbox="320 262 667 297"><u>Rodmell Parish Council:</u></p> <p data-bbox="320 338 544 374">Setting/Context</p> <p data-bbox="320 374 1382 813">Northeast Farm is located within Rodmell Parish, in the Lower Ouse Valley, a particularly beautiful part of the South Downs National Park. The farm is on Whiteway Lane, a restricted byway leading from the C7 (Lewes - Newhaven) Road to the South Downs Way, and beyond to Breaky Bottom Vineyard. The lower part of Whiteway Lane is also a private road belonging to the farm. There are eleven residential houses situated on Whiteway Lane, with houses on both sides of the lane adjacent to the farmyard. A number of agricultural buildings on the farm are already being used for a wide range of light industrial and storage purposes, including industrial roofing and cladding, resin surfacing, cider-making, ophthalmic consumables manufacture and veteran car storage, with associated yards, offices, warehousing and car parking.</p> <p data-bbox="320 853 1382 1068">Northeast has no Settlement Boundary within the SDNP Local Plan, so is designated as Open Countryside. Rodmell Parish Council (RPC) believes that the setting of Northeast farm, within the national park and adjacent to residential houses, means that this retrospective planning application for the establishment of an automotive centre, and a 'storage' base for double decker buses, is inappropriate for this setting.</p> <p data-bbox="320 1108 663 1144">2. Impact and Suitability</p> <p data-bbox="320 1144 1382 1359">As this is a retrospective application, residents living in Whiteway Lane, and other users of the restricted byway such as walkers, are already well aware of the effects of the 'proposed' changes of use, which have been in place since summer 2021. Several residents of Whiteway Lane have voiced their concerns, which have been considered in our response to this application.</p> <p data-bbox="320 1400 831 1435">a) Storage of Double Decker Buses</p> <p data-bbox="320 1476 1382 1803">1. Purpose of storage. The application is for storage only of a 'veteran' bus collection and states that the buses are not frequently moved. However, these buses are of the type (some with no roof), usually used for weddings, scenic tours, and parties, some with a digital display on the front and others with tour bus signwriting. Residents are concerned that with the start of summer these buses will be hired out, especially at weekends. The existence of operating licences needs to be investigated, and restrictions on movements should be strictly conditioned in the event of application approval.</p> <p data-bbox="320 1843 1382 2058">2. Safety implications. Moving double decker buses on and off Northeast Farm is also a concern. Turning into and out of the farmyard involves negotiating a tight corner with a residential house close on one side, crossing a deep drainage gully across Whiteway Lane, and driving along Whiteway Lane, which is a restricted byway without pavements, frequented by walkers using the South Downs Way. Whiteway Lane is</p>

lined by cottages, some lived in by children, who use the lane to walk to and from the bus stop for school. Special Needs children from nearby Northease Manor School also use the lane regularly for group walks.

3. Access to and use of the C7. This is already hazardous for cars, being on a blind bend with cars travelling at 50+ mph. For slow-moving buses access would be particularly dangerous. The C7 has an axle weight restriction of 7.5 tonnes except for access. Granting approval for this application would be granting access for double decker buses to the farm, thereby permitting double decker buses to travel along the C7.

4. Noise and pollution. Residents report that even in winter the buses were brought out into the farmyard at intervals to have their diesel engines 'warmed up'. This is a very noisy, smelly (clouds of diesel fumes) and prolonged process for each bus. No assessment of noise associated with this application has been conducted and is stated as not needed. We believe it is clear that an assessment is needed.

5. Use of Whiteway Lane. Extensive use by double-decker buses could well damage the structure of Whiteway Lane. This is a concern to people owning their own houses along the lane, who are liable to contribute to the costs of maintaining it.

b) Establishment of an Automotive Centre Specialising in Servicing and Repairing Land Rovers and Other 4 x 4 Vehicles

1. Parking required. The application states that the three new parking spaces on the machinery store ramp (out of sight of Whiteway Lane) are sufficient to supply the automotive centre. However, several additional spaces (on hardstanding) have also been provided in the entrance to the farmyard. These are now used by 4 x 4s waiting with their bonnets raised to be attended to, or while they are being worked on. This has an adverse visual impact on the character of the lane and farm within the national park.

