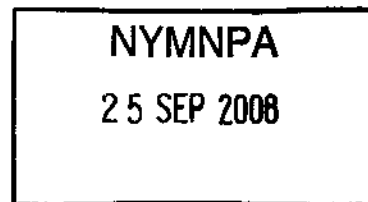
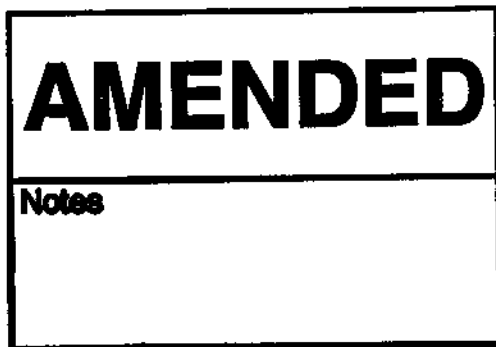


**Design & Access Statement for Proposed
Industrial Units**

Enterprise Way, Whitby



Prepared by:



September 2008

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Appendix: 1 Proposed Public Right of Way Diversion

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1.0 Context

Introduction

This report sets out the Design and Access Statement for the proposed development at Enterprise Way, Whitby.

The proposal is for the development of 8no. business and industrial units to accommodate B1 and B2 uses.

Land Use

Whitby is a historic town in North Yorkshire on the north-east coast of England with a population of approximately 14,000. It is situated 47 miles from York, at the mouth of the River Esk and spreads up the steep sides of the narrow valley carved out by the river's course.

The town is served by Whitby railway station, which forms the terminus of the Esk Valley line from Middlesbrough.

The town is an important fishing port and tourist attraction.

The site is located on the edge of Whitby town, on a greenfield site to the east of Whitby Business Park. There are several established industrial and commercial premises adjacent to the proposed site. To the north, south, and east the site is surrounded by agricultural land, part of which lie within the North York Moors National Park. Individual dwellings (mainly farm dwellings) are dispersed throughout the agricultural land, and are mainly located off Hawsker Lane. A number of caravan parks, reflecting the tourism importance of the town, are also dispersed throughout the study area, again mainly located off Hawsker Lane.

Nearby schools included Eskdale School and East Whitby Community Primary School at Stainsacre Lane and Hawsker cum Stainsacre Church of England Voluntary Controlled Primary School which is located approximately on Hawsker Lane.

All Saints Church located approximately 1.0km to the east of the site on Summerfield Lane.

A pedestrian path runs from the A171, past the eastern boundary of the site, to link up with pathway networks that cross the wider study area, eventually linking into the Cleveland Way. The Cleveland Way is 109 miles (176km) in length starting from the market town of Helmsley. The route heads across the heather moorland of the North York Moors before reaching the coast at Saltburn. From Saltburn the Cleveland Way continues along the North Yorkshire coastline to Filey.

Economic Activity

The site is situated within the Fylingdales Ward within the Scarborough Non-Metropolitan District of North Yorkshire County.

Table 1.1 illustrates the levels of Economic Activity within the Fylingdales Ward, Scarborough Non-Metropolitan District, Yorkshire and The Humber Region, and England as a whole.

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Table 1.1 Economic Activity

People aged 16-74	Fylingdales Ward	Scarborough Non-Metropolitan District	Yorkshire and The Humber Region	England
All People	1,576	75,535	3,574,331	35,532,091
Economically active:	1,007 (63.89%)	47,959 (63.50%)	2,288,641 (63.78%)	23,756,707 (66.87%)
Employees Part-time	206 (13.07%)	10,347 (13.7%)	460,689 (12.89%)	4,196,041 (11.81%)
Employees Full-time	406 (25.76%)	24,756 (32.77%)	1,385,732 (38.77%)	14,499,241 (40.81%)
Self-employed	334 (21.19%)	8,301 (10.99%)	258,816 (7.24%)	2,954,988 (8.32%)
Unemployed	32 (2.03%)	2,720 (3.6%)	132,508 (3.71%)	1,188,855 (3.35%)
Full-time student	29 (1.84%)	1,784 (2.36%)	90,796 (2.54%)	917,582 (2.58%)
Economically inactive:	569 (36.11%)	27,627 (36.58%)	1,245,790 (34.84%)	11,775,384 (33.13%)
Retired	278 (17.64%)	13,888 (18.39%)	510,132 (14.27%)	4,811,595 (13.54%)
Student	73 (4.63%)	2,468 (3.27%)	173,792 (4.86%)	1,660,564 (4.67%)
Looking after home/family	100 (6.35%)	4,689 (6.21%)	230,344 (6.44%)	2,316,229 (6.52%)
Permanently sick/disabled	92 (5.84%)	4,577 (6.06%)	217,756 (6.09%)	1,884,901 (5.3%)
Other	26 (1.65%)	2,005 (2.65%)	113,766 (3.18%)	1,102,095 (3.1%)

Source: National Statistics Website: www.statistics.gov.uk

Table 1.1 shows that the number of part-time employees in the Fylingdales ward is above the average for England and the Yorkshire and The Humber Region, however the number of full-time employees is considerably lower than the District, Region and England average.

Unemployment in the Fylingdales Ward is lower than the District, Region and England average.

The number of retired persons in Fylingdales Ward (17.64%), whilst lower than the Scarborough Non-Metropolitan District average (18.39%), is higher than the Region (14.27%) and England (13.54%) average.

This proposal will provide modern high quality business accommodation in Whitby which will create employment opportunities for up to 150-200 people.

Commercial research has been carried out by the applicant which shows that there is a demand for various flexible business units rather than large box type developments.

North York Moors Local Plan, 2003

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Section 54A of the Town and Country Planning Act 1990 (inserted by section 26 of the Planning and Compensation Act 1991) requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise. Up-to-date and relevant plans are essential if the development needs of commerce and industry are to be met, and

reconciled with demands for other forms of development and for the protection of the environment. Development plans should give industrial and commercial developers and local communities greater certainty about the types of development that will or will not be permitted in a given location.

Chapter 7 of the local plan discusses the economy. The general approach of the local plan will be to provide economic opportunities for people living in the park by the development of local employment which will involve encouraging new employment sites and protecting and expanding existing employment sites in ways which do not have an adverse impact on the park. Attracting businesses into the park will also be important because, although jobs may initially be taken by people from outside the park, in the longer term a more diversified local economy will provide greater choice and opportunity for park residents.

Policy E8 relates specifically to the development of a Business Park at Whitby. This states

“the development of land for industrial purposes falling within Use Classes B1 and B2 will be permitted adjacent to the Whitby Business Park within the area indicated on the Proposals Map. Proposals should have regard to their location within a National Park through their design and landscaping”.

The proposed development is therefore in line with the policies of the North York Moors Local Plan as the development site is located within this zoning, adjacent to the existing Whitby Business Park, as indicated on the proposals map.

The development is also the only industrial zoning within the National Park Boundary.

In amplification the plan states that:

“unemployment is higher in the coastal area than the rest of the National Park and this effect is even greater in Scarborough and Whitby. The two towns are, therefore, two of the most important focuses of economic development for Scarborough Borough Council. In the case of Whitby the town is closely surrounded by the National Park. This situation, together with the topography of the land around Whitby, restricts the areas available for economic development. The National Park boundary runs through the industrial estate, which was adjacent to the A171 to the south of Whitby. This places land developed for industrial premises and land where future employment development is expected to take place within the National Park. Development of this scale is usually not acceptable in the Park, but given Whitby's situation and the historical commitment to the development arising from the joint 1983 Whitby Local Plan, an exception can be justified. [Note: The 1983 Whitby Local Plan zoned the proposed development area as industrial land]. The area within which further development of the estate will be permitted is indicated on the proposal map, and consists of two parcels of land with a combined area of 7.49 hectares. As this will fall within the National Park it is expected that any proposal would take account of this fact in the design and landscaping of this development”.

Planning History

Application HS/NYM2007/0321/FL

A previous application was submitted on 17th April 2007 for the construction of 13no. Business and industrial units (B1 and B2 Use Class) at lands north of Enterprise Way, Whitby. The application was refused on the 17th July 2007 on the following grounds:-

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- The proposed development by reason of its design, height, scale, layout and inadequate level of landscaping, would have a detrimental impact on the character of the immediate and wider landscape of the National Park.
- The proposed development takes no regard of the existing Public Right of Way running through the site.

These issues have now be addressed and are the subject of this planning application and Design & Access Statement.

E Botham & Sons Bakery Application

A planning application has recently been approved on a site adjacent to the proposed development site. This application was for the construction of a bakery with associated car park and service yard.

The proposal is located within the industrial zoning on the North York Moors Local Plan and specifically Policy E8.

The design of the bakery application building, use of materials and general outside layout of space is appropriate for the location and the building is similar in size and design to others within the business park. The proposal is considered to be in accordance with Local Plan Policy E8.

The building is approximately 8.5m in height with a footprint of approximately 850m². It is of steel portal frame structure to be clad with a colour coated profiles metal roof deck with 15% translucent roof lights. The walls are to be a mixture of colour coated profiled metal and composite flat panel cladding with contrasting flashings, aluminium frame windows and curtain walling over a facing brick plinth. The colours of all external materials are to be confirmed and agreed with the local authority.

As indicated in section 6.0 of this Design and Access Statement, our amended proposal reflects the materials used in the E Botham & Sons application.

2.0 Amount and Type of Development

The proposal is for the development of 8no. Industrial units to accommodate B1 (Business) and B2 (General Industrial) uses as defined by the Town and Country Planning (Use Classes) Order 1987 and its subsequent amendments.

The floorspace split is shown in Table 2.1.

