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FLOOD RISK ASSESSMENT

THE WHITE ELEPHANT, GLASGOW



11th December 2023

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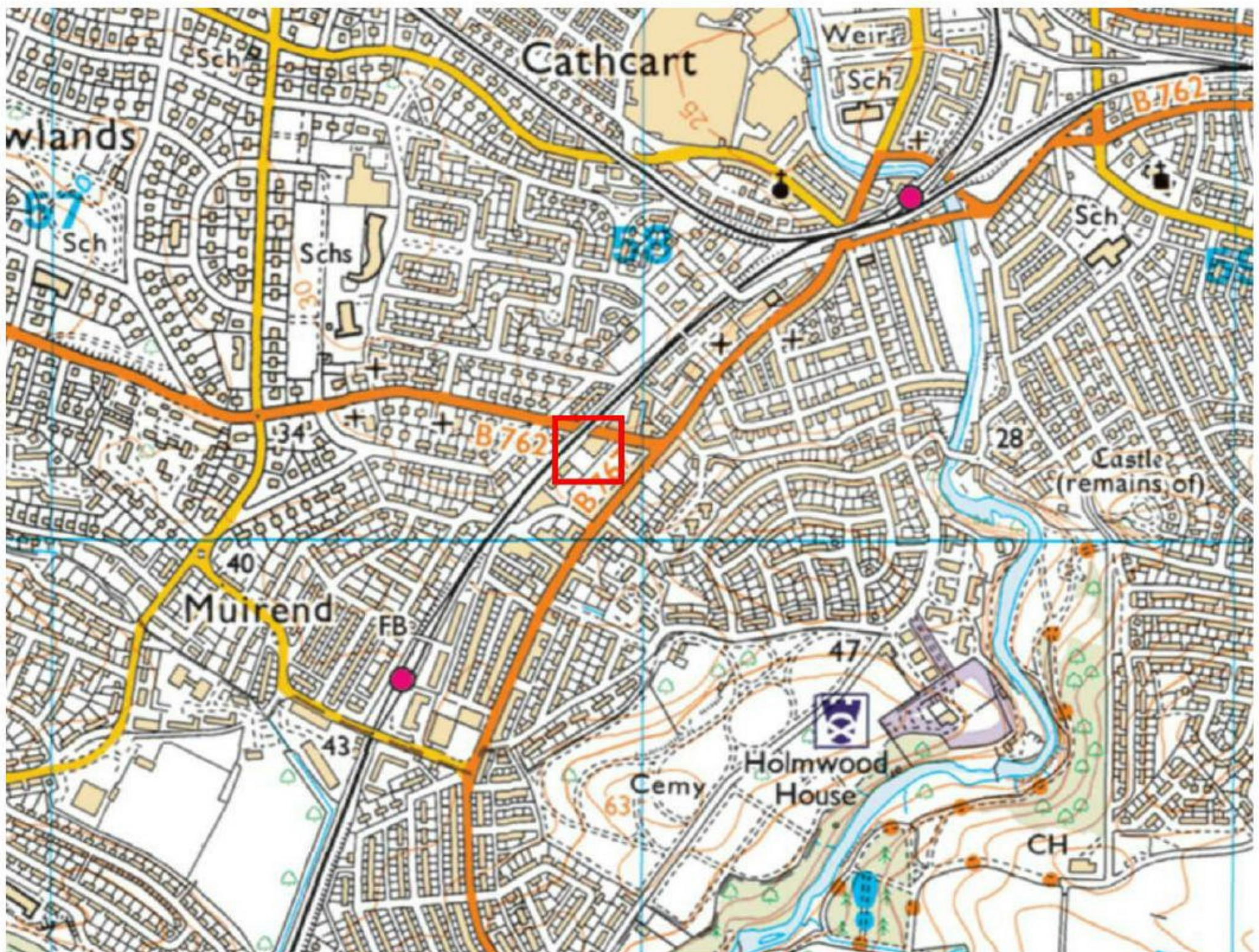
1. Introduction

JDL have been appointed to undertake a Flood Risk Assessment for the proposed partial demolition and change of use at the land of the former The White Elephant, Merrylee Road, Glasgow. The aim of this report is to provide an appraisal of the details of the flood risk in accordance with the NPF 4 and with the Local Planning Guidance such as the Glasgow City Council 'Planning Guidance for Developers', and the City Development Plan 'SG8: Water Environment Supplementary Guidance'.