2. Noise levels. The application claims that there is no change in noise levels because the new automotive centre is housed in the old farm machine shop, and therefore no impact assessment of noise is required. This is not the case, because the farm machine shop would only have been used as and when works on farm vehicles were needed. In any case, it is acknowledged that the machine shop had not been used for this purpose for some years, because this function has been contracted out to another farm. It therefore cannot be claimed that there has been no change in noise production from this building. The automotive centre, on the other hand, has been widely advertised in the local area, and is an on-going full-time commercial business, looking to expand its clientele. Nearby residents report that working hours include weekends and evenings and complain of fumes and nuisance noise such as the prolonged revving of engines and machine noise of metal on metal. In considering this application, the impact of both noise and fumes on neighbouring residents should be assessed, as well as the impact of

additional vehicle movements on Whiteway Lane, ie.4 x 4 vehicles coming daily to be serviced, delivery of parts, et

3. SDNPA Policies and the Proposed Changes of Use

Approval for the establishment of a) an automotive centre, and b) a garage for double decker buses at Northease Farm, would be in contravention of the following SDNPA policies.

- Strategic Policy SD7 - Relative Tranquillity states, 'Development proposals will only be permitted where they conserve and enhance relative tranquillity and should consider the following impacts:.....Direct impacts that the proposals are likely to cause by changes in the visual and aural environment in the immediate vicinity of the proposals'.
- Development Policy SD41 - Conversion of Redundant Agricultural Buildings states that they will be permitted where '.... the existing vehicular access is suitable in landscape terms for the use proposed'.
- NPPF Para 85, Supporting a Prosperous Rural Economy, states '.....it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads, and exploits any opportunities to make a location more sustainable, for example, by improving the scope for access on foot, by cycling....'
- Policy SD1 states that the SDNPA will pay due regard to its duty to seek to foster the economic and social wellbeing of the local communities.

4. Cumulative Impact of Changes of Use of Agricultural Buildings to industrial/commercial/storage purposes at Northease Farm.

Rodmell Parish Council recognises the economic pressures on farmers to diversify. However, in considering individual change of use applications we believe it is also important to consider the cumulative impact on the character of the landscape and the people wishing to enjoy it. The concepts of 'creeping incrementalism' and 'creeping industrialisation' are relevant to consideration of this retrospective application. There are already numerous redundant agricultural buildings at Northease farm being used for light industrial, commercial and storage purposes. In considering two further retrospective changes of use, the cumulative impact should be considered in the context of the proportion of buildings already so used. 'Changes of use' on a farm can take place without public consultation, and these changes then become used as a baseline for ever more expansion of increasingly unacceptable activities. This expansion has brought many negative results to Whiteway Lane, a restricted byway used by residents, walkers and cyclists, which have caused concerns to residents and even comments on social media that Northease Farm more closely resembles an industrial estate than a farm. Rodmell Parish Council therefore objects to this retrospective application, and requests that it be refused