Table 2.1 Floorspace of Units

Unit	Floorspace
1	722m ²
2	498m ²
3	749m ²
4	623m ²
5	722m ²
6	858m ²
7	360m ²
8	924m ²
Total	5456m ²

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The exact processes undertaken in each unit is unknown at this stage but will be defined as those uses in Class B1 and B2. At this stage Units 1-5 have been designed with B1 uses in mind whilst

Units 6-8 have been designed for Use Class B2. Vehicle tracking of the units has been undertaken with units 6-8 being suitable for articulated lorries.

The units have been designed to reflect current market demand and are of a suitable size to be adaptable should commercial requirements change in the future.

3.0 Layout

The layout of the proposed development has been designed to provide a spacious layout around each unit with each unit having its own space for car parking, storage, circulation and amenity facilities. Each unit has been defined by the landscaping surrounding it.

This format is similar to the existing adjacent business park.

The footprint of each unit is also of various sizes providing not only various flexible business space but also a varied visual appearance to the development as a whole. The range and size of units has been previously detailed in Table 2.1.

The proposed site is accessed via Enterprise Way, a single lane access road off the A171. The A171 is a single lane carriageway with filter lanes to allow dedicated access into the business park. Despite no existing pedestrian or cycle facilities along Enterprise Way, a public footpath runs south of the A171.

The existing site boundaries are reasonably sparse. The north east boundary predominantly consists of a barbed wire fence. The south east boundary is relatively sparse and consists of scrub vegetation. The south west boundary is defined by a wooden fence. The north west boundary is relatively dense and consists of scrub-like vegetation.

Existing trees and hedges will be protected and a comprehensive planting scheme with the objective of screening the site and creating attractive open space is proposed. Landscaping will be used to soften and complement the built structures and enhance the aesthetics of the proposed development.

An existing Public Right of Way traversed the site. The design team worked closely with North York Moors Planning and Public Right of Way officers to explore options for integrating this Public Right of Way into the new development proposal. A satisfactory solution was agreed and the accompanying drawing (Appendix 1) illustrates the proposed diversion.

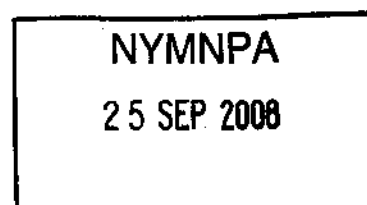
In addition, agricultural access has been provided to the south west of the site to facilitate agricultural access to the fields located to the south east of the site.

The proposed layout has been designed to facilitate pedestrian and vehicular movement. Turning circles have also been provided for large heavy goods vehicles accessing the units. The layout is designed to reflect the location within the National Park and as such allows for extensive landscaping to the boundary and within the site.

A total of 121 car parking spaces have been provided. In addition, Sheffield type cycle stands have been provided to accommodate 41 cycle parking spaces. These conform to the guidance contained within Chapter 5 of the North Yorkshire County Council document 'Transport Issues & Development – A Guide 2003'.

Dropped kerbs have also been provided to facilitate access throughout the development.

Site boundaries will be surrounded by 3m high Paladin fencing for security purposes. This will be incorporated within the Landscaping of the proposed development in order to integrate successfully with the surrounding landscape.



4.0 Scale

The height, scale, and layout of the proposed development has been revised to reflect the surrounding landscape of the National Park and the adjacent business park. The ridge height of the proposed units is now 7m and the height to the eaves is now 5m.

The adjacent business park consists of well spaced plots, with individual commercial units, individually accessed and surrounded by landscaped areas. In order to ensure that the proposed development integrates into the surrounding landscape we have reflected elements of this local character within the design of the proposed scheme.

This amended scheme has been revised in order to bring elements of the National park and surrounding uses into the design. The layout has been reduced to enable greater internal landscaping and to aid access and permeability.

The levels of the existing site has been reviewed and compared with the existing levels of the adjacent business park and surrounding agricultural land. As such, the height of the proposed units has been reduced from approximately 12m to 7m, which ensures the units integrate successfully into the surrounding landscape.

The scale of the units has also changed considerably from the uniform mono-sized units of the previous scheme. The units are now designed to reflect current commercial needs, however are also designed to be a flexible space that can easily be adaptable to reflect future commercial needs by either increasing or decreasing internal space.

The previous application (ref: HS/NYM2007/0321/FL) was refused, amongst other elements, for reasons of height, scale, and layout.

The scheme originally had a ridge height of approximately 12m and this was regarded as problematic by North York Moors Council. In addition the size and layout of the units was considered detrimental to the setting of the National Park.

The previous layout followed a uniformed approach with the units set within a tightly confined layout with minimal internal landscaping.

5.0 Landscaping

The proposed site is located on lands adjacent to an existing industrial estate on Stainacres Lane A171, on the south eastern side of Whitby in North Yorkshire. This area lies within the boundary of the North York Moors National Park Authority. The site is exposed and its topography is elevated above the town of Whitby. The site sits in an area consisting of mainly arable farmland interspersed with pasture and forestry plantations. The mostly regular fields are enclosed by mixture of trimmed hedgerows, neat stone walls and fences.

The general aim of the landscape proposals and landscape management plan is to conserve and retain existing trees as far as possible and to develop a quality planting scheme that will reduce visual intrusion and enhance the immediate environs of the development for the benefit of the visitor, neighbours and wildlife.

The objectives are:

- To monitor the condition of existing trees and hedges.
- To reinforce existing boundaries using planting mixes with suitable native diversity of species.

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- Integrate the scheme into its surroundings.
- To put in place along term management plan.

Mainly indigenous species have been selected for framework planting to blend with the local environment and maximise the biodiversity of the site.

The proposed landscape planting is described in full in drawing number NI1019.5.01 titled Planting Plan.

It is intended to complete the planting works at the start of the first available planting season following the granting of Planning Approval for the project. The landscape contractor will be responsible for all maintenance and replacements during the first two years after the completion of planting. There after a landscape contractor will be appointed to carry out annual maintenance of the soft landscape.

Additional information is included in the Landscape Management Plan submitted with the proposed application.

6.0 Appearance

A major influence on the design of the proposed development is its location within the North York Moors National Park. Consequently, the proposed development has been designed taking into account its sensitive setting and surrounding landscape. In addition, we have also assessed the appearance and materials used in the adjacent business park and the recently approved bakery application.

The materials listed below are therefore already used within the surrounding area. These materials are simple, classic and modern in nature.

Internal Finishes

In order to provide potential buyers greater flexibility, the proposed development will involve construction of 8 outer shells with no specified internal layout. Soil and Vent Pipe (SVP) and Builder's Upstands have been incorporated in the design to accommodate toilet and sanitary provisions.

External Finishes

The units will be finished with Sand/Cement rendered brickwork (white) with microrib composite Panels (silver).

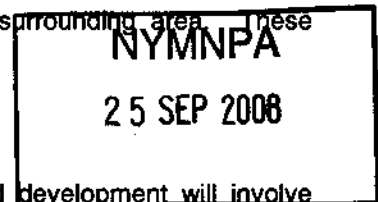
The units will also be finished with dark grey coloured aluminium framed curtain walling (dark grey) and polyester powder coated steel roller shutter doors (dust yellow).

Roofing will consist of dark grey coloured composite profile steel roof panels.

All service and roadway areas will be surfaced with concrete and parking and pedestrian areas will be block paving.

7.0 Access

Vehicular access to the proposed development will be via A171 (Stainsacre Lane) / Enterprise Way junction, which currently provides access to existing industrial units. Service access has



also been incorporated into the scheme for service vehicles such as bin lorries. The layout has been fully tracked with Units 6, 7 and 8 being suitable for articulated vehicles.

Pedestrian access to the development will be via A171 and Enterprise Way which already contains footways along one side of each carriageway. Pedestrian footways will be provided at the proposed development and will link into the existing external pedestrian facilities. The external pedestrian facilities surrounding the proposed development are adequate as they currently serve industrial development in the area.

There are no cycle facilities in the vicinity of the proposed development at present. The Sustrans website (www.sustrans.org) indicates a number of cycle routes within the Whitby area.

The public transport services which pass the proposed development site are regional services, from main town to main town.

Service 94/94A serves the Eskdale Estate, Muncaster Way, which is located approximately 1km from the Enterprise Way. 1km is within the acceptable walking distance to work and therefore service 94/94A will serve the proposed development site.

There are rail services into Whitby train station from the Middlesborough, Newcastle and other surrounding towns. The train station does not directly serve the proposed development site, however, the train station and bus station are located in close proximity and therefore any employee using the train, could avail of the bus service discussed above to access the proposed development site.

The nature and location of the proposed development site in close proximity to a number of residential developments and located close to existing public transport services should encourage the use of sustainable transport and some shift to pedestrian, cycling and public transport trips as opposed to a majority of private car trips.

Parking provision is in accordance with the current standards as published by the North Yorkshire County Council document 'Transport Issues & Development – A Guide 2003'. In addition we have provide parking for cyclist in accordance with the guidelines.

In terms of disabled access, the proposed units are designed to be fully accessible to all and include disabled parking provision. In addition, the design of the scheme incorporates the use of dropped kerbs and visible pathways enhancing disables access provision.

A Public Right of Way exists across the proposed site. This Public Right of Way issue is currently being address and a Public Right of Way Diversion Order has been submitted. It is proposed that the Public Right of Way is diverted to run along the boundary to the north east and south east. No objections have been received regarding the Public Right of Way diversion and all consultee replies have been positive.

The Public Right of Way Office has stated that they are now ready to make the legal order as soon as planning permission is granted.

In addition, agricultural access has been provided to the south west of the site to facilitate agricultural access to the fields located to the south east of the site.

In both the Public Right of Way and Agricultural Access the alignment is defined with natural landscape features, such as hedging and trees. It is also separated from the main business site by security fencing which will minimise the conflicts between pedestrians and agricultural users, and the business users.