2. Site Description

2.1. Site location & description

The site is located to the south of Glasgow, just off of Merrylee Road and to the east of the Falkirk Line, and to the west of the White Cart Water as noted on the OS mapping below, with a topographical survey in Appendix A, and a site location plan and proposed layout in Appendix B.



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Figure 2.1 – Site location plan

2.2. Geology & Hydrogeology

Geological mapping indicates that the site is on a boundary with underlying bedrock comprising Upper Limestone Formation adjacent to a thin band of Limestone Coal Formation and then Cathcart Sill further to the east. The superficial deposits in the local area are Devensian Till consisting of Diamicton. This indicates that there is a very low potential for infiltration and of groundwater movement, but further onsite testing will be undertaken as part of the detailed drainage design to confirm the local permeability.

3. Flood Risk Assessment

3.1. River Flooding

The SEPA Flood Maps show the site as being wholly outside of the areas with a likelihood of flooding with the nearest extent being Low Likelihood approximately 400m to the north east of the site around the Cathcart station, with the extents of Medium and High likelihood appearing to stay within bank of the White Cart Water.

SEPA Flood Maps also include Future Flood Maps which indicate areas which may have a 0.5% chance of flooding by the 2080s taking into account climate change factors. As with the current flood maps this appears to be largely within bank of the White Cart Water and therefore not exposing the site to risk. OS information indicates an approximate 2.0m level difference between the area of Low Likelihood and the site level of 29-30mAOD.

3.2. Coastal Flooding

The SEPA Flood Maps indicate that the closest areas affected by coastal flooding are approximately 3.5km to the north of the site associated with the River Clyde. Including the future modelling to the 2080s it is still several kilometres from the proposed development site and therefore it is not considered at risk of tidally influenced flooding.

3.3. Surface Water

The SEPA Flood Maps do indicate that there is a potential for surface water flooding which needs to be assessed in more detail for the site to determine if there is a present risk. This is due to the nature of the methodology of the flooding which includes sheet rainfall over a large area and using LiDAR mapping to determine the likely flow routes and any ponding/flooding depths which may occur. The limitations of this modelling over such large areas is that LiDAR modelling may not detect narrow barriers (such as walls), private artificial drainage, and a significant proportion of adopted drainage (see below) and conveyance features (such as gullies, drainage networks and culverts) are also not included in the modelling. Therefore, the mapping is intended to provide an indication of risk only which should be considered on a case-by-case basis.

As per SEPA's 'Surface Water flooding summary: Methodology and mapping' :

"The surface water map combines information on pluvial (rainfall) and sewer model outputs. Whilst these flood sources are shown on the same map they have been considered modelled independently of one another and therefore the map does not show their interaction."

In urban areas the losses to formalised drainage networks are limited to 12mm/hr for areas covered by the national dataset, and equivalent to the 5-year rainfall even for the catchment for urban areas covered by the high resolution regional dataset. Therefore, low areas in urbanised

environments will show surface water flood risk for events greater than the 1 in 5 year event due to the limitations of the modelling and whilst this may be an underestimate in some locations, it will also significantly underestimate the capacity in other locations. A qualitative assessment of the public sewers is covered in section 3.5 below, but this suggests that there is a significant capacity within the adopted network which would be underestimated from the general SEPA modelling.

The mapping around the site indicated four separate areas of potential flood risk. These are the two court yard areas associated with the development to the south and to the east, then Merrylee Road and Clarkston Road to the east, and a small area of flooding within the site boundary.

The area within the site is noted as being Low Likelihood only, with the others Medium Likelihood with the exception of the courtyard area to the south which is noted as High Likelihood.

The developments to the south and east were granted planning permission in 2003 and a shared access road existing between the parking areas in the courtyards for and therefore is likely to have a modern surface water drainage network, albeit potentially not to the current design standards. Elements of this drainage network are shown on the topographical survey which is contained within Appendix A, and the Scottish Water assets plans in appendix C. Surface water ponding in this area is likely show due to a localised depression in levels for the courtyards, coupled with the buildings around at least part of the perimeter which would impound the water in the style of modelling used in the SEPA analysis.