7.2	<p><u>Other Representations:</u></p> <p><u>Green Consultancy 23.03.2022</u></p> <p>In terms of land contamination issue, I recommend the following informative:</p> <p>No activity at the site should contaminate groundwater at the site and surrounding area.</p>
7.3	<p><u>Neighbour Representations</u></p> <p>2 letters of objection on the following grounds:</p> <p>General:</p> <ul style="list-style-type: none"> • Recognise need for farmers to supplement their income • Uses must be appropriate to National Park • Uses must be appropriate for a residential lane which is a restricted by-way, without pavements, which leads up to the South Downs Way and to Breaky Bottom Vineyard and well used by walkers, cyclists and others seeking to enjoy the national park, as well as by local residents, including children. • Whiteway Lane has a relatively deep drainage gully which crosses the lane near the site • These two applications ought not to be considered in isolation to several other [unauthorised] commercial activities already operating on farm premises. If these applications are approved, they would consolidate the area as a de facto business park/industrial estate. The cumulative unsightly visual impact of existing commercial activity, in repurposed agricultural buildings on the farm, needs to be considered. <p>1.</p> <p>Storage of double decker buses</p> <ul style="list-style-type: none"> • The buses may be used in the summer months for weddings and parties and therefore be making frequent movements on and off the farm. • To reach Northease farm, these buses will need to travel along the C7 Lewes to Newhaven Road, which has an axle restriction of 7.5 tonnes because the narrow and winding nature of this country road, within a national park, means that it is unsuitable for this kind of vehicles, except for essential access. • Double decker buses turning in and out of the farmyard, close to a cottage, and travelling along the lane, without pavements, will be dangerous for residents and walkers. • Turning from the farm on to the narrow C7 will be extremely hazardous to oncoming vehicles because the junction is located on a blind bend within a 50mph speed zone. • Although the buses are described as static, they still need to have their diesel engines warmed up, at intervals and prior to moving. This is a very noisy process and causes clouds of diesel fumes, close to the gardens of the adjacent cottages.

	<ul style="list-style-type: none"> • There are therefore issues of pollution, noise, and safety with this application. <p>Automotive Centre</p> <ul style="list-style-type: none"> • Objection on the grounds of additional traffic into the farmyard, including parts deliveries and noise from engine testing and repairs, particularly metal work. • Although the garage (automotive centre) itself is out of sight of the lane, several additional parking spaces for the waiting 'client vehicles' have been provided in the entrance to the farmyard, in sight of the lane. • This automotive centre has been widely advertised and is steadily building up its clientele. There is frequent weekend and evening working. The work is often noisy, (machine tools, revving engines etc), and polluting for the residents of the adjacent cottages (exhaust fumes). • The establishment of 'a garage' on the farm means that more vehicles are travelling up and down the lane. • The machine shop would have been used on an 'as needed' basis, whereas this is a commercial enterprise with a steady stream of clients. Moreover, the building has not been used as a machine shop in recent years. The impact on residents needs to be considered. <p>Conclusion: No decision should be made without impact assessments of: -</p> <ul style="list-style-type: none"> • Noise • Fumes • Safety implications of double decker buses turning in to and out of the C7 • Impact on local roads <p>In the event that the application is approved, strict conditions should be imposed and enforced, in particular:</p> <ul style="list-style-type: none"> • Restrictions on the movements of the buses. (A log of movements should be kept and be made available for inspection) • Working hours permitted • Noise restriction
--	---

8.	Appraisal:
8.1	<p><u>Key Considerations:</u> The main considerations for this application are as follows:</p> <ul style="list-style-type: none"> • Whether the use of these buildings complies with Policy SD41 of the South Downs Local Plan on the Conversion of Agricultural Buildings. • Whether the proposal results in highway safety issues contrary to policies SD19 and SD21 of the Local Plan; and