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8.0 Environmental Sustainability

The following section indicates how the proposed development meets environmental requirements set out in the Regional Spatial Strategy and the Regional Economic Strategy. The targets to be met are:-

1. Regional Economic Strategy target of reducing greenhouse gas emissions by 20-25% by 2016
2. Policy YH2 of Regional Spatial Strategy (same greenhouse gas target)
3. In accordance with Policy ENV5 (Energy) of RSS:
 - a) Decentralised Energy Sources
 - b) Low carbon technologies

Approach to points 1 and 2:

The targets set in points 1 and 2 relate to reduction of greenhouse gas emissions. Any new industry will result in additional greenhouse emissions unless viewed in terms of the relocation or replacement of existing industry. In the case of relocation, the new buildings will have levels of insulation that meet current building regulations and will therefore contribute to this target by outperforming existing industrial building provision.

In the case of replacing existing industry (presumably through competition) it would be necessary to demonstrate that the building outperformed typical similar construction. An increase of say 15% insulation (in terms of heat loss) over and above the Part L stipulation would therefore meet these criteria.

A common approach is to benchmark this against BREEAM. A 15%-20% improvement over building regulations is on a par with the BREEAM 'Very Good' rating.

A commitment to adopt insulation levels over and above the Building Regulation requirement is the simplest and likely to be the most cost effective way to satisfy point 1 and lower global CO2 levels.

Approach to point 3:

The objectives noted in point 3 relate specifically to the energy provision. Decentralised electricity generation (point 3a) would include any on site generation (including oil or gas) but the requirement for CO2 reduction targets would suggest wind generation, Solar or CHP.

- Combined Heat and Power
 - Gas
 - Oil
 - Palm or Vegetable oil
 - Biomass (pellet or wood chip)

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Any of the above fuel sources will result in CO2 savings and should be considered. A central energy centre and metering is likely to be the most energy efficient approach. Gas CHP will result in minimal infrastructure changes to the scheme since issues of delivery and storage are avoided and will still be considered a low carbon technology.

Low Carbon technologies that should also be considered would include:

- Biomass boiler for water and heating requirements
- Solar (evacuated tube) to contribute to hot water requirements
- Heat pumps (Ground or Air source)

All of the above can be considered in various blends or combinations.

9.0 Security

Site boundaries will be surrounded by 3m high Paladin fencing for security purposes. This will be incorporated within the Landscaping of the proposed development in order to integrate successfully with the surrounding landscape.

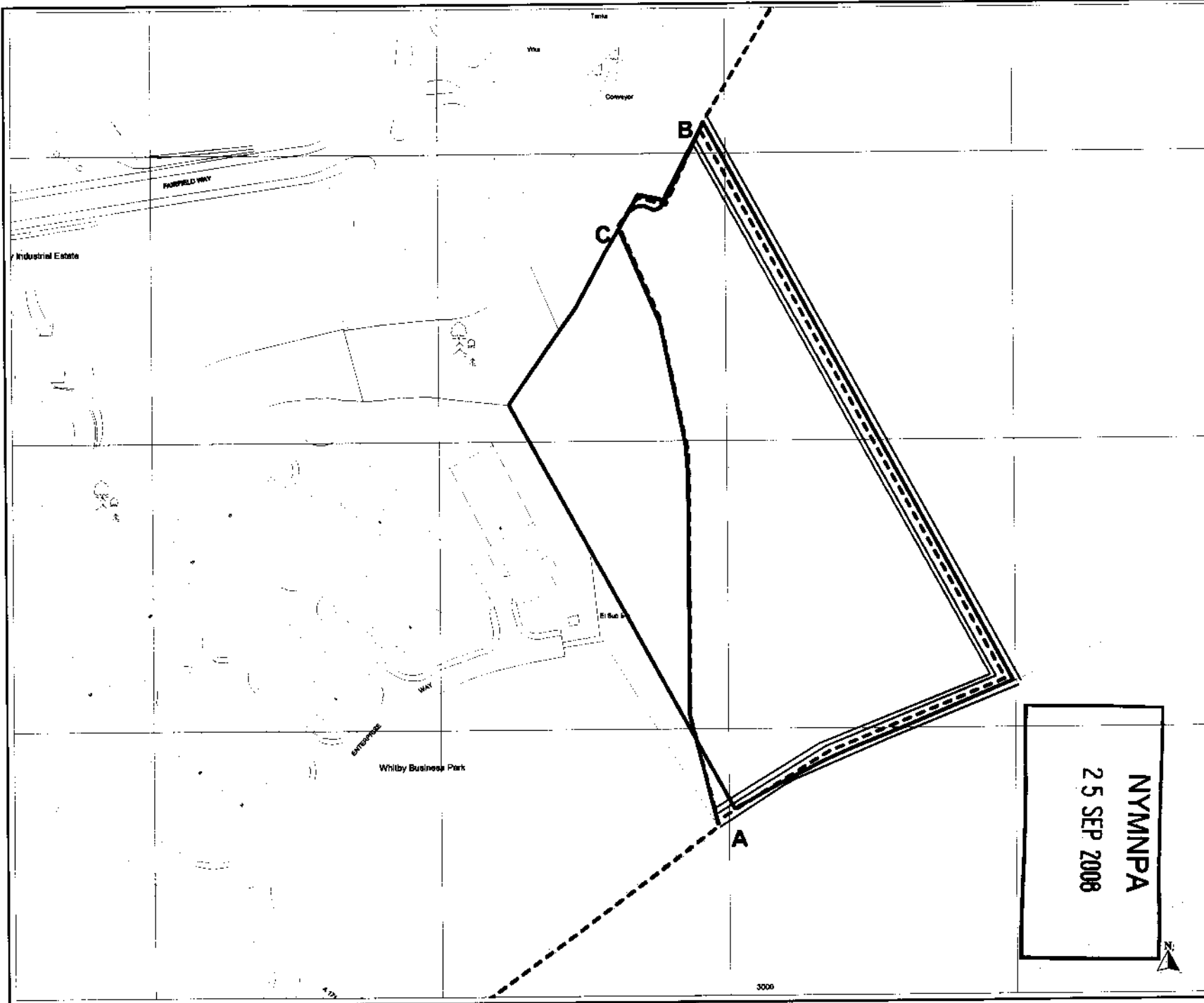
The units have been designed to allow for natural surveillance from the units over the entire car parking areas. Units 2, 3 and 4 for example have had windows placed at the ends of the units to provide natural surveillance over the car parking.

Security lighting will also be provided on all external elevations of each unit. In addition all car parking areas will be illuminated by security lighting. Security lighting will be fitted at a height that makes them not easily accessible and will also be vandal resistant.

In addition a CCTV system shall be installed to cover the site. Similarly this will be fitted at a height that makes them not easily accessible and will also be vandal resistant.









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LEGEND

-  Extent of Ownership
 -  Existing Public Footpath
 -  Existing Public Footpath To be Deleted
 -  Proposed Diversion
 -  Line of Security Fence
 -  Line of New Hedge (2m from face of adjacent hedge/fence)
 -  Barbed Wire to be removed or replaced
 -  Existing Hedge to Remain, Cut Back &/or Possibly Laid
- A** Remove existing stile & install new hand gate
- B** Install a hand gate in existing wire fence
- C** Remove Existing Stile



Issue Details

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App'd: FDI	
Date: April 2006	Drawing No. Rev.
Scale: 1:1,250	01

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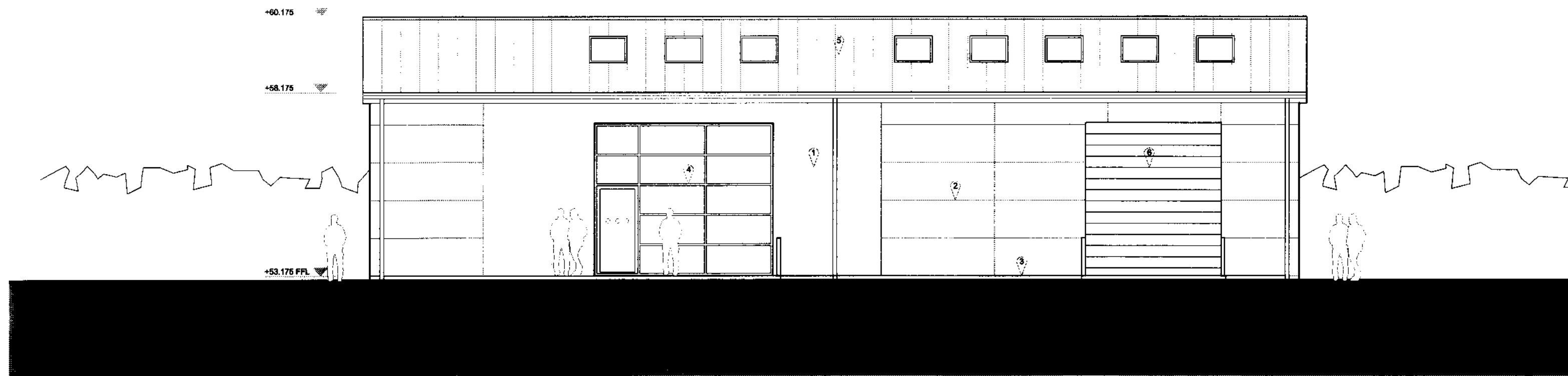


