



Supporting Transport Statement

Proposed Mixed-Use Development, Logie Green Road,
Edinburgh

8th November 2012

Waterman Transport & Development Limited

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Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2009 and BS EN ISO 14001: 2004)

Issue	Date	Prepared by	Checked by	Approved by
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Comments

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1. Introduction

- 1.1. Waterman Transport & Development have been appointed on behalf of the Watkin Jones Group to prepare a Supporting Transport Statement to support proposed amendments to planning permission 08/01365/FUL which is dated February 2009.
- 1.2. Watkin Jones Group purchased the development site, including the aforementioned mixed-use planning consent, from Logie Green Developments Ltd and have since constructed the majority of the consented proposals, as well as applying for a number of amendments to the consented scheme layout.
- 1.3. A number of elements of the consented development site have been completed to-date, and have subsequently been sold on to third parties, with Watkin Jones no longer having any control or interest in the wider site area.
- 1.4. The remaining elements of the extant planning consent which are still to be built out comprise of two blocks sitting between Logie Green Road and the western side of Beaverbank Place containing 24 private residential apartments, 8 affordable housing units and 1,125sqm of Class 1 retail.
- 1.5. Watkin Jones Group now wish to progress a minor amendment to the remaining consented elements described above, following a period of active marketing. Discussions with a discount food retail operator are at an advanced stage in relation to the 1,125sqm unit, and construction of this will necessitate the delivery of the private residential apartments above, and also provision for reconfiguration of the car parking proposals to deliver an acceptable layout and operating regime.
- 1.6. The following chapters detail the extant consent, the proposed amendments, and go on to quantify any changes to the transportation characteristics of the development, and justify these in relation to local and national policy. Reference will also be made to previous agreements made with The City of Edinburgh Council, and undertakings delivered through the existing minute of agreement under Section 75 of the Town and Country Planning (Scotland) Act.

2. Extant Consent & Background Information

Extant Planning Permission

- 2.1. Watkin Jones Group purchased the development site, including the aforementioned mixed-use planning consent, from Logie Green Developments Ltd and have since constructed the majority of the consented proposals, as well as applying for a number of amendments to the consented scheme layout. The completed elements of the extant consent have subsequently been sold to other parties, and Watkin Jones no longer have any control or interest in relation to the wider site area.
- 2.2. The original consent (08/01365/FUL) encompassed the following;
“Demolition of existing warehouse and mixed use development comprising residential flats, student residential accommodation, office (Class 4) and small business (Class 4) use, food and drink (Class 3) and retail (Class 1) use, ancillary accommodation for student support services, creation of new road and associated access, car and cycle parking, boundary treatment and landscaping.”
- 2.3. As indicated above, Watkin Jones have completed and sold on a number of elements of the consented development, and the remaining components still to be constructed are as follows;
 - Block A1 – 24 private residential apartments (1 to 3 bed) and 1,125sqm of retail on ground floor, together with basement car parking; and
 - Block A2 – 8 affordable housing units.
- 2.4. The aforementioned proposed blocks are indicated on drawing number 733-P-009V contained in Appendix A. This drawing formed part of the original planning submission, and is the basis of the extant planning consent.
- 2.5. The original planning consent details 51 car parking spaces included within the underground car park at Block A1, 4 of which are allocated for disabled use, and 10 allocated for the use of residents. The remaining residential parking requirement was to be provided through on-street provision, and a focus on sustainable transport measures.

Section 75 Agreement

- 2.6. In recognition of the site’s potential for attracting and encouraging travel by sustainable modes, the applicants entered into a Section 75 agreement with The City of Edinburgh Council which included a number of financial contributions to support sustainable travel and mitigate the development’s impact on the local transportation network. These financial contributions have since been paid and implemented, and constitute the following;
 - £111,450 contribution to transport infrastructure improvements;
 - £16,500 contribution towards the City Car Club; and
 - The provision of a Travel Plan detailing appropriate measures to encourage residents and occupiers of the development to use sustainable means of travel to and from the development.

3. Proposed Development Amendments

Background

- 3.1. Throughout the last 2 to 3 years, Watkin Jones Group have been actively marketing the remaining development elements at Blocks A1 & A2 in order to identify suitable tenants for the 1,125sqm retail unit, and testing the market in respect of the residential elements, including dialogue with Registered Social Landlords (RSL's).
- 3.2. With regards the retail unit, discussions with a discount food retailer are now at an advanced stage, and the completion of this unit will necessitate the delivery of the private residential apartments above. It is also desirable to undertake a slight reconfiguration of the underground parking area to provide an acceptable layout associated with the specific operation of the discount food retail element.
- 3.3. The aforementioned market testing has determined that there is an absence of direct interest from RSL's in relation to the proposed affordable housing units, and Watkin Jones have undertaken initial dialogue with The City of Edinburgh Council (CEC) to explore alternative methods of ensuring that the affordable housing requirement is realised.

