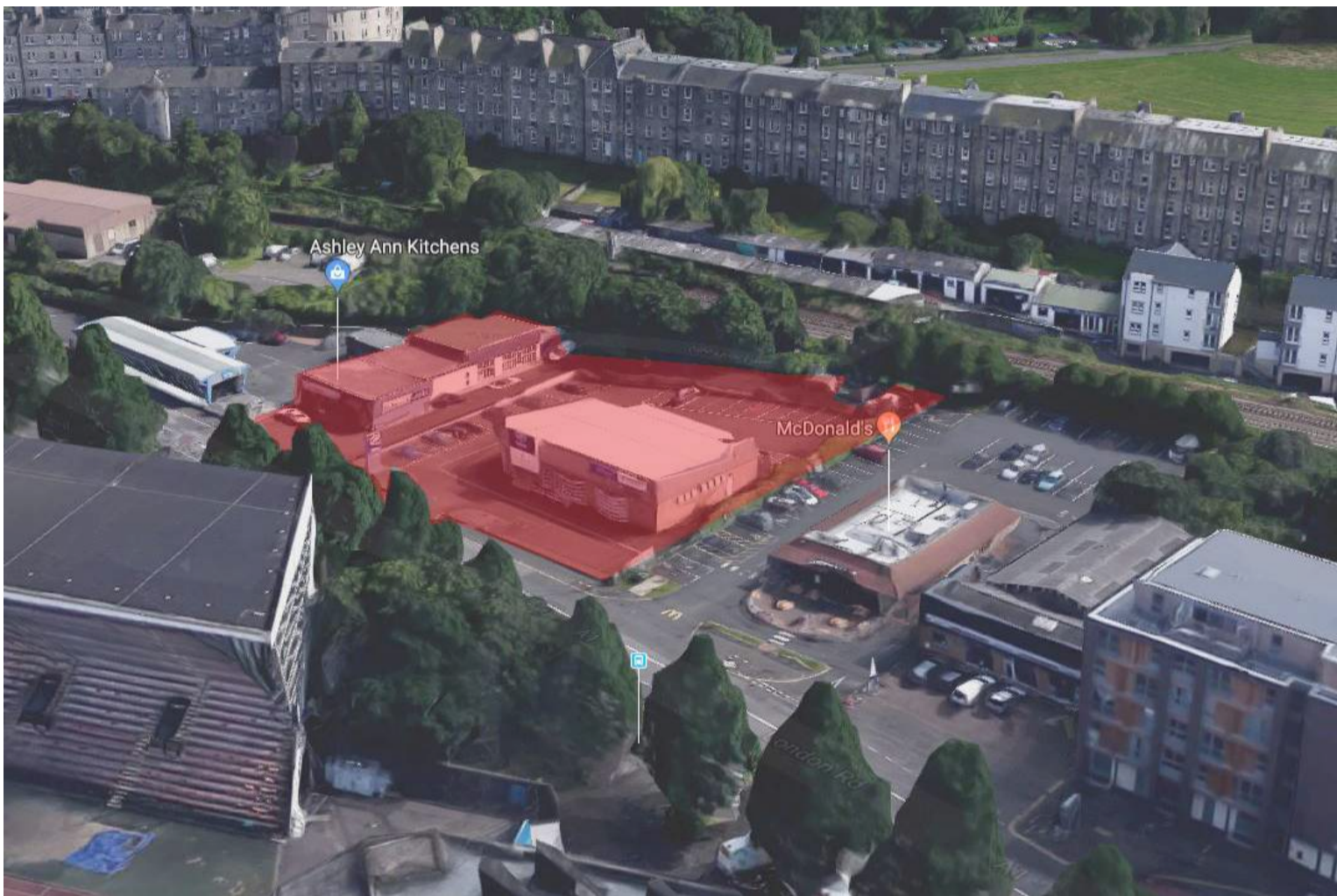


Existing site from London Road



Aerial view of existing site

Summix Capital Ltd. are in the process of preparing a planning application which seeks the erection of student accommodation, associated landscaping and infrastructure at 61-63 London Road, Edinburgh. A Proposal of Application Notice was submitted to City of Edinburgh Council in November 2018 advising the council of the preparation of the planning application.

This exhibition is part of the pre-application consultation process and seeks to obtain the views of the general public and local interest groups regarding the proposed development in advance of the finalisation and submission of the planning application.