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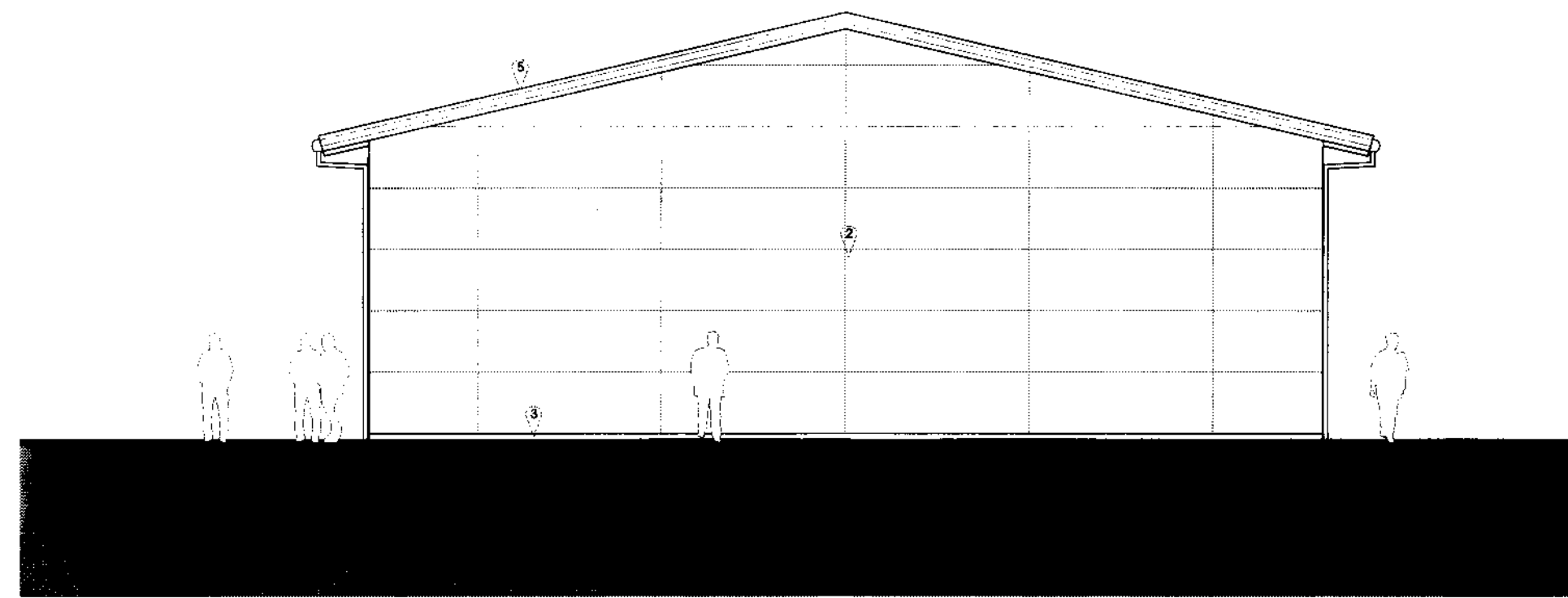
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Title: Proposed Diversion Detail

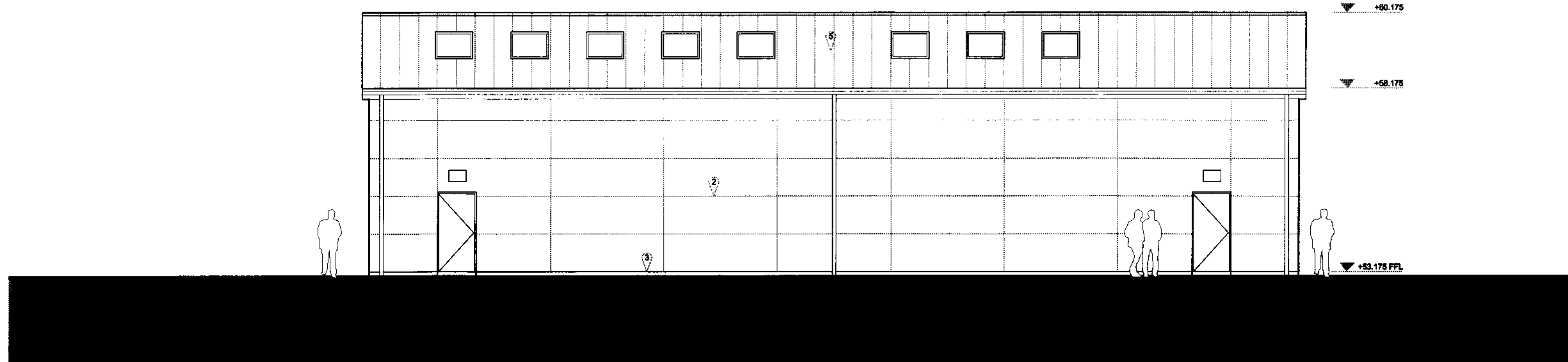
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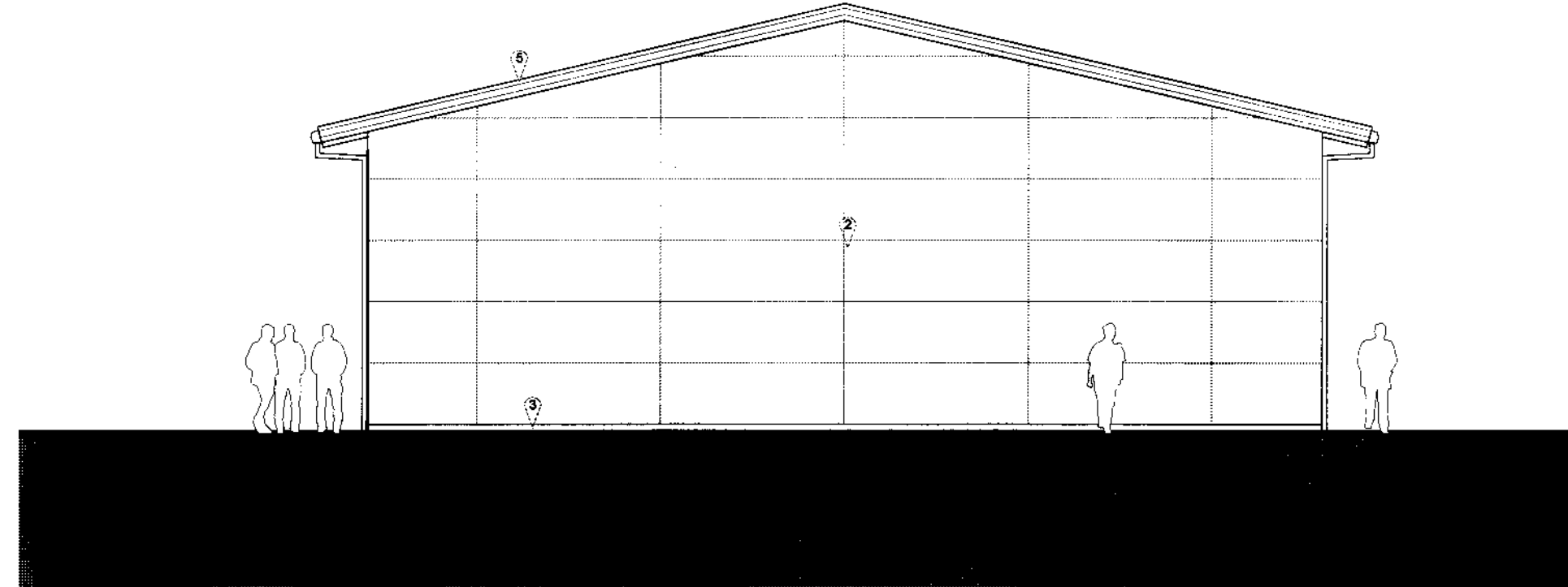
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Side (North) Elevation