Amended Development Content

- 3.4. Subsequently, an agreement has been reached with CEC that an acceptable alternative approach will be to deliver 18 mainstream private residential apartments, alongside 6 shared equity units, within the envelope of the consented development at Block A1. This agreed approach will result in the deletion of the proposed affordable housing (Block A2), and the area which this occupied will provide additional car parking to support the revised land-use mix.
- 3.5. The proposed amended development layout is detailed on drawing 3745/01 P11 contained in Appendix B.
- 3.6. It is understood that the general principles of the above approach have been discussed and agreed with CEC, however, it is recognised that further detail is required to support the change in parking provision and clarify the proposed operation.

Parking Provision

- 3.7. As indicated on drawing 3745/01 P11 contained within Appendix B, the proposed amended layout provides for a total of 48 parking spaces, incorporating 3 disabled and 2 parent and child spaces. The parking provision is split between 33 spaces within the basement of Block A1 and 15 spaces placed on the former proposed Block A2.
- 3.8. It is proposed that secure cycle parking for retail unit staff and customers, as well as residents, will be provided at convenient locations within the development proposals, and will comply with The City of Edinburgh Council's '*Parking Standards for Development Management*'.

4. Parking Statement

- 4.1. This section details the proposed parking levels associated with the amended development mix, and provides an overview of local parking policy as well as a justification for the parking numbers provided.

Sustainable Travel

- 4.2. It has been established through the Transport Assessment undertaken by WSP in April 2008, and used to support the original planning consent, that the development site is ideally located to encourage sustainable travel behaviour, and encourage uptake of sustainable modes.
- 4.3. The development has been demonstrated to be extremely accessible for pedestrians, with high quality footways and dedicated pedestrian crossing facilities provided at convenient locations on the surrounding road network. The existing infrastructure provides linkage to local public transport interchanges, neighbouring retail and leisure uses, and Edinburgh City Centre.
- 4.4. The site also benefits from nearby dedicated cycle facilities, with a number of on and off-road cycle routes connecting to the wider area, and advance stop line provision at nearby traffic signal junctions.
- 4.5. Access to and from the site by public transport is also considered to be excellent, with bus stops located within desirable walking distance on Broughton Road and Rodney Street, providing a high frequency of services which allow access to key local facilities and Edinburgh City Centre.
- 4.6. As described above, with further details contained in the aforementioned Transport Assessment which was used to support the original planning consent, the site is well placed to encourage sustainable travel behaviour. The appropriate development location was also supplemented by significant sustainable transport contributions (£127,950) and the agreement of a Travel Plan which were secured through a Section 75 agreement.

Local Parking Policy

- 4.7. The City of Edinburgh Council has adopted a zonal approach to parking provision for new developments within the city, and this is detailed in the document '*Parking Standards for Development Management*'.
- 4.8. The aforementioned document details appropriate parking provision for all use classes, and also provides local policy advice for developers. The relevant advice for this development is as follows;

- **Chapter 4, Section 10 – Car Clubs**

The Council supports car clubs which act to reduce parking pressure and, overall, car use. New developments, especially (but not exclusively) residential schemes and offices, are likely to be required to incorporate facilities for car club vehicles, and a financial contribution to them.

Membership of a car club tends to reduce car ownership. Therefore, the Council may consider reducing the number of private parking spaces required for a development when car club spaces and vehicles are provided. Actual reductions must be discussed and agreed with the Council.

- **Chapter 4, Section 11 – Mixed Use Developments**

In mixed-use developments, minimum parking standards will be relaxed to take account of multiple uses of parking spaces. To permit this, parking spaces must be common to all the

relevant developments. Maximum standards will also generally be reduced in such developments. The starting point for calculation of maximum parking standards will be the level required by the highest individual land use standard.

The Council encourages new residential development to provide a full range of dwelling types and sizes, to establish an active and sustainable community. As different dwelling types and sizes require different levels of parking, careful assessment of parking requirements is needed.

- **Table 1A, Note e – De-coupled Parking**

De-coupled parking involves residents renting or buying parking spaces separately from the rent or purchase of a dwelling. It allows efficient allocation of spaces. So households without cars do not have to buy or rent unneeded parking spaces, improving affordability. The cost of parking becomes more transparent and may affect choices on car ownership. The effect is that developments may require less car parking than would otherwise be the case.

De-coupled parking will be encouraged for flatted developments, especially larger schemes in Controlled Parking Zones.