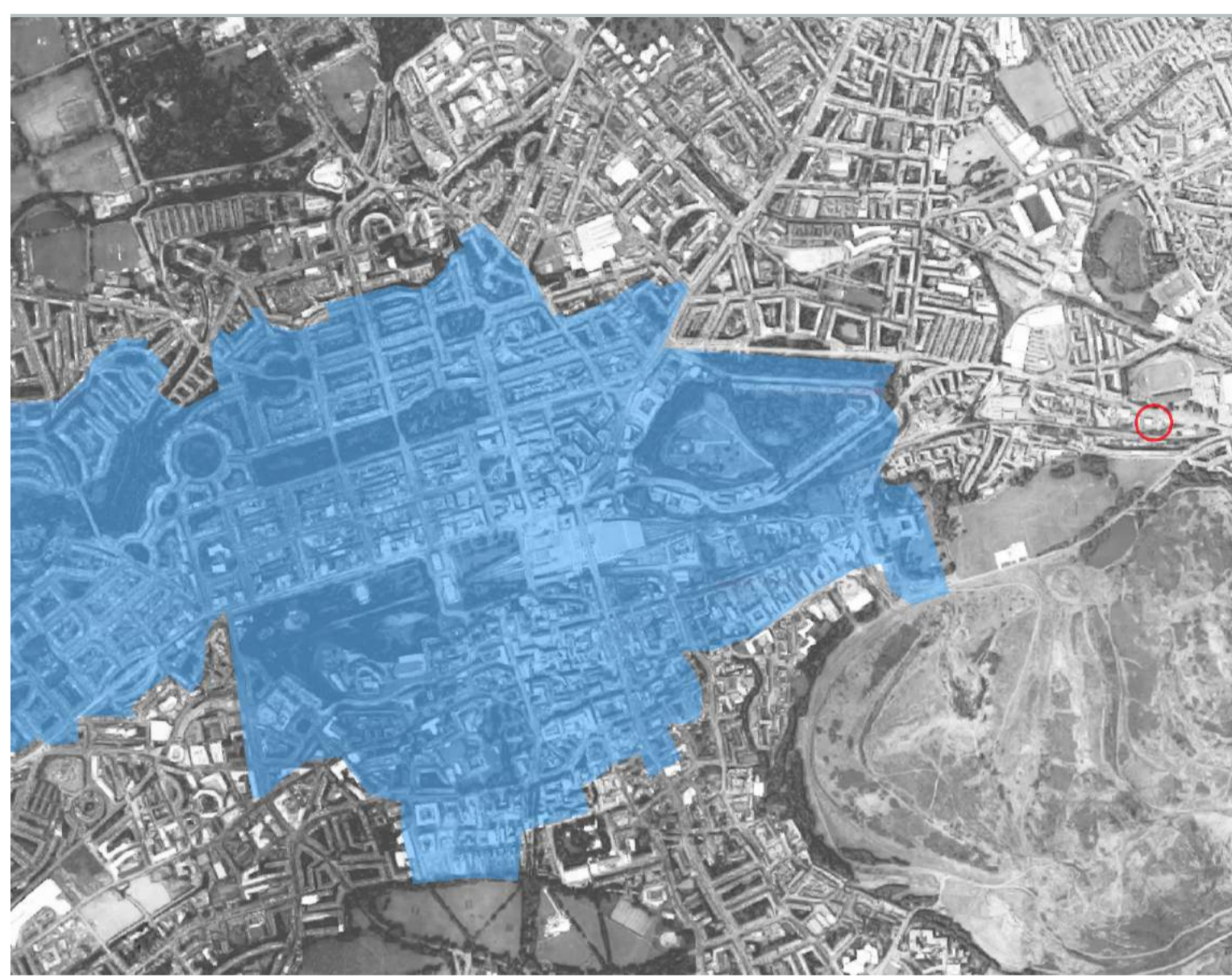
Members of the public are invited to put forward comments regarding the proposals. These will be taken into consideration by Summix Capital Ltd. in finalising the proposals. It should be noted that all plans herein may be subject to change prior to submission of the planning application.