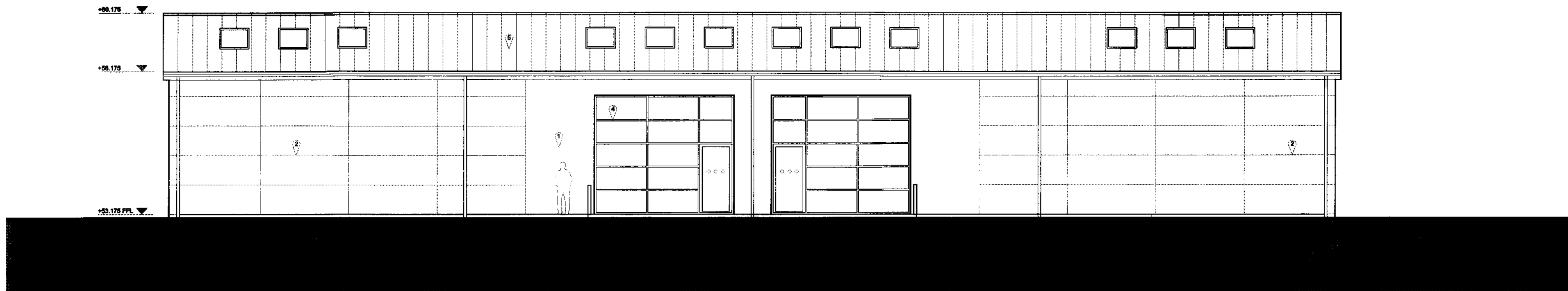
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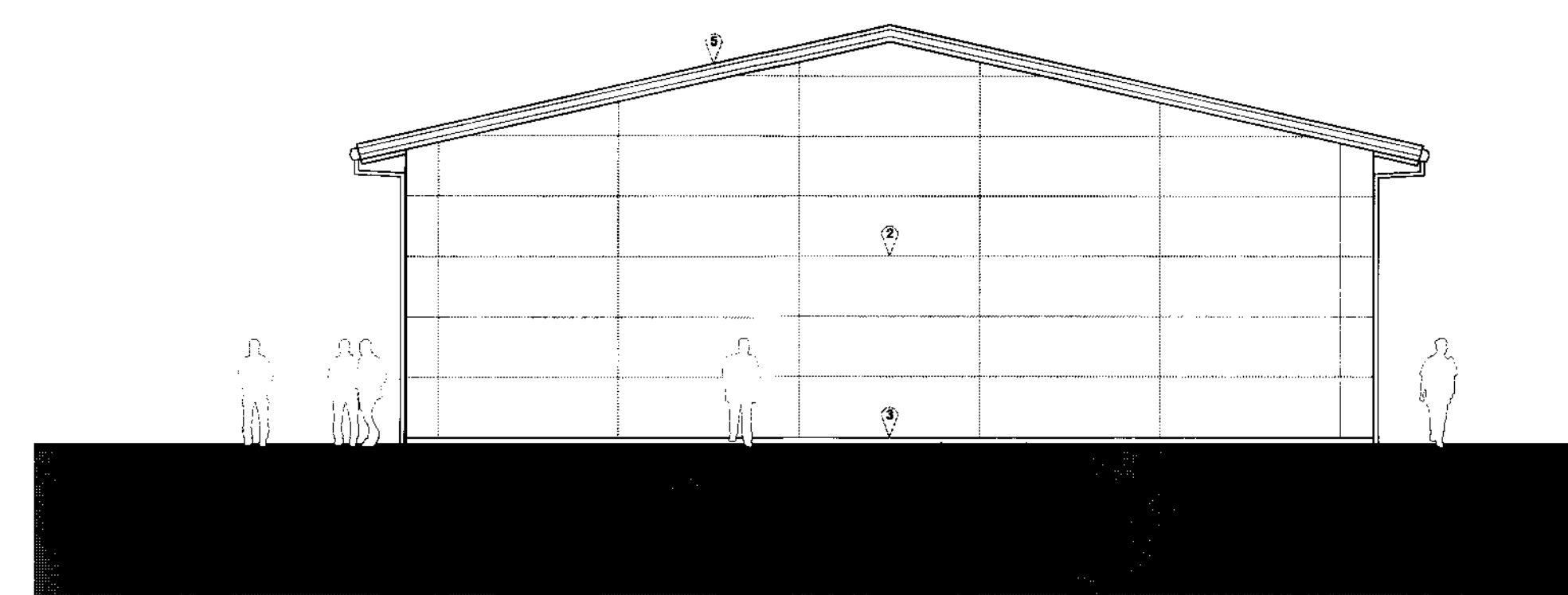
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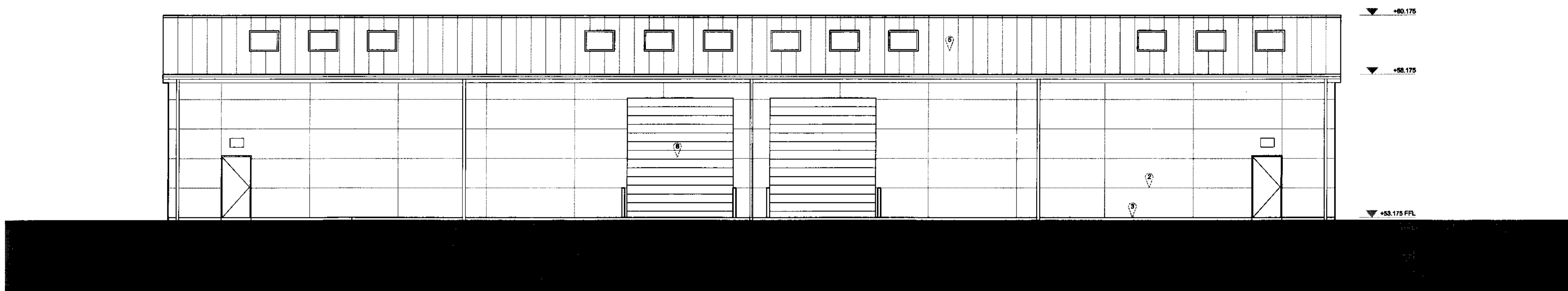
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Unit 07



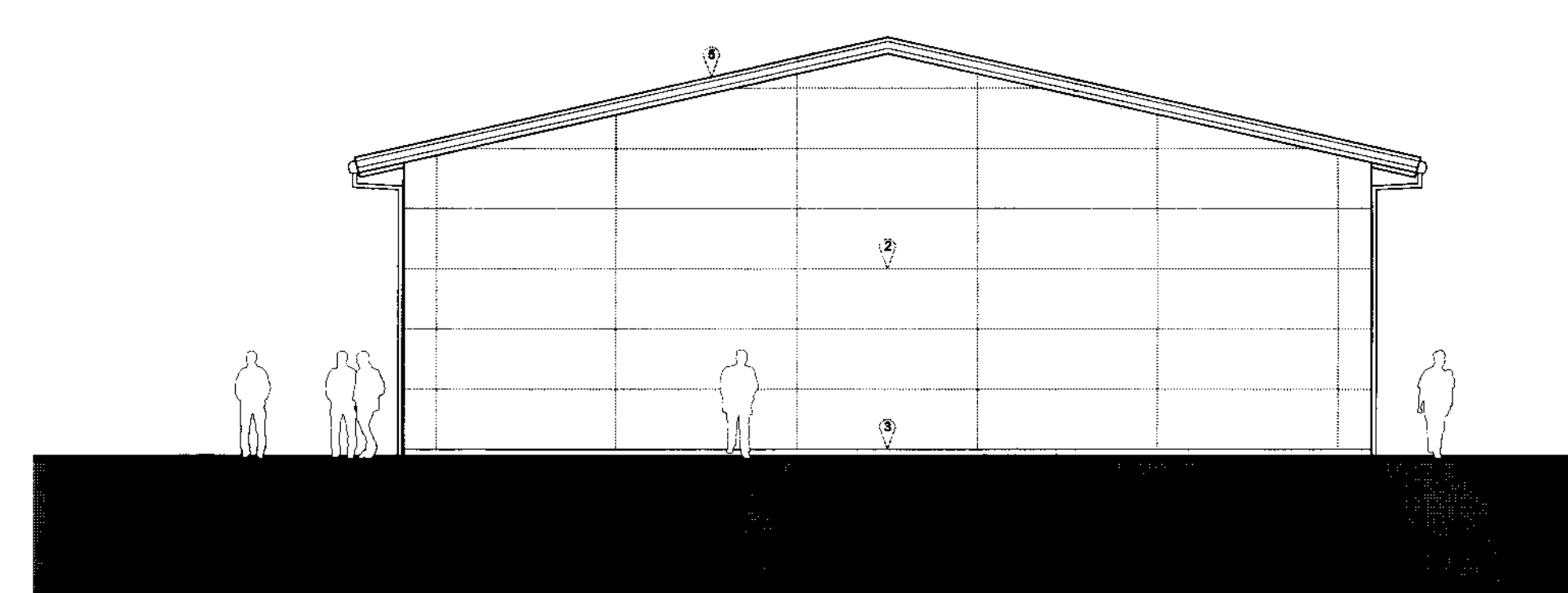
Front Elevation



Side (North East) Elevation



Rear Elevation



Side (South West) Elevation

Notes

Elevation Type C
Unit 06 & 08

- Key
1. SAND/GEMENT RENDERED BLOCKWORK (WHITE)
 2. MICROBIE COMPOSITE PANELS (GREY/IV)
 3. BLUE ENGINEERS BRICK (PLATH)
 4. ALUMINIUM FRAMED CLIMATE WALLING (DARK GREY)
 5. PROFILED COMPOSITE STEEL ROOF PANELS (DARK GREY)
 6. POLYESTER POWDER COATED STEEL ROLLER SHUTTER (DUST YELLOW)