- 4.9. The applicable car parking standards for the proposed mixed use development (located in Zone 3a) are indicated in Figures 1 and 2 below;

Figure 1: CEC Parking Standards for Residential Development

Table 1A – Car Parking Standards for General Housing for Sale or Private Rent

Dwelling Type and Rooms <i>(Habitable rooms only – exclude kitchens and bathrooms)</i>		Zones				
		Zones 1 and 2	Zone 3 <i>(see General Note 16)</i>	Zone 4 and 5b/c <i>(see General Note 17)</i>	Zone 5a	Zone 6
		spaces per dwelling ^a				
Flats						
Studio	Min	0	0.33	0.33	0.33	0.5
	Max	1	-	-	1	-
1/2 Rooms	Min	0	1	1	0.5	1
	Max	1	-	-	1	-
3 Rooms	Min	0	1	1	0.75	1.5
	Max	1	-	-	1.5	-
4 Rooms or more	Min	0	1	1.5	1	2
	Max	2	-	-	2	-
Houses						
1/2 Rooms	Min	0	1	1	0.5	1
	Max	1	-	-	1	-
3 Rooms	Min	0	1	1.5	0.75	1.5
	Max	1	-	-	1.5	-
4 Rooms or more	Min	0	1.5	2	1	2
	Max	2	-	-	2	-
Additional Visitor Parking	<p>Where residents' parking is provided as allocated spaces or within the curtilage of houses, additional visitor parking, at 0.2 spaces per unit must be provided.</p> <p>It is acceptable to provide visitor parking on-street, with appropriate road widening.</p> <p>The need for visitor parking may be reduced or waived, at the Council's discretion, when:</p> <ol style="list-style-type: none"> residents' parking is 100% communal and publicly available AND/OR when a development is in an area of low on-street parking pressure (i.e. less than 30% of existing kerbside parking capacity at any time) and the Council deems additional on-street parking acceptable. 					
Disabled Parking	<p>Where parking is provided in car parks rather than on-street, 1 space or 5% of the total spaces (whichever is the greater) should be suitable for disabled persons' vehicles.</p> <p>Disabled persons' parking bays should be as shown in Appendix 3, subject to approval.</p>					

Source: CEC – Parking Standards for Development Management

Figure 2: CEC Parking Standards for Retail Development

Table 7 – Parking Standards for Retail Developments

		Parking Provision (m ² Gross Floor Area (GFA) per car space)				
Retail developments within 'Defined Areas' (see Note 1 below)		<p>For all zones, parking will be assessed on individual basis, with vehicular parking to be justified (see Note 1 below)</p> <p>The Council would expect parking provision to be less than that provided for a similar development in the same Zone but outwith a Defined Area.</p> <p>Shops under 500m² GFA generally Nil</p>				
		Zones (m ² Gross Floor Area (GFA) per car space)				
Retail developments -rest of city		Zone 1 and 2	Zone 3 (see General Note 16)	Zone 4 and 6	Zone 5a	Zone 5b/c (see General Note 17)
Retail Warehouse – open to the public	min	Assessed on merit, with 500 max	75	45	150	75
	max		50	30	75	50
Retail Warehouse – mainly restricted to trade	min	Assessed on merit, with 3000 max	720	300	1500	1200
	max		360	180	480	360
Other shops – under 500m ² GFA (see Note 2 below)	min	Assessed on merit, min 0	150	100	250	150
	max	and 100 max	50	25	100	50
Other shops – over 500m ² GFA total (See Note 4 below)	min	Assessed on merit, min 0 and 70 max	80	50	120	80
	max		35	20	70	35
Disabled Persons' Parking		At least 5% of all spaces shall be suitable for disabled persons. Disabled persons' parking bays should be as shown in Appendix 3, subject to approval.				
"Parent and Child" Parking		Where appropriate, "parent and child" parking should be provided, at a rate to be agreed.				
Staff Parking		The standards include parking for staff unless agreed otherwise				
Cycle Parking (Minimum standards)		<p>Retail warehouses (open to the public) 1 customer space per 1,000m² GFA and 1 staff space per 500m² GFA, Retail warehouses (trade) 1 customer space per 2,000m² GFA and 1 staff space per 1,000m² GFA, Other Retail 1 customer space per 500m² GFA and 1 staff space per 250m² GFA</p> <p>In all cases at least 1 customer and 1 employee space should be provided unless agreed otherwise</p>				
Motorcycle Parking		Provision at 25% of cycle parking level, but minimum of 1 customer and 1 employee space unless otherwise agreed.				