The topographical survey also shows that the proposed development is separated from these areas by a brick wall which varies in height, but is at a minimum 0.9m high and is to be retained by the proposed development. As such even in the event of a failure\exceedance event of the neighbouring properties the surface water flooding is unlikely to affect the proposed development.

For the small area of ponding within the proposed development site this has formed in a similar manner to that of the adjacent site being the limitations of the LiDAR and the adjacent building and railway bank has likely formed an area which would not appear from the coarse surface mesh used in the SEPA modelling. From inspection of the topographical survey in appendix A whilst there is a fall towards the north east the low at the building face follows around the perimeter of the building and therefore would not pond to any significant depth in reality. The mapping does show that the proposed development area is isolated and not part of a general overland flow route through the site, and therefore will not be present in the proposed state due to the SuDs design detailed in the Gavia Environmental Drainage Strategy Report (Dated 21/03/2022). The existing overland flow routing is shown in Appendix E.

The flooding noted on Merrylee Road and Clarkston Road is limited to the extents of the Highways in proximity to the site. As noted above this does not include the highways drainage which can be seen from the gullies along Merrylee Road and Clarkston Road, and the public sewers shown on the mapping within Appendix C. There does appear to be an error with the modelling of the Falkirk Line, but with limited build up of surface water to the west. This is coupled with the limitations on surface water modelling as noted above, and the commentary on the existing adopted drainage in section 3.5 below. The existing building FFL is 29.45mAOD and the level along the channel line of Merrylee Road falling from 29.20mAOD to 29.00mAOD and therefore below the FFL. The general falls in the area also indicate that there is a preferential flow route to the north east along Clarkston Road and therefore flooding on to the site, or to the site, from surface water in the local area is low risk.

For the proposed development the overland flows are shown within Appendix E. This includes the parking levels retained to the south west with a preferential flow channel along of the south eastern parking bays and then out via the vehicular access onto Merrylee Road. There is also a preferential path retained around the north western boundary onto Merrylee Road.

3.4. Groundwater Flood Risk

The SEPA groundwater flood risk maps indicate that the site is not in an area considered to be at risk of groundwater flooding with the nearest area approximately 2.0km to the north around the outskirts of Crossmyloof.

3.5. Public\Private Sewers

As noted in section 3.3 above the adjacent sites to the east and south are separated from the proposed development site by a solid boundary wall and therefore any localised failures or exceedance of their networks would be limited to their site, or flow to the adjacent highway.

For the proposed development the existing discharge rates would be retained as the building is largely retained, with the car parking area to the rear and only minor modification to the main hardstandings to the south east of the development. This means that there is very low risk of flooding from the proposed development.

The proposed levels around the development will provide a preferential overland flow route to the outer boundaries of the site and following the existing topography of flowing from the south west to the north east. The proposed overland flow route is shown in Appendix E. This is as described in section 3.3 above.

The reduction in flow and attenuation of surface water within the proposed development will also reduce the loading on the public sewers in the local area and therefore reduce the risk of flooding to the proposed development, and the local area.

The Scottish Water asset maps are shown in Appendix C which notes a 450mm diameter combined sewer running to the east under Merrylee Road, joining a 600mm diameter combined sewer running to the north east through the adjacent development becoming an 800mm section under Clarkston Road.

3.6. Reservoir Flood Risk

SEPA maps indicate that the site is not at risk of reservoir flooding with the closest area of flood risk being around the White Cart Water to the east similar in extents to the fluvial flood risk.

3.7. Other sources

No other sources of flood risk have been identified in the production of this Flood Risk Assessment.

3.8. Historic Flooding

No records of historic flooding have been identified in the production of this Flood Risk Assessment.

3.9. Access\Egress

From the assessment above safe access and egress can be gained at all times to and from the development. If there is localised flooding on Clarkston Road further to the north access can still be gained from the south along Clarkston Road and west along Merrylee Road.