STATUS	DESCRIPTION	DATE	CHECKED BY	STATUS	DESCRIPTION	DATE	CHECKED BY
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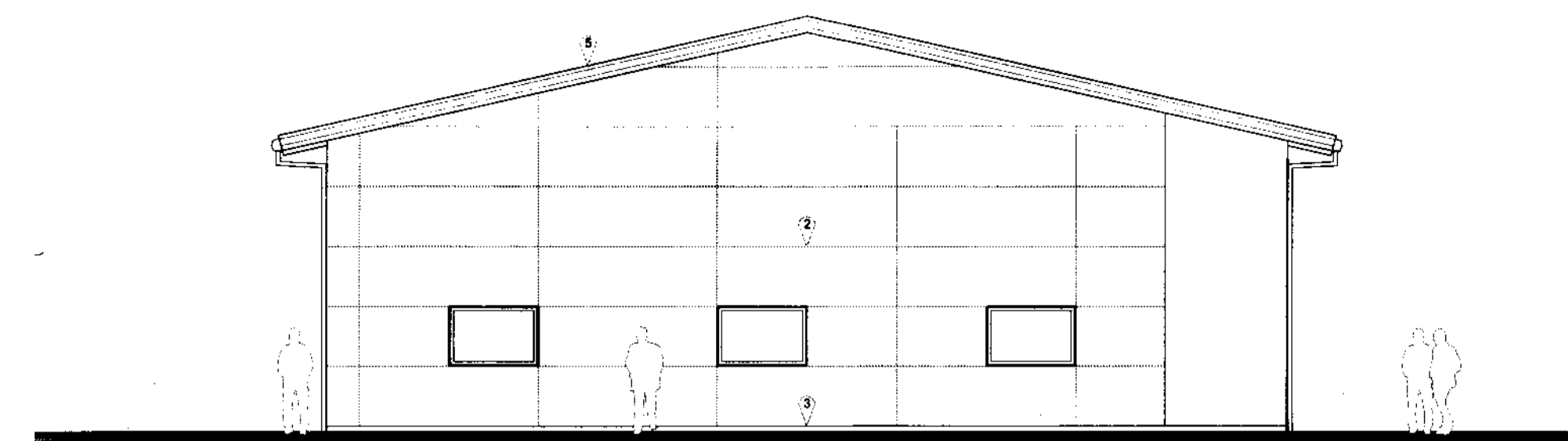
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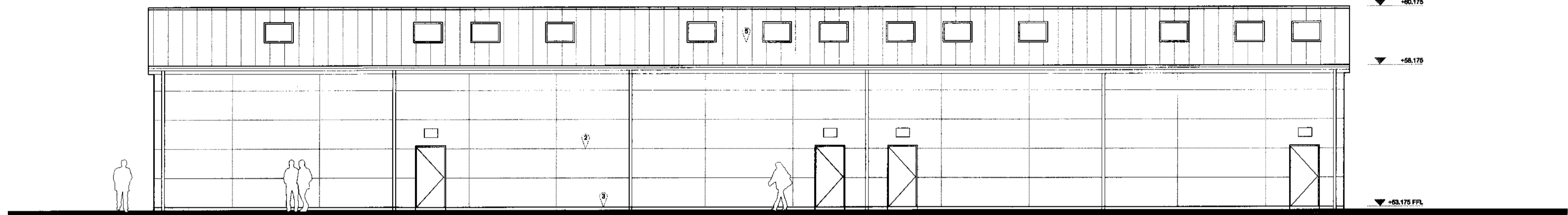
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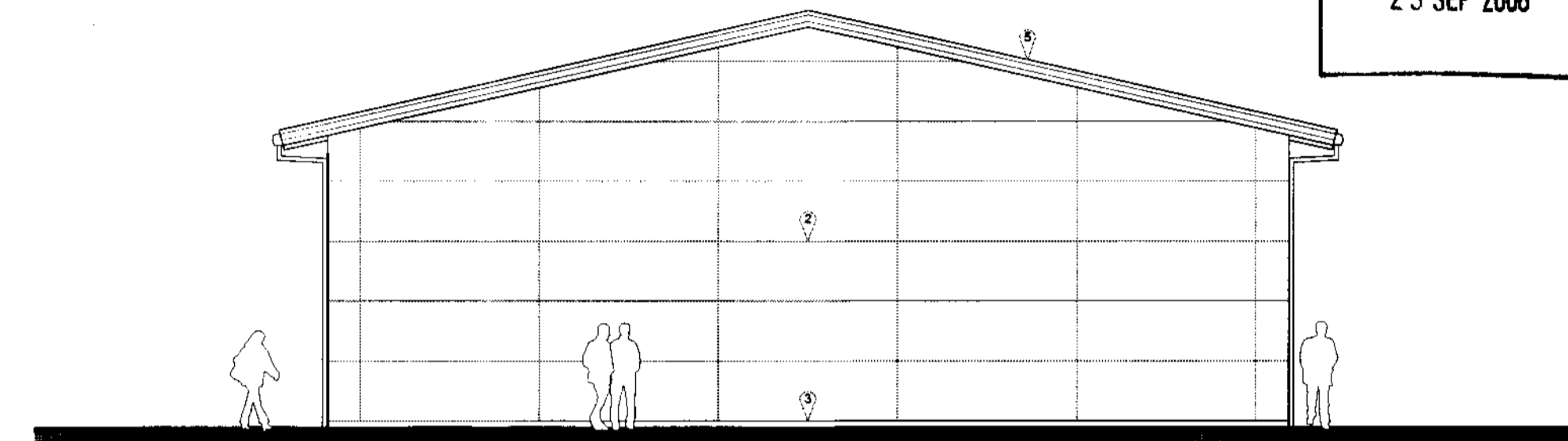
Front Elevation



Side (North West) Elevation



Rear Elevation



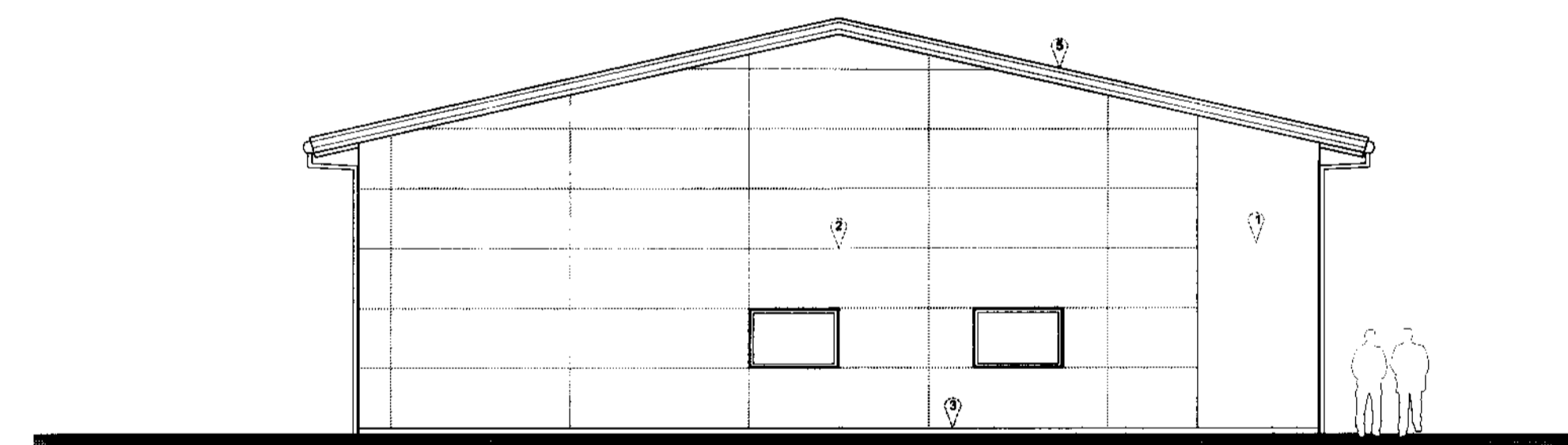
Side (South East) Elevation

NYMNP
25 SEP 2008

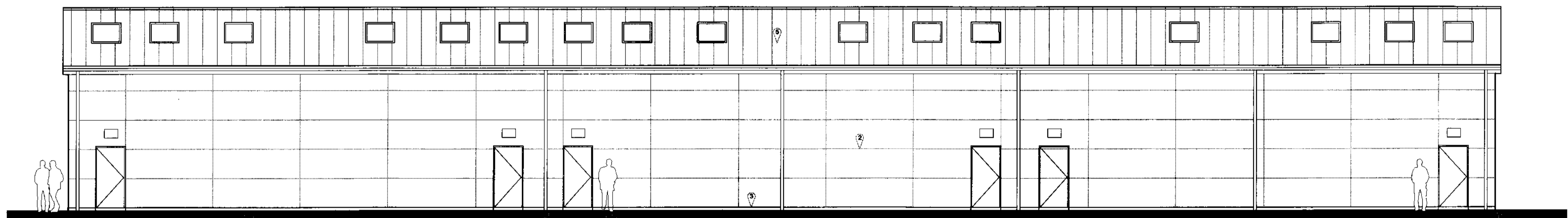
Elevation Type B
Unit 04



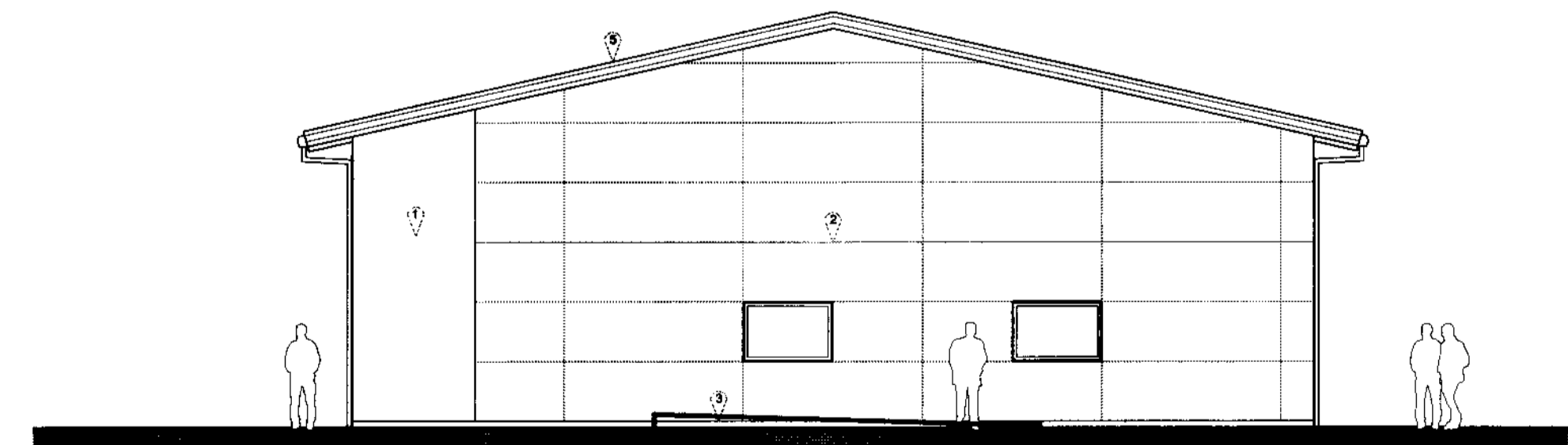
Front Elevation



Side (North East) Elevation



Rear Elevation



Side (South West) Elevation

Notes

Elevation Type B
Unit 03

- Key**
- SAND/CEMENT RENDERED BLOCKWORK (WHITE)
 - MICROBES CONCRETE PANELS (SILVER)
 - BLUE ENGINEERING BRICK PLINTH
 - ALUMINIUM FRAMED CURTAIN WALLING (DARK GREY)
 - PROFILED COMPOSITE STEEL ROOF PANELS (DARK GREY)
 - POLYESTER POWDER COATED STEEL ROLLER SHUTTER (OBT YELLOW)