Comments relating to the proposed development as outlined on the exhibition boards should be made in writing on the feedback forms available at the exhibition or in writing by 21st February 2019 to:

Turley
26 Dublin Street
Edinburgh EH3 6NN

info@londonroad-engage.com
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HERITAGE BOUNDARIES



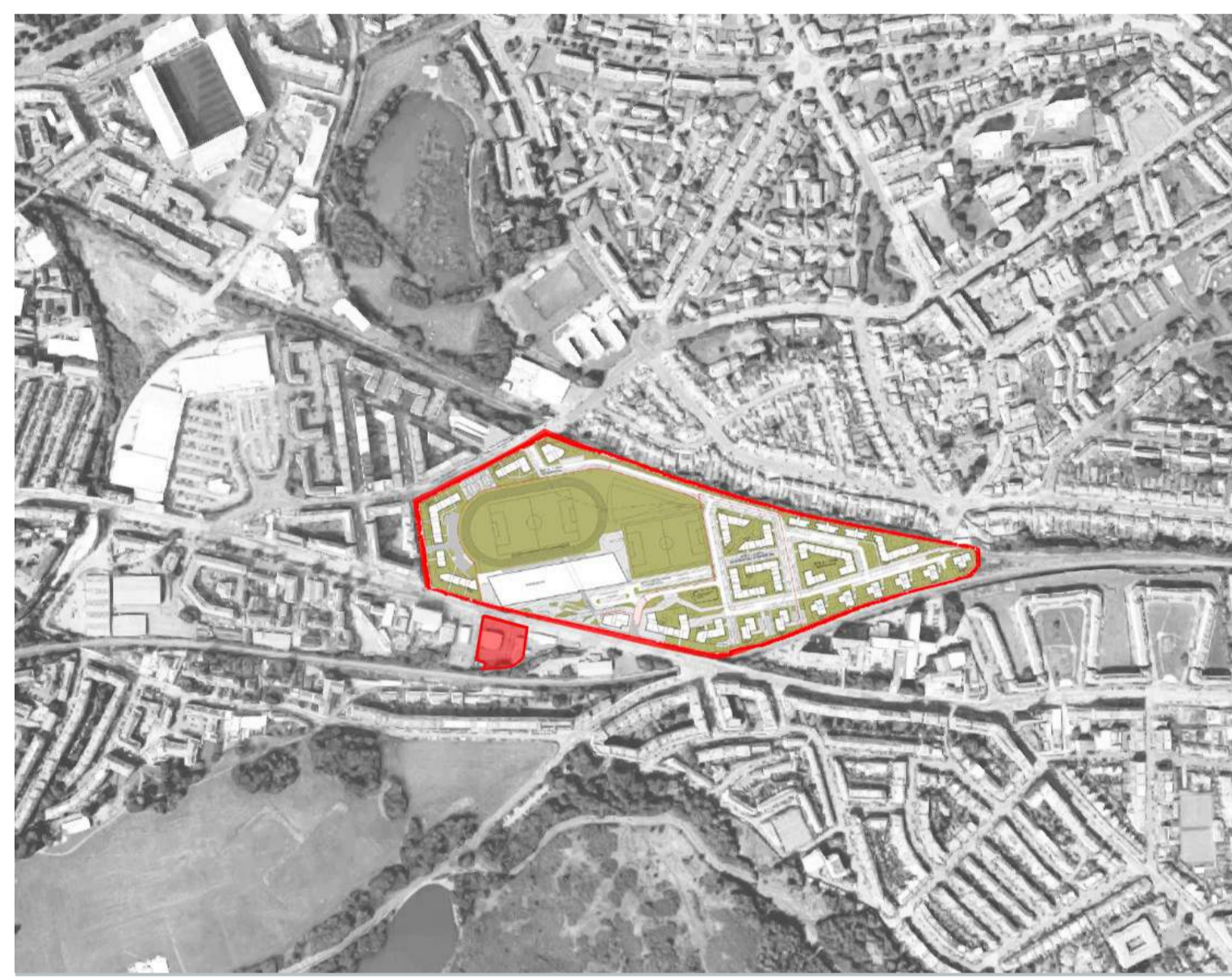
UNESCO World Heritage Site

EDINBURGH TERTIARY EDUCATION INSTITUTIONS



University of Edinburgh Campus Locations

ADJACENT PLANNING APPLICATION MEADOWBANK

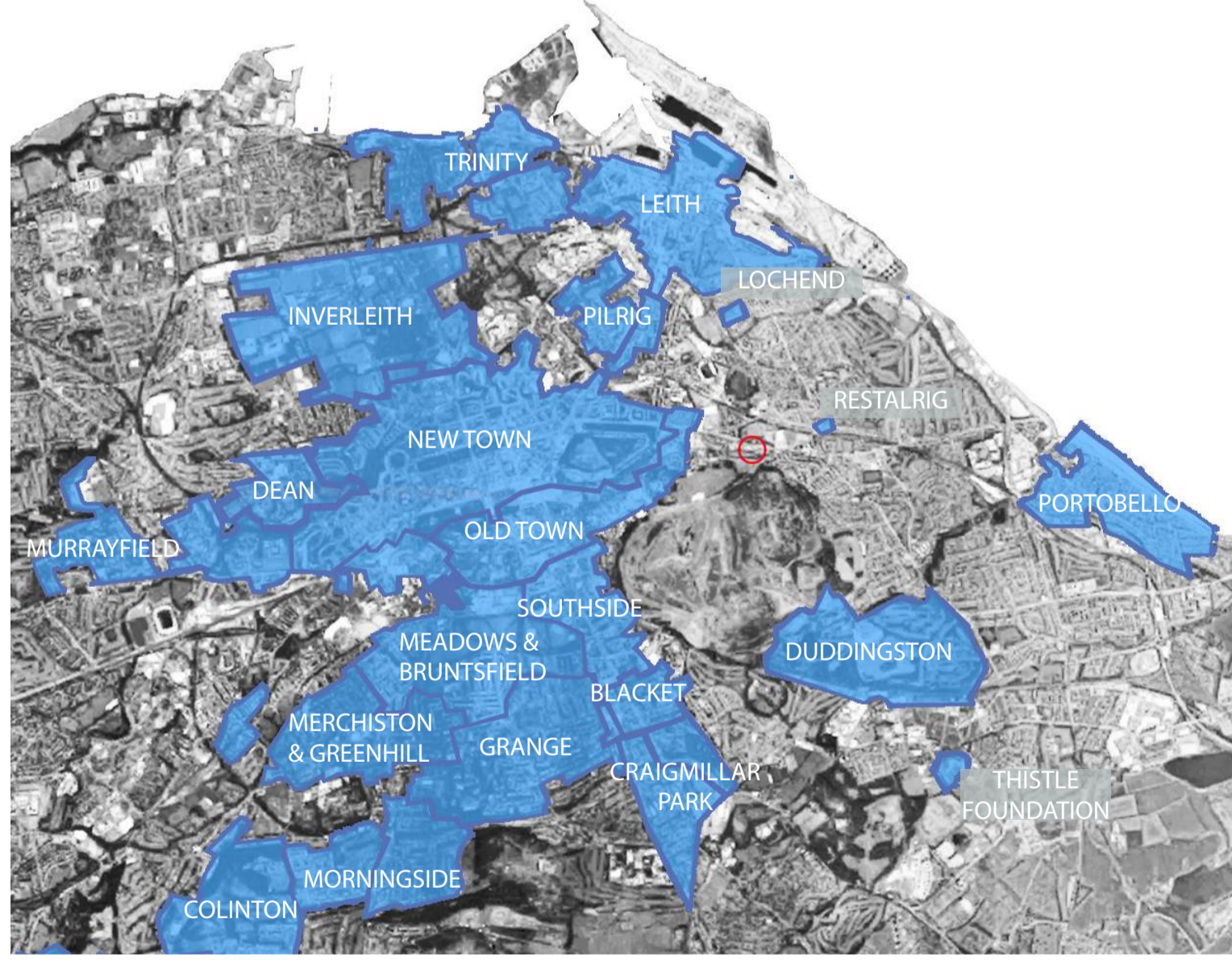


Meadowbank Planning Proposal

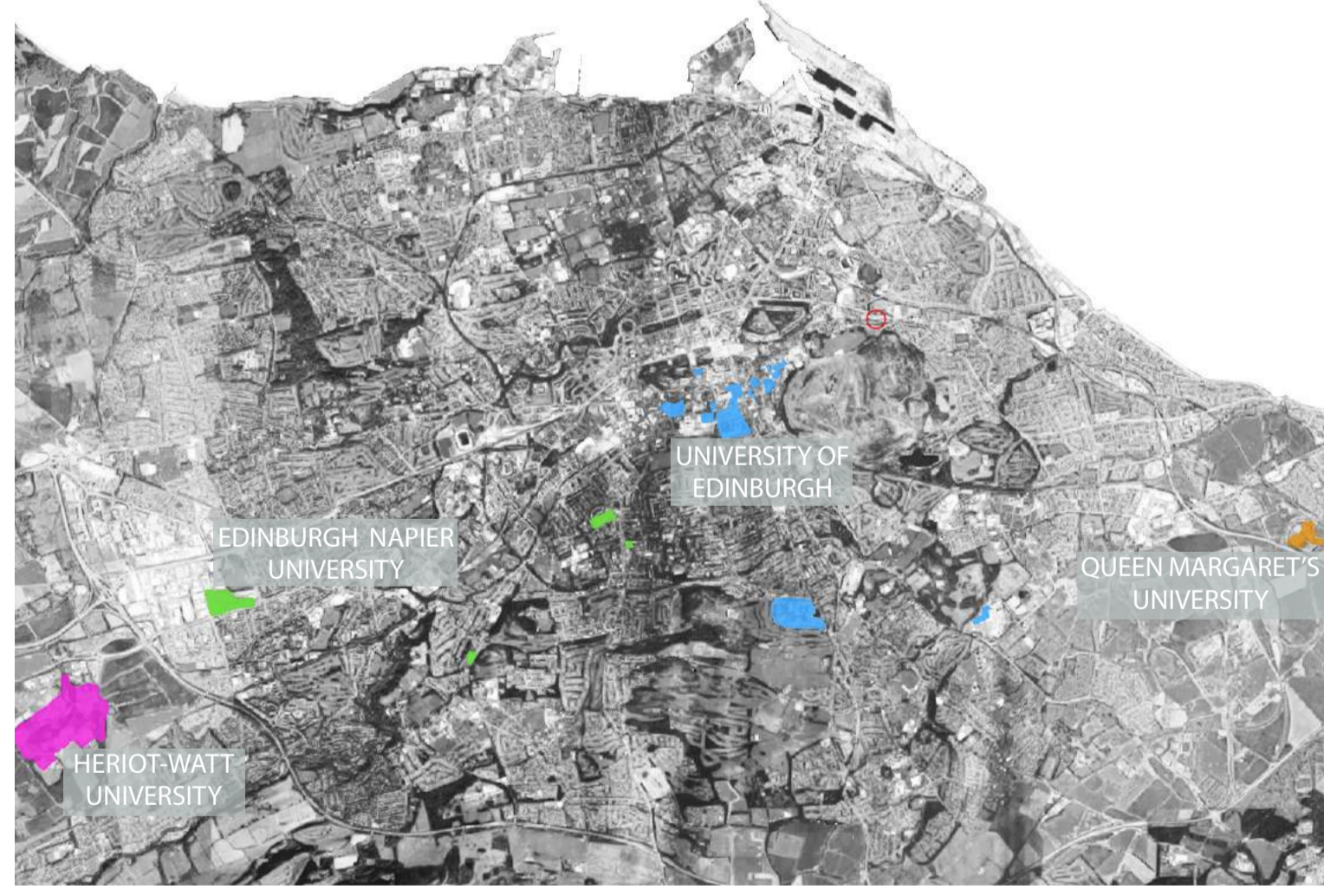
ADJACENT PLANNING APPLICATION ST MARGARET'S HOUSE



St Margaret's House Planning Proposal



City of Edinburgh Council Conservation Areas



University of Edinburgh, Heriot-Watt University, Edinburgh Napier University and Queen Margaret's University Campus Locations

The site of the former Meadowbank Sport Centre, to the north of the proposed site, has been the subject of recent redevelopment proposals. Planning permission in principle was granted in December 2018 for the redevelopment of the existing sports centre site to provide new sports centre facilities and redevelopment of surplus land for mixed uses including residential, student accommodation, hotel and commercial uses (ref. 18/00154/PPP).

Detailed planning permission was issued simultaneously for the development of the new sports centre facility, including a new sports centre building with offices for Edinburgh Leisure, the retained athletics track, new spectator stand, sports pitches and floodlighting (ref. 18/00181/FUL).

In November 2016 planning permission in principle was granted for a mixed use development at 151 London (ref. 14/05174/PPP), land currently occupied by St Margaret's House to the east of the proposed site. The consented scheme comprises residential, retail/commercial, hotel and student accommodation uses.