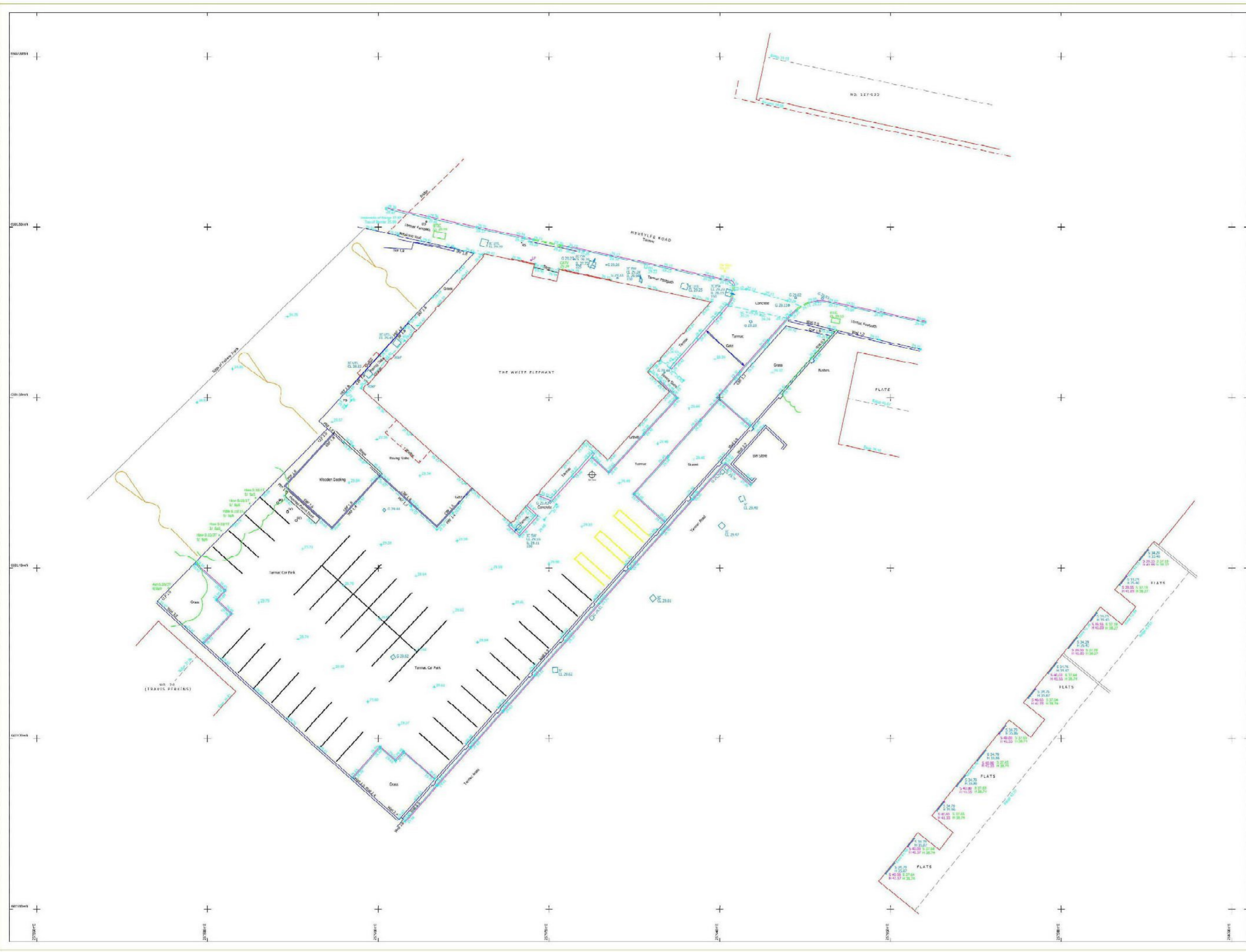
Any local failure or blockage of road gullies would only cause very localised surface water build-up typically less than 100mm as the surface water overland flows to the east and north to other intermediate gullies and back into the below ground formalised drainage network.

4. Conclusion

On the basis of the above it is therefore demonstrated that the site is at a low\negligible risk of flooding from all sources and is therefore suitable for development.

The author's Assessment Compliance Certificate and Independent Check Certificate in accordance with the Glasgow City Council Planning Guidance for Developers is included in Appendix D.