STATUS	DESCRIPTION	DATE	CHECKED BY

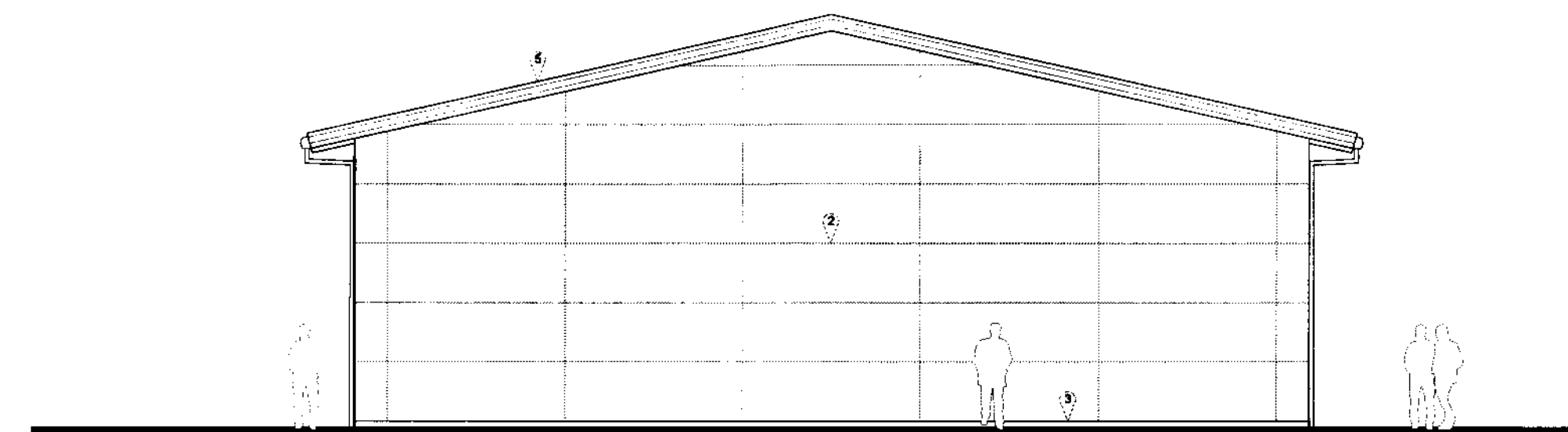
STATUS	DESCRIPTION	DATE	CHECKED BY
-	Original drawing	N/A	
A	WINDOWS ADDED TO SIDE ELEVATIONS OF UNIT 3 & UNIT 4	21.09.08	PRM

CLIENT	SEAVIEW PROPERTIES		
PROJECT	LIGHT INDUSTRIAL DEVELOPMENT-WHITBY, NORTH YORKSHIRE		
DRAWING	Elevation Type B	NO	08041 DL 11
STAGE	C	SCALE	1:100
PLANT DATE	N/A		
FILEPATH	N/A		

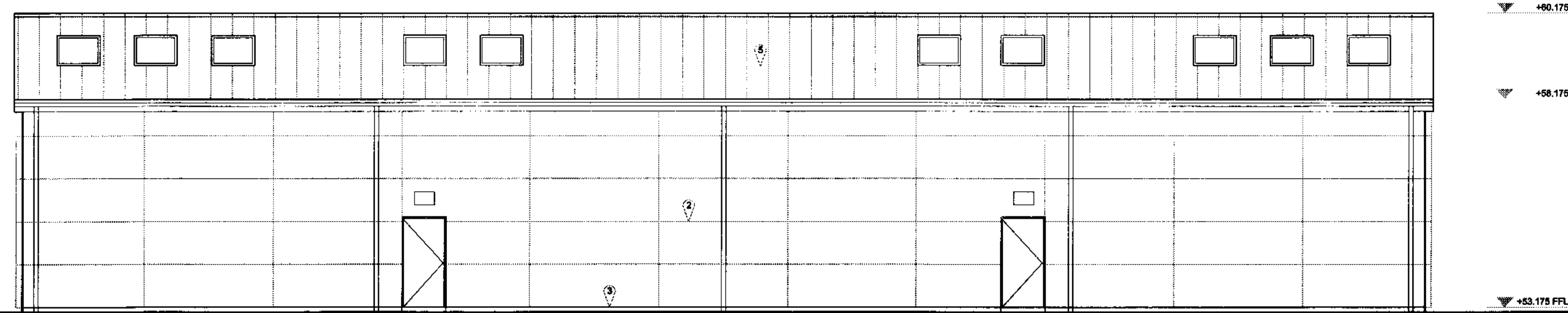
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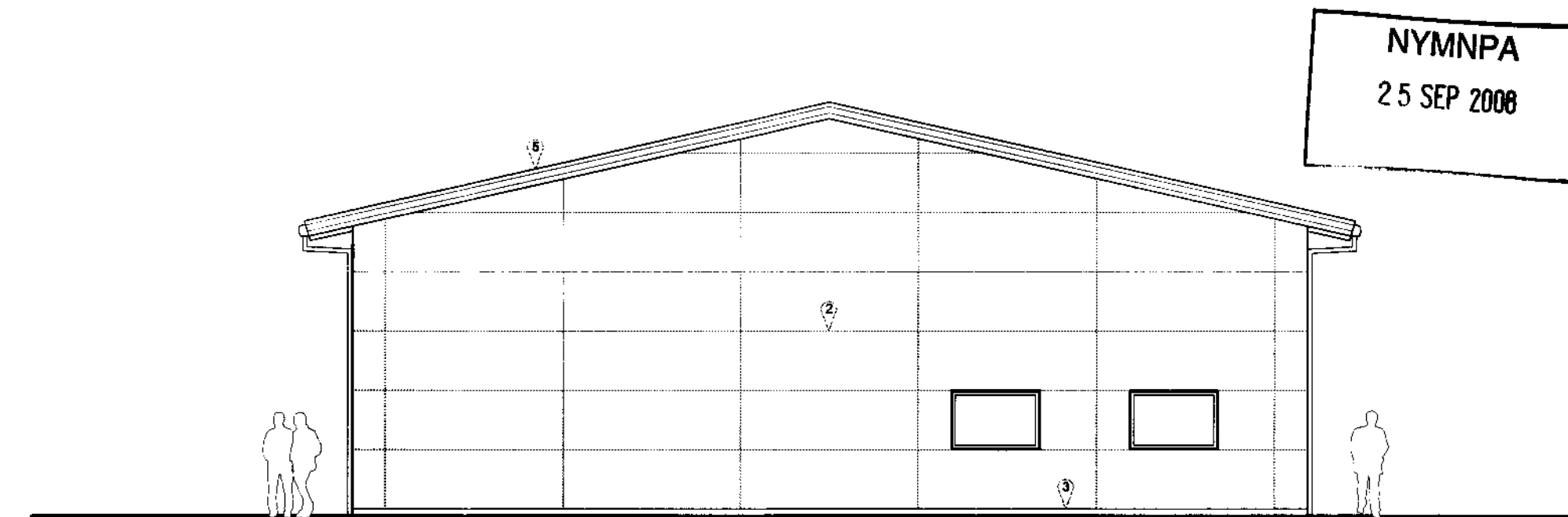
Front Elevation