	<ul style="list-style-type: none"> • Whether the uses harm neighbouring amenity or adversely impact the tranquillity of the National Park contrary to policy SD7 of the Local Plan.
8.2	<p><u>Conversion Agricultural Building:</u> Policy SD41 states as follows:</p> <ol style="list-style-type: none"> 1. The conversion of redundant agricultural or forestry buildings outside of defined settlement boundaries to an alternative use will be permitted where: <ol style="list-style-type: none"> a) The location is sufficiently well related to existing infrastructure, amenities, and services. b) The existing vehicular access is suitable in landscape terms for the use proposed. c) The original building is worthy of conversion with regard to its current character, scale, and condition, without the need for substantial reconstruction, significant extensions, or ancillary buildings. d) Conversion will not result in the need for another agricultural or forestry building on the holding. e) If the building proposed for conversion is not a traditional one, there are no redundant traditional buildings within the holding capable of being re-used in the first instance. f) There is no adverse impact on the character of the building and its setting, in particular its agricultural/forestry character, and g) The building is converted to the most appropriate viable use according to the following cascade: <ol style="list-style-type: none"> i. Firstly, housing for essential agricultural or forestry workers, or succession housing for former agricultural or forestry workers ii. Farm/forestry diversification for employment use iii. Affordable housing iv. Farm/forestry diversification for visitor accommodation or facilities v. Open market housing. 2. (Only applicable to heritage assets). <p>In respect of the SD41 criteria the application performs as follows:</p> <ol style="list-style-type: none"> 1a) The location is 3km from Lewes and on a bus route and is considered to be sufficiently well related to existing infrastructure, amenities, and services. 1b) No changes are proposed to the existing vehicular access. 1c) No physical changes to the buildings have been carried out or are proposed.

- 1d) The buildings were no longer in use by the farm and their conversion has not resulted in the need for another agricultural building on the holding.
- 1e) There are no redundant traditional buildings within the holding capable of being reused for these purposes.
- 1f) The change of use has not impacted on the agricultural character of the buildings as no physical changes have taken place and storage of agricultural machinery would have a similar impact.
- 1g) The conversion of the buildings to employment use as part of farm diversification is second in the cascade of preferred uses and the buildings would not be suitable for housing, neither has a need for essential agricultural or forestry workers been demonstrated.

In conclusion the application proposal is considered to comply with policy SD41.

Also material to the application is NPPF paragraphs 84-85 which support the sustainable growth and expansion of all types of business in rural areas, including through conversion of existing buildings, and says that decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport

8.3

Highway Safety

Policy SD19 says in criterion 3 that “Development proposals must demonstrate the continued safe and efficient operation of the strategic and local road networks”. Policy SD21 says in criterion 1 that “Development proposals will be permitted provided that they protect and enhance highway safety”.

The access to the site has sub-standard visibility to the south and ESCC Highways initially raised objection to the application. However, additional information has been provided by the agent as follows:

- The bus storage use is for the long-term storage of vintage buses. It is not an operating centre and is not registered as such.
- Each bus moved for its MoT once a year, and they are rotated from the main depot to storage in the building according to vehicle suitability for the seasonal conditions.
- The cattle building can store up to 6 buses at any one time, and the use generates around 84 trips per year (36 by buses and 48 by cars). A condition could be imposed limiting the number of buses and all the buses are fitted with trackers so the operator can evidence the pattern of use.

	<ul style="list-style-type: none"> The storage building is occupied by one mechanic repairing mainly land rovers and could be conditioned to only include one vehicle repair bay to avoid future intensification. <p>As a result, ESCC Highways has withdrawn its objection provided that the current intensity of use is secured in future through conditions.</p>
8.4	<p><u>Neighbouring Amenity and Tranquillity of the National Park:</u> The buses are electrically isolated when in store and there is no engine testing, and no work carried out on vehicles at this building. Any restoration work is carried out at the main depot where there is a workshop. There will be some noise and potentially fumes when the buses are started up prior to leaving the site but this will be infrequent and not dissimilar to that created by farm vehicles.</p> <p>The use for vehicle repairs is being applied for under 'Class E', which is defined as a use which can be carried out in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit. The limitation of the use to one repair bay and one mechanic will also assist in controlling the level of activity associated with this use.</p> <p>Overall, the vehicular movements and level of noise and activity needs to be viewed in the context of the existing lawful use for agriculture, including use by large, heavy farm vehicles and agricultural operations including repair of such vehicles. This also applies to the use of the access track, which is a public right of way.</p> <p>In the light of the concerns raised by residents and the Parish Council about cumulative impacts with other unauthorised uses the site was visited by the case officer and the enforcement officer. However, no unauthorised uses were observed. Notwithstanding this the current application must be determined on its own merits.</p>
8.5	<p><u>Ecosystems Services</u> The ecosystems services statement submitted with the application notes that benefits are limited by the application being solely for the change of use of the two buildings with no physical alterations. However, there are indirect benefits for the environment because of the rental income from diversified uses facilitating ongoing participation in environmental schemes for the wider farm holding. Additionally, some opportunity for biodiversity net gain could be achieved through the installation of bird and bat boxes and a condition securing this is recommended.</p>
8.6	<p><u>Planning Obligations:</u> There are no S106 Planning obligations associated with this proposal</p>