Source: CEC – Parking Standards for Development Management

Proposed Parking & Operation

- 4.10. It is recognised that through the extant planning consent for Blocks A1 & A2, a non-standard parking operation was agreed with CEC on the basis of a mixed-use development, significant City Car Club and public transport infrastructure contributions, sustainable site location, and the previously described de-coupled parking arrangement.
- 4.11. The previously agreed parking provision based on a development of 24 private residential apartments, 8 affordable housing units, and 1,125sqm of retail was a total of 51 spaces, with 10 specifically allocated for the residential use.
- 4.12. The proposed amended development layout is indicated on drawing 3745/01 P11 contained in Appendix B, and now provides for a total 24 residential units, including 6 shared equity properties to offset the loss of affordable housing units within Block A2, and a retail unit of 1,125sqm. The resulting parking provision is a total of 48 parking spaces, incorporating 3 disabled and 2 parent and child spaces, with a total of 33 spaces included within the basement of Block A1 and 15 spaces provided at the former location of Block A2.

- 4.13. The amended development has resulted in a change to the number and configuration of residential units, and the proposed parking provision is based upon (as for the previous consent) an approach where parking is de-coupled from the property sale, with an appropriate reduction in purchase price. This approach is further supported by the development site's excellent access to sustainable transport modes, and the significant financial contributions made to support this, including the City Car Club.
- 4.14. It is envisaged that for the 24 residential units proposed, car parking will be allocated on the basis of a purchased permit system whereby homeowners/tenants who wish to park within the development will be afforded the opportunity to buy a parking permit which will allow use of the car parking areas at all times. The permits will be allocated on a first come first served basis, with a maximum of 1 permit per flat permitted, with a waiting list system implemented should supply outweigh demand.
- 4.15. Parking permits for residents will be sold on an annual (or otherwise agreed) basis, and this will be controlled by the development factor, thus allowing for future change in circumstances, and also ensuring that any resultant waiting list is managed.
- 4.16. Initially, it is proposed that 15 permits would be made available to residents, and it is anticipated that this will be sufficient to accommodate the expected demand from the 24 units.
- 4.17. Visitor parking for the proposed residential development will be accommodated within the current on-street pay and display provision, as per the arrangements for the extant consent.
- 4.18. It is proposed that the 1,125sqm retail unit will have full access to the two proposed parking areas, constituting a total provision of 48 spaces as detailed previously. Whilst there will be up to 15 residential parking permits issued, which could reduce the available parking provision for the retail use to 33, it is expected that these two uses will be complimentary, with different peak parking demand profiles. This will result in the ability for an element of space sharing to be adopted, which will be further complimented by the development's excellent sustainable travel credentials.
- 4.19. As the development is located within a controlled parking zone (N1), it is proposed that the car parking areas will be subject to a management strategy, whereby parking will only be permitted for residents (permit holders) or customers of the retail unit. Parking for shoppers will be available free for a fixed period (likely to be 1 hour), with a penalty for exceeding this time period. This will be managed by a private parking contractor, as is the case for other facilities in the city.
- 4.20. It is suggested that the finer details of the proposed parking permit strategy and car park management proposal can be dealt with by way of condition, so that this can be agreed with all appropriate parties prior to the occupation of the development.