Side (North West) Elevation



Rear Elevation

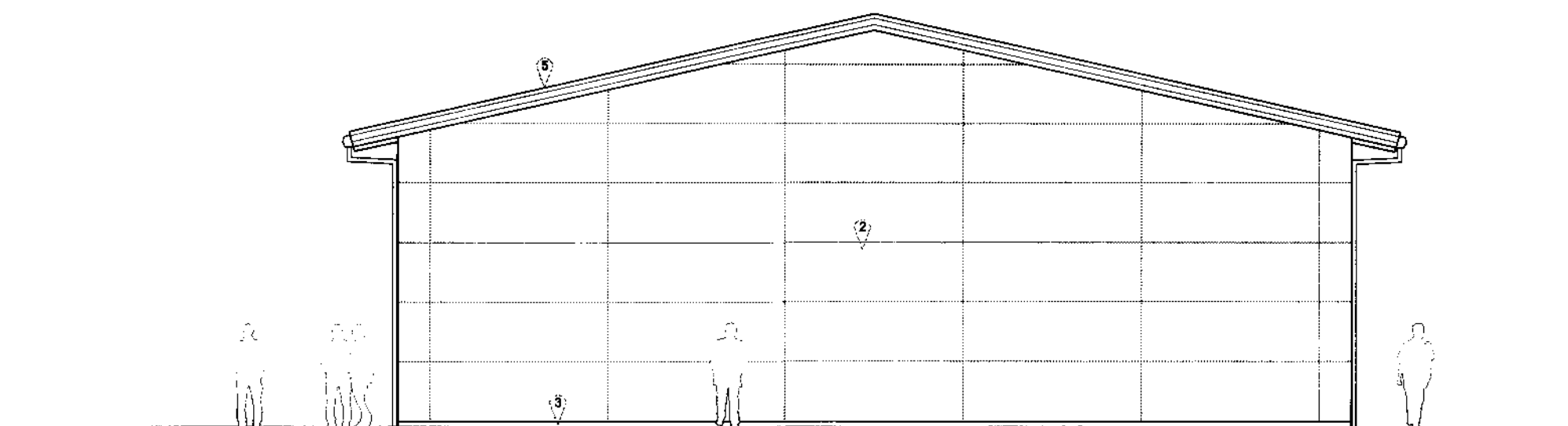


Side (South East) Elevation

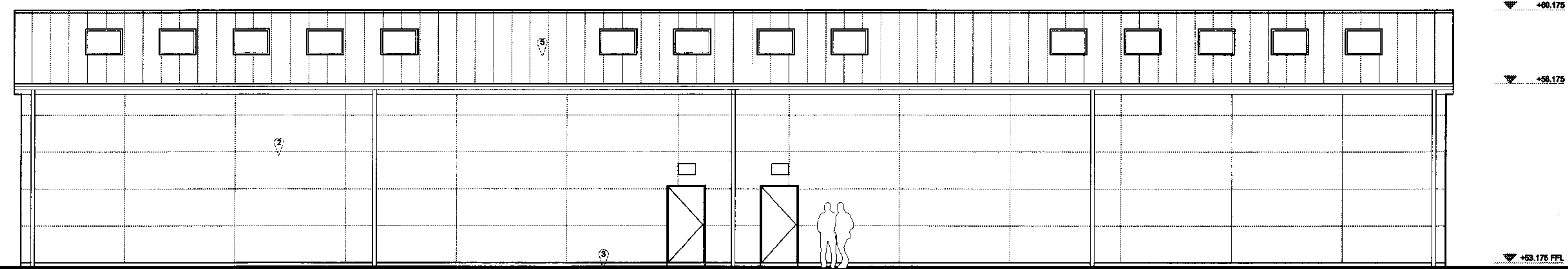
Elevation Type B
Unit 02



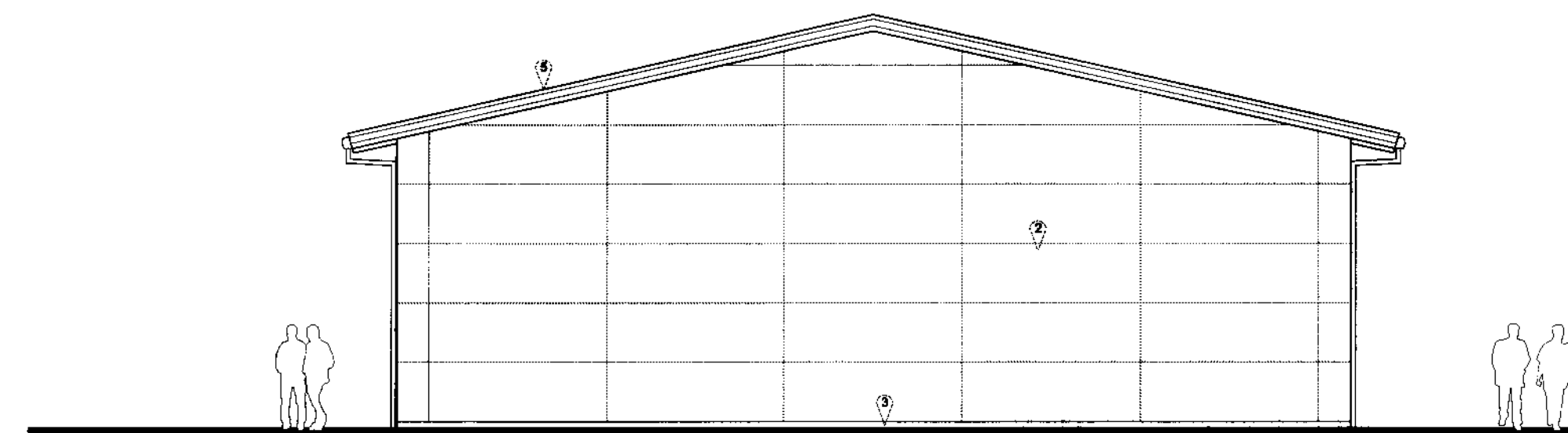
Front Elevation



Side (North West) Elevation



Rear Elevation



Side (South East) Elevation

Elevation Type A
Unit 01 & 05

- Key
- SANDICEMENT FINISHED BLOCKWORK (WHITE)
 - MICROORB COMPOSITE PANELS (SILVER)
 - SLEE ENGINEERING BRICK (PLANT)
 - ALUMINIUM FRAMED CURTAIN WALLING (DARK GREY)
 - PROFILED COMPOSITE STEEL ROOF PANELS (DARK GREY)
 - POLYESTER POWDER COATED STEEL ROLLER SHUTTER (DUST YELLOW)

STATUS	DESCRIPTION	DATE	CHECKED BY

STATUS	DESCRIPTION	DATE	CHECKED BY
--	Original drawing	N/A	
A	WINDOWS ADDED TO SOUTH EAST ELEVATION OF UNIT 2	21.09.08	PRM

REVISED

Notes

CLIENT: SEAVIEW PROPERTIES

PROJECT: LIGHT INDUSTRIAL DEVELOPMENT-WHITBY, NORTH YORKSHIRE

DRAWING: Elevations Type A & Type B

STAGE: C

PLANT DATE: N/A

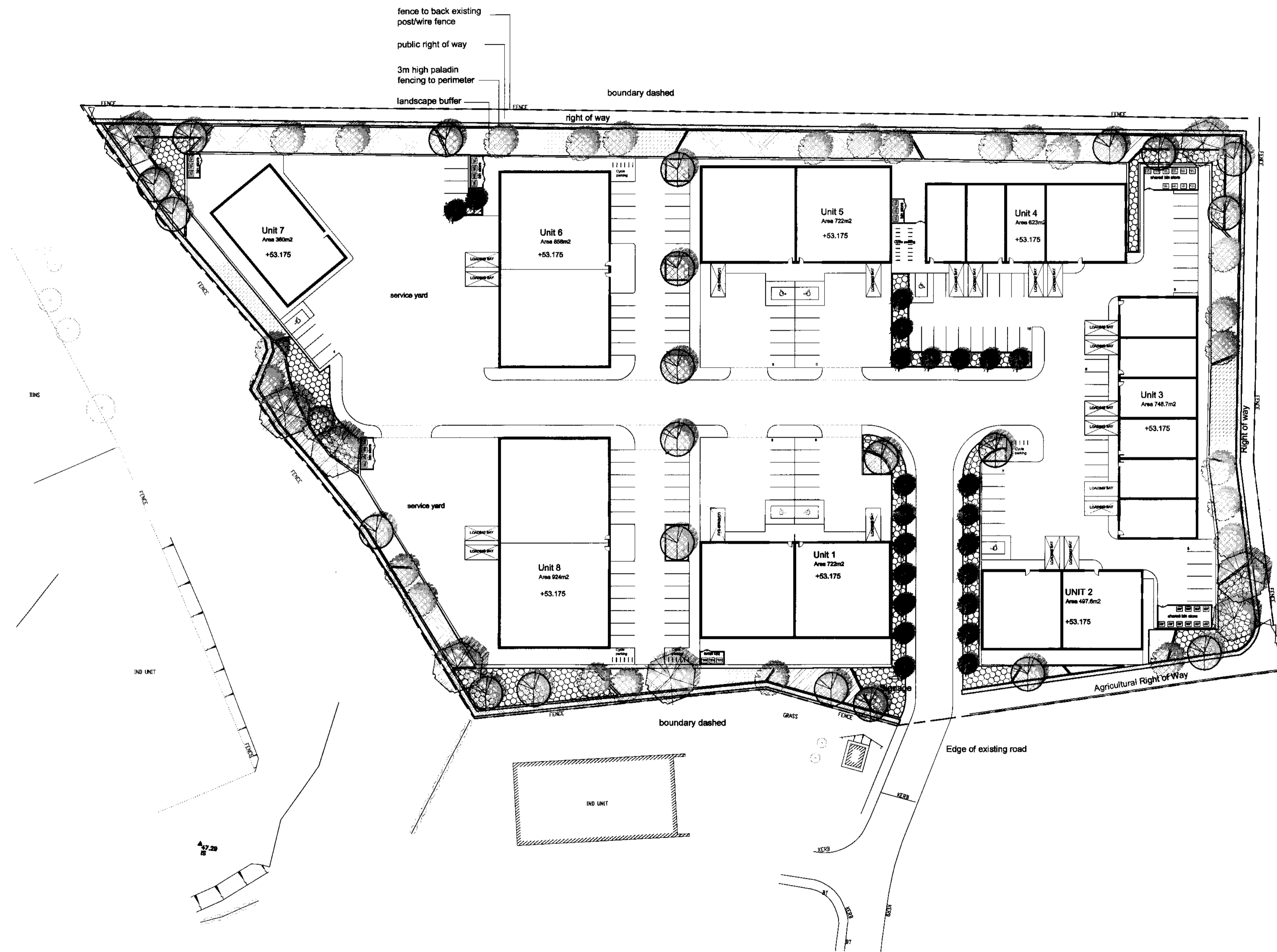
FILEPATH: N/A

NO: 08041

DL: 10

SCALE: 1:100

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NYMNF
25 SEP 2014

SCHEDULE OF UNITS

Unit No	Size (m2)
1	722m2
2	498m2
3	749m2
4	623m2
5	722m2
6	858m2
7	380m2
8	924m2

TOTAL AREA 5456m2

PARKING SPACE No. 121

CYCLE PARKING 41 SPACES, 'SHEFFIELD' TYPE STANDS

AMENDED

Notes

STATUS	DESCRIPTION	DATE	CHECKED BY

STATUS	DESCRIPTION	DATE	CHECKED BY

STATUS	DESCRIPTION	DATE	CHECKED BY
-	Original drawing	N/A	
A	WINDOWS ADDED TO SIDE ELEVATIONS OF UNIT2, UNITS 3 & UNIT 4	21.09.08	PRM

CLIENT	SEAVIEW PROPERTIES		
PROJECT	LIGHT INDUSTRIAL DEVELOPMENT-WHITBY, NORTH YORKSHIRE		
DRAWING	PROPOSED SITE PLAN		
STAGE	C	NO. 06041	DL 02
PLOT DATE	N/A	SCALE	1:500
FILEPATH	N/A		

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