Appendix A:
Topographical Survey



NOTES:
Drainage: Inspection covers are fitted where possible and all drainage invert information has been obtained through visual inspection only, with no entry into manholes. Therefore the complete accuracy cannot be guaranteed. Where drainage is of critical importance we suggest the services of a specialist drainage expert be used.
Trees: Every effort has been made to identify and detail all trees on site but where trees are of critical importance we suggest the use of a specialist such as an arborist. Tree spread and heights are indicative.
GPS: GPS detail is relative to the time and date of survey. GPS levels and grid are obtained using industry standard guidelines and can vary according to the quality of the GPS network at the time of survey. Unless stated otherwise, surveys are Scale factor 1 and Horizontal and Vertical Datum are established from a control site file and levelled or unlevelled station utilizing GNSS correction data.
Survey notes: Survey specification is linked to the original purpose of the survey commissioned at source and is to be used for this purpose only. Survey is accurate within limitations of all conditions at the time of survey. In areas difficult to survey due to restricted access, lines of sight or dense vegetation, critical dimensions and positions should be verified following suitable clearance. Survey detail obtained and shown is relative to the plotting scale.
Copyright: This survey information is Copyright Encompass Surveys Ltd (2009). All rights reserved.



LEGEND

TREE SPECIES INFORMATION

ALN	ALN	FUR	FUR
ASH	ASH	LOR	LOR
BEECH	BEECH	HAF	HAF
CHERRY	CHY	DAK	DAK
ELM	ELM	FRS	FRS
HOLLY	HOL	SPR	SPR
LARCH	LAR	YEW	YEW
MAPLE	MAP	DOG	DOG
PLANE	PLA	DOG	DOG
SPRING	SPR	DOG	DOG
WILLOW	WIL	DOG	DOG
YEW	YEW	DOG	DOG

TREE ANNOTATIONS: Tree Species / Tree Ref Size / No. of Balls / Tree Height / Tree Canopy Spread

FENCE INFORMATION	LEVEL INFORMATION
COMPOSITE IRON FENCE	CONCRETE LEVEL
CHAIN LINK FENCE	FLOOR LEVEL
DRY BRICK WALL	GRAVEL LEVEL
BRICK WALL	ROOF LEVEL
WOODEN DECKING	ROAD LEVEL
CONCRETE DRIVE	ROAD LEVEL
TARMACT	ROAD LEVEL
GRASS	ROAD LEVEL
GRAVEL	ROAD LEVEL
CONCRETE	ROAD LEVEL
ASPHALT	ROAD LEVEL
TARMAC	ROAD LEVEL

FEATURE INFORMATION

DRY BRICK WALL	DRY	CONCRETE	CON
CHAIN LINK FENCE	CLF	BRICK WALL	BRW
WOODEN DECKING	WOD	WOODEN DECKING	WOD
CONCRETE DRIVE	CON	CONCRETE DRIVE	CON
TARMACT	TAR	TARMACT	TAR
GRASS	GRS	GRASS	GRS
GRAVEL	GRA	GRAVEL	GRA
CONCRETE	CON	CONCRETE	CON
ASPHALT	ASP	ASPHALT	ASP
TARMAC	TAR	TARMAC	TAR

FENCE INFORMATION	LEVEL INFORMATION
CONCRETE	CONCRETE LEVEL
BRICK WALL	FLOOR LEVEL
WOODEN DECKING	GRAVEL LEVEL
CONCRETE DRIVE	ROAD LEVEL
TARMACT	ROAD LEVEL
GRASS	ROAD LEVEL
GRAVEL	ROAD LEVEL
CONCRETE	ROAD LEVEL
ASPHALT	ROAD LEVEL
TARMAC	ROAD LEVEL

Level Datum:
Levels are related to OS6013 derived from the GPS network

Grid:
Grid is related to OS6013 derived from the GPS network

Northpoint:

ENCOMPASS SURVEYS

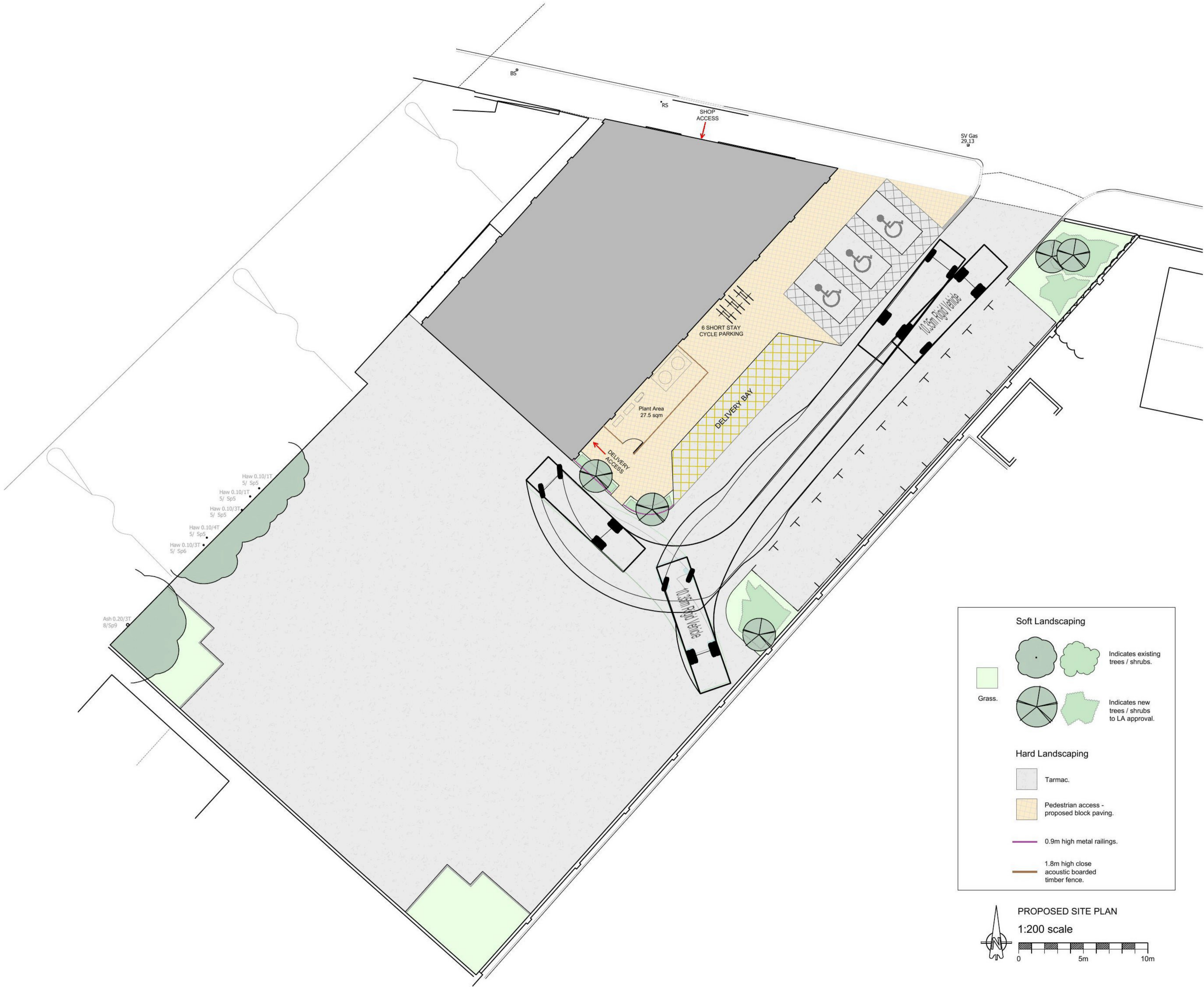
Encompass Surveys Ltd
 Unit 2
 Talisman Business Centre
 Dundas Road
 Park City, Southampton
 Hampshire SO31 7QA

Tel: 023 8060303 Fax: 023 8060710
 Email: info@encompass-surveys.co.uk
 Web: www.encompass-surveys.co.uk

Client:	Punch Partnerships (LLP) Ltd
Survey Location:	The White Elephant 126 Hermylee Road Glasgow G4 3DL
Survey type:	Topographical
Scale:	1:250@A1
Drawing ref:	ENC/690621/1007-T
Date:	June 2021
Drawn/QA:	DVS/KL
Revision:	-

Appendix B:
Proposed Layout

GENERAL NOTES:
 1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE OTHER RELEVANT CONSULTANT'S DRAWINGS.
 2. ALL FINISHES ARE TO CONFORM TO THE CURRENT BUILDING REGULATIONS.
 3. REFER TO A SEPARATE DOCUMENT FOR THE DESIGNERS RISK ASSESSMENT.
 4. ALL WORKS OR MATERIALS INDICATED ON THIS DRAWING ARE TO BE TO THE LATEST RELEVANT BRITISH STANDARDS AND CARRIED OUT IN ACCORDANCE WITH THE BRITISH STANDARDS CODES OF PRACTICE OR RECOGNIZED INSTITUTE OR TRADE ASSOCIATION RECOMMENDATIONS AND PUBLICATIONS.