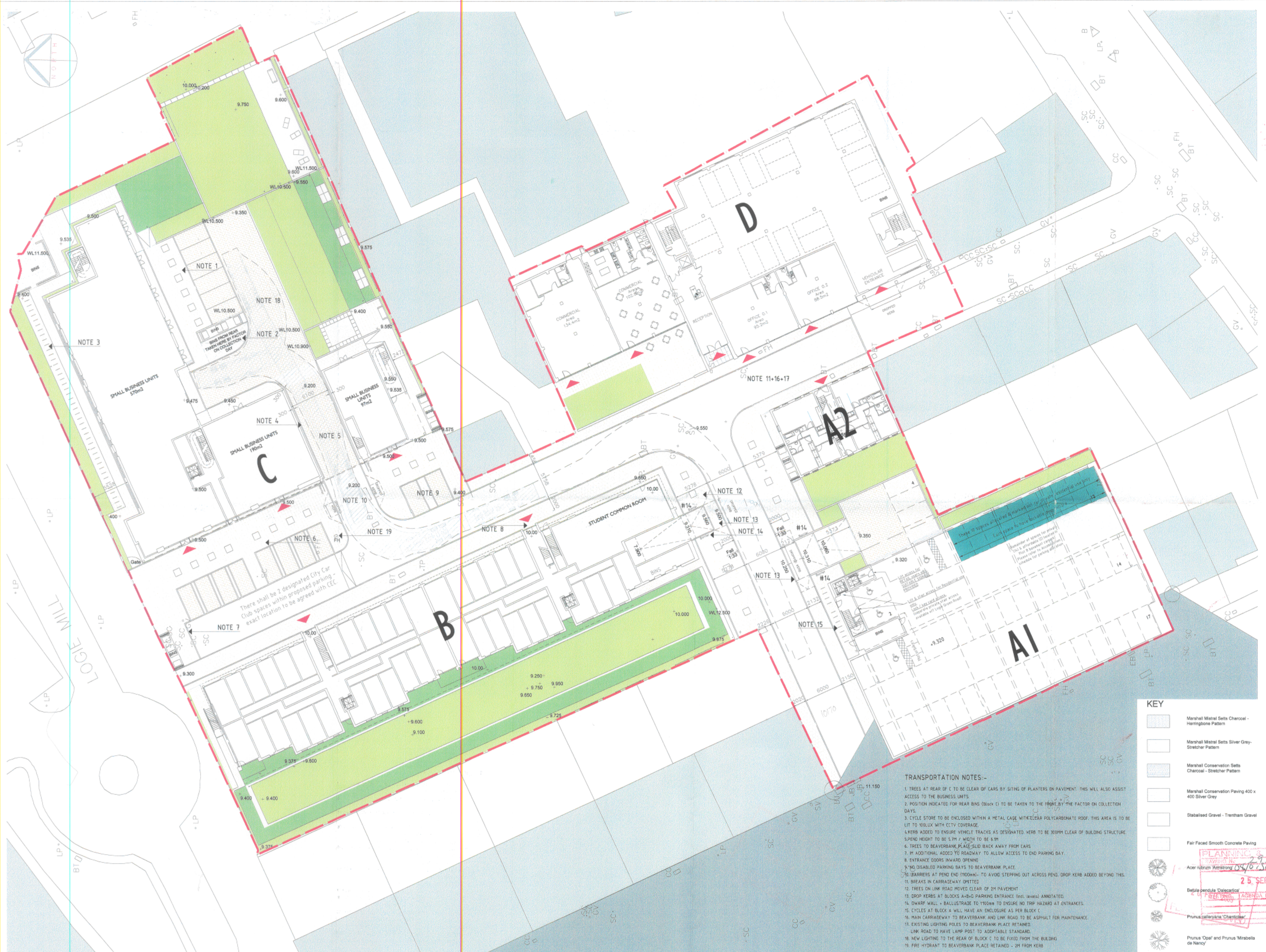
5. Summary & Conclusions

- 5.1. Waterman Transport & Development have been appointed on behalf of the Watkin Jones Group to prepare a Supporting Transport Statement to support proposed amendments to planning permission 08/01365/FUL which is dated February 2009.
- 5.2. Watkin Jones Group purchased the development site, including the aforementioned mixed-use planning consent, from Logie Green Developments Ltd and have since constructed the majority of the consented proposals, as well as applying for a number of amendments to the consented scheme layout.
- 5.3. Watkin Jones have completed and sold on a number of elements of the consented development, and the remaining components still to be constructed are as follows;
 - Block A1 – 24 private residential apartments (1 to 3 bed) and 1,125sqm of retail on ground floor, together with basement car parking; and
 - Block A2 – 8 affordable housing units.
- 5.4. An agreement has been reached with CEC that an acceptable alternative approach to providing the affordable housing requirement will be to deliver 18 mainstream private residential apartments, alongside 6 shared equity units, within the envelope of the consented development at Block A1. This agreed approach will result in the deletion of the proposed affordable housing (Block A2), and the area which this occupied will provide additional car parking to support the revised land-use mix.
- 5.5. The proposed amended layout provides for a total of 48 parking spaces, incorporating 3 disabled and 2 parent and child spaces. The parking provision is split between 33 spaces within the basement of Block A1 and 15 spaces placed on the former proposed Block A2.
- 5.6. This supporting statement has detailed the proposed amended development parking provision in relation to The City of Edinburgh Council's *'Parking Standards for Development Management'* and has demonstrated that the proposals are consistent with the aims of local parking policy and will further promote the site's excellent sustainable credentials. Furthermore, the proposals are complimentary to the contributions paid through the existing Section 75 agreement, and do not depart from the principles agreed through the extant planning permission.
- 5.7. The statement has detailed an appropriate management strategy for development parking, which ensures that necessary car borne trips can be accommodated, and sustainable travel is fully supported, both for the residential and retail elements.
- 5.8. In light of the above, we would propose that the amended development content has a negligible impact on the agreed transportation and parking approach associated with the extant planning consent, and as such would ask that The City of Edinburgh Council allow the amendment to progress.