8.7	<p><u>Human Rights Implications:</u></p> <p>The impacts of the proposal have been assessed as part of the application process. Consultation with the community has been undertaken and the impact on local people is set out above. The human rights considerations have been considered fully in balancing the planning issues; and furthermore, the proposals will not result in any breach of the Equalities Act 2010.</p>
-----	--

9.	Recommendations
9.1	In view of the above the proposed development is considered to be acceptable and approval is recommended subject to conditions.

10.	Conditions:
10.1	<p>Time Limit</p> <p>No vehicles, plant or machinery shall be operated, and no process carried out and no deliveries taken or dispatched from either of the two buildings on the site hereby permitted outside the following times: -</p> <ul style="list-style-type: none"> a) 8:00-18:00; Mondays to Fridays, b) 9:00-13:00; Saturdays c) Not at any time on Sundays, Bank or Public Holidays. <p>Reason: To ensure the use of the buildings does not have a harmful environmental effect and in the interests of neighbouring amenity.</p>
10.2	<p>Restriction on the Use ‘Storage Building’</p> <p>The ‘storage building’ shall be used for Class E vehicle repair by a maximum of 1 mechanic on the premises at any one time; and for no other purpose (including any other purpose in Class E; of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 or in any provision equivalent to that Class in any other statutory instrument revoking and re-enacting that Order). All repair operations shall be carried out within the building and the outside space shall only be used for vehicle access and parking.</p> <p>Reason: To ensure the use of the building does not have a harmful environmental effect and in the interests of neighbouring amenity and highway safety.</p>
10.3	<p>Restriction on the use ‘Cattle Building’</p> <p>The ‘cattle building’ shall be used for Class B8 storage of up to 6 vintage buses on the site at any one time; and for no other purpose (including any other purpose in Class B8; of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005 or in any provision equivalent to that Class in any other statutory instrument</p>

	<p>revoking and re-enacting that Order). No repairs to the buses shall be carried out on site and it shall not be used as an operating centre.</p> <p>Reason: To ensure the use of the building does not have a harmful environmental effect and in the interests of neighbouring amenity and highway safety.</p>
10.4	<p>Number of Bus Trips</p> <p>The movement of buses in and out of the site shall not exceed 40 trips in any one year. The operator will install trackers on the buses and provide evidence of this at the request of the Local Planning Authority.</p> <p>Reason: In the interests of neighbouring amenity and highway safety.</p>
10.5	<p>Bird and Bat Boxes</p> <p>Within 3 months of the date of this decision details of bird and bat boxes and the timing of their installation shall be submitted to and approved by the Planning Authority and installed according to these details. The boxes shall thereafter be retained for that purpose.</p> <p>Reason: To enhance the ecological interest of the site in accordance with South Downs Local Plan policy SD09 Biodiversity and Geodiversity.</p>

11.	Plans:
11.1	This decision relates solely to the following plans:

	<u>Plan Type</u>	<u>Date Received</u>	<u>Reference:</u>
	Location Plan	09.02.2022	-
	Block Plan		0530/05
	Existing Floor Plan Machinery Store		0530/01
	Existing Floor Plan Cattle Yard		0530/04
	Proposed Floor Plan Machinery Store		0530/02
	Proposed Floor Plan Cattle Yard		0530/03

12.	Appendices
12.1	None.

13.	Background Papers
13.1	None.