Soft Landscaping

Grass.

Indicates existing trees / shrubs.

Indicates new trees / shrubs to LA approval.

Hard Landscaping

Tarmac.

Pedestrian access - proposed block paving.

0.9m high metal railings.

1.8m high close acoustic boarded timber fence.

PROPOSED SITE PLAN
 1:200 scale

P1	Dec 2023	Preliminary	JCB
Revision	Date	Description	Drawn / Checked

Lansdowne House
 25-26 Hampshire Terrace
 Portsmouth PO1 2QF
 Hampshire England
 Tel: (023) 92 755 333
 E-Mail: admin@plcarchitects.com
 Web: www.plcarchitects.com

Client:

Project:
 134 Merrylee Road,
 Glasgow
 G44 3DL

Drawing Title:
 Proposed Site & Landscaping Plan

Drawn By	Date	Checked By	Date	Approved By	Date
JCB	Dec '23				

Drawing No.	Revision	Scale
23.3488.100	P1	1:200 @ A2

Appendix C:

Scottish Water Asset Maps



Warning! Damaging a large diameter trunk main (12"/300mm and above) can result in loss of life and major water supply and water quality problems. If you're planning any extension work in the vicinity of any large diameter mains shown on our maps, you must contact Scottish Water to arrange a site visit 08000 778 778 WELL IN ADVANCE OF THE WORKS

Plotted By: duncan@cornerstoneprojects.co.uk

The representation of physical assets and the boundaries of areas in which Scottish Water and others have an interest does not necessarily imply their true positions. For further details contact the appropriate District office

Date: 01/08/2021

Glasgow - Sewer Only

SCALE: 1:1,323

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Scottish Water
Trusted to serve Scotland

Castle House,
6 Castle Drive,
Dunfermline,
KY11 8GG

Tel No: 08000 778 778

Scottish Water Asset Waste Water Network

Fittings

Access (Lateral)

- Abandoned
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)

Chamber

- Abandoned
- CSO
- Combined
- Foul
- Dual Manhole - Foul
- Dual Manhole - Surface
- Isolated
- Natural Water
- Not Applicable
- Other
- Planned
- Proposed
- Surface Water
- Trade Effluent
- Treated Effluent
- Unknown
- Unknown_

Combined Sewer Overflow

- CSO-COMB SEW O/FL

Balancing Pond



Basin



Bifurcation Chamber

- Abandoned
- Combined (C)
- Foul (F)
- Isolated
- Planned
- Proposed
- Surface Water (S)
- Unknown

Sewerage Air Valve

- Combined (C)
- Isolated
- Abandoned
- CSO (O)
- Foul (F)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Buchan Trap

- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown(Z)

Capped End

- Abandoned
- Accepted
- Adopted
- In Use
- Isolated
- Not Applicable
- Planned
- Proposed
- Removed
- Unknown

Hatchbox

- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Hydraulic Control Chamber

- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Planned
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Inlet

- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown

Rodding Eye

- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown
- Unknown(Z)

Non-return Valve

- Abandoned
- CSO (O)



Combined (C)

- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Treated Effluent (E)

Lamphole

- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Treated Effluent (E)
- Unknown

Outfall

- Planned
- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown
- Unknown_

Pond



Trench



Sluice Valve

- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Isolated
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)

Unknown End

- Abandoned
- Unknown End

Washout

- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Other
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Unknown

Wetland



Vent Column



Pipes

Gravity Pipe

- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Gravity Pipe General

Gravity Pipe

- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Gravity Pipe General

Connection (Lateral)

- Abandoned
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Connection (Lateral) General

Rising Main

- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Rising Main General

Rising Main

- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Proposed
- Surface Water (S)
- Trade Effluent (T)
- Treated Effluent (E)
- Rising Main General

Syphon

- Abandoned
- CSO (O)
- Combined (C)
- Foul (F)
- Natural Water (W)
- Surface Water (S)
- Treated Effluent (E)

Appendix D:

Compliance\Check Certificates

7. Appendix C

Assessment Compliance Certificate

I certify that all reasonable skill, care and attention to be expected of a qualified and experienced professional in this field has been exercised in carrying out the attached Flood Risk Assessment / ~~Drainage Impact Assessment~~* (delete if applicable). The report/s have been prepared for the below named development in accordance with the reporting requirements issued by Glasgow City Council.