APPENDICES

A. Existing Site Layout



1. DO NOT SCALE DRAWING ALL DIMENSIONS AND LEVELS TO BE VERIFIED BY CONTRACTOR ON SITE ANY DISCREPANCIES TO BE REPORTED TO THE ARCHITECT
 3. COPYRIGHT OF THIS DRAWING REMAINS WITH ACANTHUS ARCHITECTS DF AND SHOULD NOT BE REPRODUCED WITHOUT EXPRESS WRITTEN CONSENT

Revisions & Issue Status

G-FMS-16.01.08
H-GWS-22.01.08
J-GWS-29.01.08
K-GWS-31.01.08
L-GWS-05.02.08
M-FMS-12.03.08
N-GWS-04.04.08
O-GWS-11.04.08
P-GWS-14.07.08
Q-GCR-24.07.08
R-GWS-06.08.08
TRANSPORT REVISIONS
S-FMS-05.09.08
T-GWS-08.09.08
U-FMS-10.09.08
V-GWS-15.09.08
1. Cycle note revision

pmp architecture



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df

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Job Title
Logie Green Developments Ltd.
Mixed Use Development
Logie Green Road
Edinburgh
Drawing Title
Proposed
Lower Ground Floor Layout

WATKIN JONES
26 Drawing Number
733-P-009V
Scale Date Revision
1:250 16.11.07 V
Drawing By FMS

KEY

- Marshall Mistral Setts Charcoal - Herringbone Pattern
- Marshall Mistral Setts Silver Grey- Stretcher Pattern
- Marshall Conservation Setts Charcoal - Stretcher Pattern
- Marshall Conservation Paving 400 x 400 Silver Grey
- Stabilised Gravel - Tronham Gravel
- Fair Faced Smooth Concrete Paving
- Acorn ribum Armstrong
- Betula pendula 'Dalecarlia'
- Prunus coccinea 'Chanticleer'
- Prunus 'Opal' and Prunus 'Mirabella de Nancy'

TRANSPORTATION NOTES:-

1. TREES AT REAR OF C TO BE CLEAR OF CARS BY SITING OF PLANTERS ON PAVEMENT THIS WILL ALSO ASSIST ACCESS TO THE BUSINESS UNITS
2. POSITION INDICATED FOR REAR BINS (Block C) TO BE TAKEN TO THE FRONT BY THE FACTOR ON COLLECTION DAYS
3. CYCLE STORE TO BE ENCLOSED WITH A METAL CAGE WITH CLEAR POLYCARBONATE ROOF. THIS AREA IS TO BE LIT TO MIX WITH CCTV COVERAGE
4. KERB ADDED TO ENSURE VEHICLE TRACKS AS DESIGNATED HERE TO BE 300MM CLEAR OF BUILDING STRUCTURE SPEND HEIGHT TO BE 5.7M / WIDTH TO BE 6.7M
5. 7.5M ADDITIONAL ADDED TO ROADWAY TO ALLOW ACCESS TO END PARKING BAY
6. ENTRANCE DOORS INWARD OPENING
7. NO DISABLED PARKING BAYS TO BEAVERBANK PLACE
8. BARRIERS AT POND END (1100mm) TO AVOID STEPPING OUT ACROSS POND. DROP KERB ADDED BEYOND THIS
9. BREAKS IN CARRIAGEWAY OMITTED
10. TREES ON LINK ROAD MOVED CLEAR OF 2M PAVEMENT
11. DROP KERBS AT BLOCKS A+B+C PARKING ENTRANCES (incl. levels) ANNOTATED
12. DWARF WALL + BALLUSTRADE TO 1100mm TO ENSURE NO TRIP HAZARD AT ENTRANCES
13. CYCLES AT BLOCK A WILL HAVE AN ENCLOSURE AS PER BLOCK C
14. MAIN CARRIAGEWAY TO BEAVERBANK AND LINK ROAD TO BE ASPHALT FOR MAINTENANCE
15. EXISTING LIGHTING POLES TO BEAVERBANK PLACE RETAINED. LINK ROAD TO HAVE LAMP POST TO ADAPTABLE STANDARD
16. NEW LIGHTING TO THE REAR OF BLOCK C TO BE FIXED FROM THE BUILDING
17. FIRE HYDRANT TO BEAVERBANK PLACE RETAINED - 2M FROM KERB

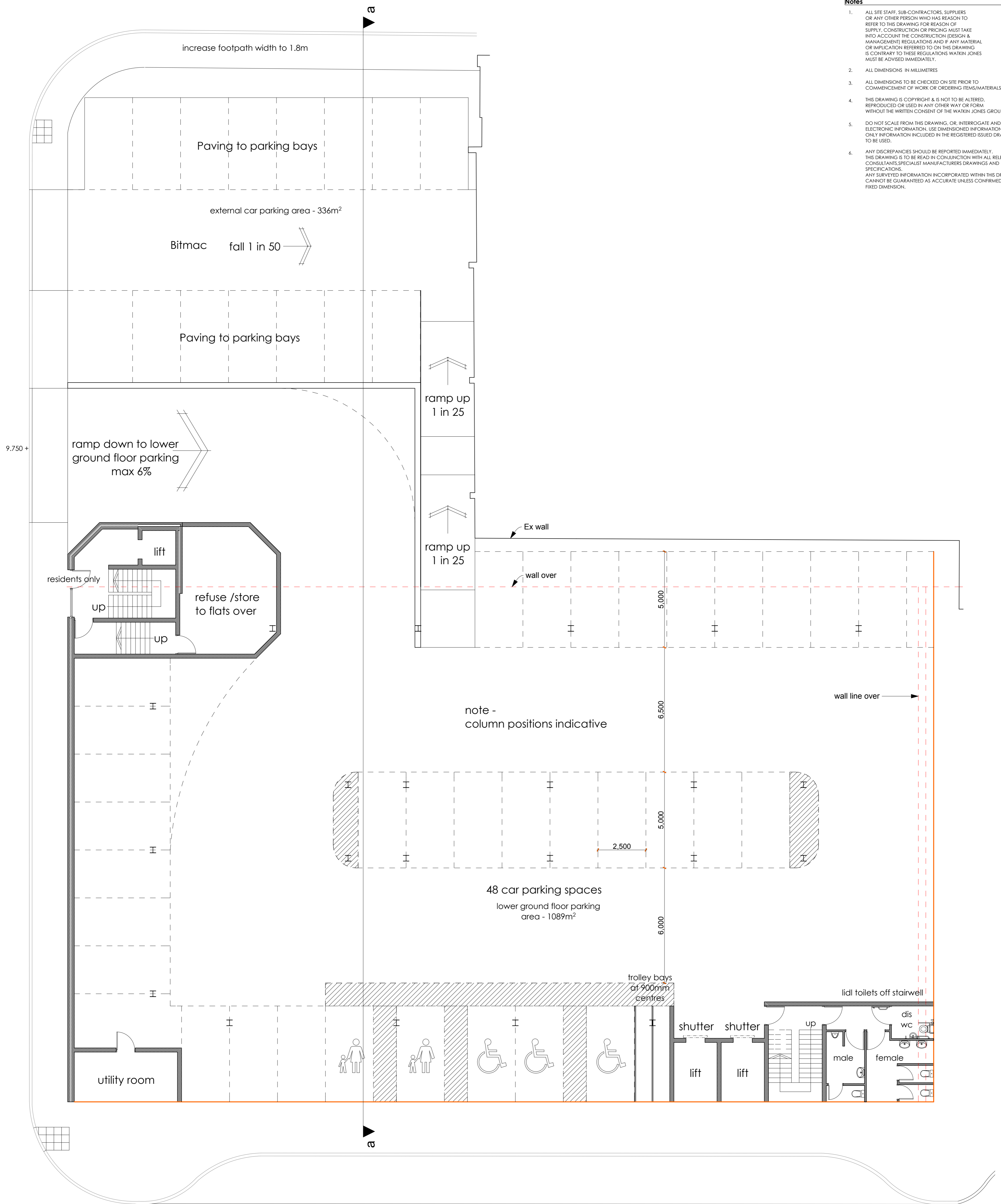
LOGIE GREEN ROAD Lower Ground Floor Proposal @ 1:250

Please refer to Horner & MacLennan's (landscape architects) layout for external landscaping etc

PLANNING SUBMISSION 18.07.08



B. Proposed Development Layout



- Notes**
1. ALL SITE STAFF, SUB-CONTRACTORS, SUPPLIERS OR ANY OTHER PERSON WHO HAS REASON TO REFER TO THIS DRAWING FOR REASON OF SUPPLY, CONSTRUCTION OR PRICING MUST TAKE INTO ACCOUNT THE CONSTRUCTION DESIGN & MANAGEMENT REGULATIONS AND IF ANY MATERIAL OR IMPLICATION REFERRED TO ON THIS DRAWING IS CONTRARY TO THESE REGULATIONS WATKIN JONES MUST BE ADVISED IMMEDIATELY.
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 3. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORK OR ORDERING ITEMS/MATERIALS
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 6. ANY DISCREPANCIES SHOULD BE REPORTED IMMEDIATELY. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS/SPECIALIST MANUFACTURERS DRAWINGS AND SPECIFICATIONS. ANY SURVEYED INFORMATION INCORPORATED WITHIN THIS DRAWING CANNOT BE GUARANTEED AS ACCURATE UNLESS CONFIRMED BY FIXED DIMENSION.