Name of Development

Address of Development

Name of Developer

Planning Application No.

Name and Address of
Organisation preparing this
Assessment

Signed

Name

Position Held

Engineering Qualification of
person responsible for preparing
this Assessment

Date

11/12/2023

Note: 1 – C.Eng from an appropriate Chartered Engineering Institution.

8. Appendix D

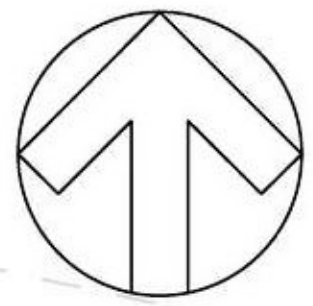
Independent Check Certificate

I certify that all reasonable skill, care and attention to be expected of a qualified and experienced professional in this field has been exercised in checking the attached Flood Risk Assessment / ~~Drainage Impact Assessment~~* (delete if applicable) for the below named development.

Name of Development	<u>THE WHITE ELEPHANT, GLASGOW</u>
Address of Development	<u>The White Elephant, 128, Merrylee Road</u> <u>G44 3DL, GLASGOW</u>
Name of Developer	<u>White Elephant Property Limited</u>
Name and Address of Organisation providing check	<u>VAZQUEZ BESADA CONSULTING (1)</u> <u>URZAIZ 23, 2 IZQ VIGO (SPAIN)</u>
Signed	
Name	<u>CARLOS VAZQUEZ BESADA</u>
Position Held	<u>FOUNDER</u>
Engineering Qualification of person responsible for checking this Assessment	<u>CEng, MICE (2)</u>
Date	<u>11.08.23</u>

Note: 1 - Organisation to be totally independent of original designer/design organisation.
2 - C.Eng from an appropriate Chartered Engineering Institution.

Appendix E:
Overland Flow Drawings



General Notes

1. TO BE READ WITH ALL OTHER JDL CONSULTANTS LTD DRAWINGS AND SPECIFICATIONS.
2. ALL SCALED DIMENSIONS TO BE CONFIRMED BY THE ENGINEER.
3. CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING SERVICES PRIOR TO COMMENCEMENT.
4. ALL WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH JDL SPECIFICATION.

EXISTING OVERLAND FLOW ROUTE FOR EXCEEDANCE EVENTS

P01	FIRST ISSUE	11DEC23
	Revision/Issue	Date

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106 Weston Street, London, SE1 3QB.
T - 0203 7275 380
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Drawing Title

**OVERLAND FLOW
EXISTING**

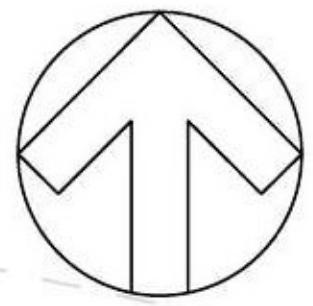
Architect
PLC Architects

Project

**WHITE ELEPHANT,
GLASGOW**

Scale	Date	Dwg No	Rev
1:200 @ A1	DEC 23	22502-E01	P01

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General Notes

1. TO BE READ WITH ALL OTHER JDL CONSULTANTS LTD DRAWINGS AND SPECIFICATIONS.
2. ALL SCALED DIMENSIONS TO BE CONFIRMED BY THE ENGINEER.
3. CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING SERVICES PRIOR TO COMMENCEMENT.
4. ALL WORKS TO BE UNDERTAKEN IN ACCORDANCE WITH JDL SPECIFICATION.

PROPOSED OVERLAND FLOW ROUTE FOR EXCEEDANCE EVENTS

P01	FIRST ISSUE	11DEC23
Revision/Issue		Date

JDL Consultants Limited
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106 Weston Street, London, SE1 3QB.
T - 0203 7275 380
E - jdl@jdlconsultants.co.uk

Drawing Title

**OVERLAND FLOW
CHANGE OF USE**

Architect
PLC Architects

Project

**WHITE ELEPHANT,
GLASGOW**

Scale	Date	Dwg No	Rev
1:200 @ A1	DEC 23	22502-E04	P01

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