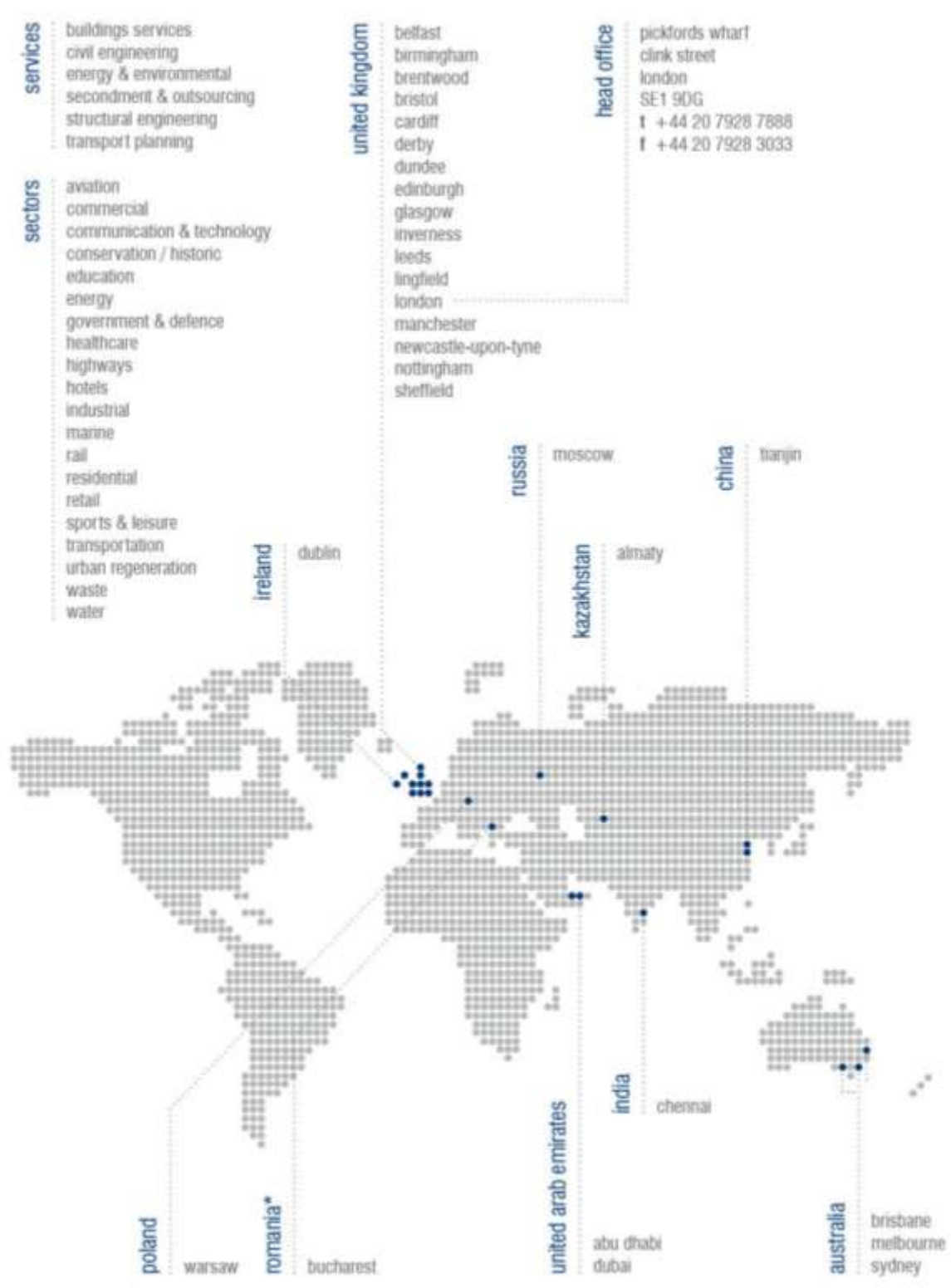
comments from Lidl incorporated	03/10/12 P11
indicative columns added	02/08/12 P10
notes added	02/08/12 P9
toilets and areas added 2 parking spaces omitted	31/07/12 P8
layout amended	26/07/12 P7
car park area added	19/05/10 P6
access stair amended	11/01/10 P5
rainwater pipes added	16/12/09 P4
external wall to right hand boundary shown dashed.	02/12/09 P3
lift positions and walls amended	29/07/09 P2
issued for estimating	28/04/09 P1
Revision	By Date No

Contract
Mixed Use Development
Logie Green Road
Edinburgh

Title
Block A1
Lower Ground Floor Plan

WATKIN JONES
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Scale	Date	Drawn	Checked	Drawing No.	Rev
1:100	Feb 09			3745/01	P11
@ A1					



*Project Office