SITE HISTORY

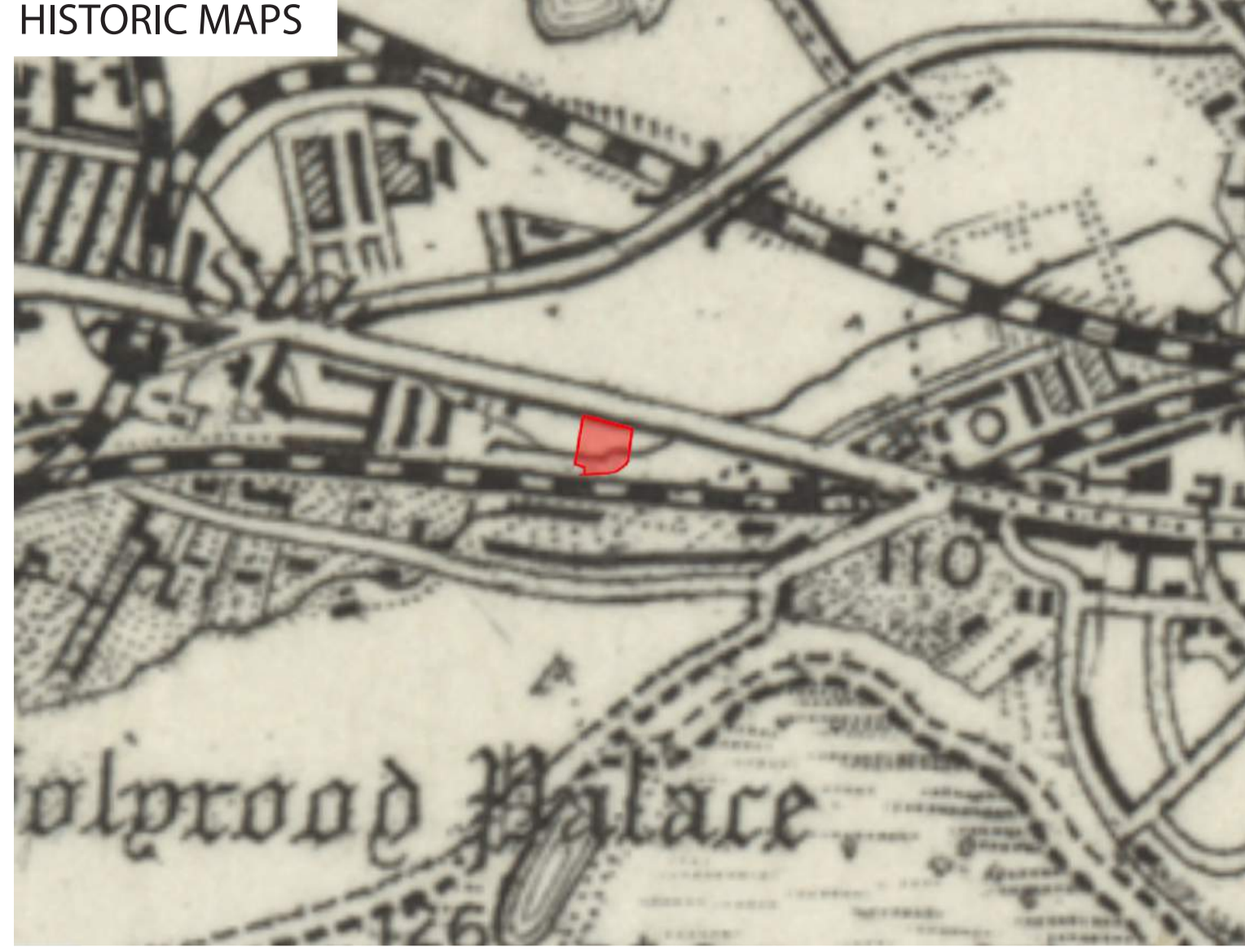
from National Library of Scotland Ordnance Survey Collections www.maps.nls.uk

The site appears largely undeveloped until after the Second World War, the OS 1944-67 illustrating a small manufacturing unit occupying the north west of the site; the construction of the Commonwealth Games Meadowbank Stadium in the late 1960s shows some sheds; latterly the Boots Opticians was constructed.

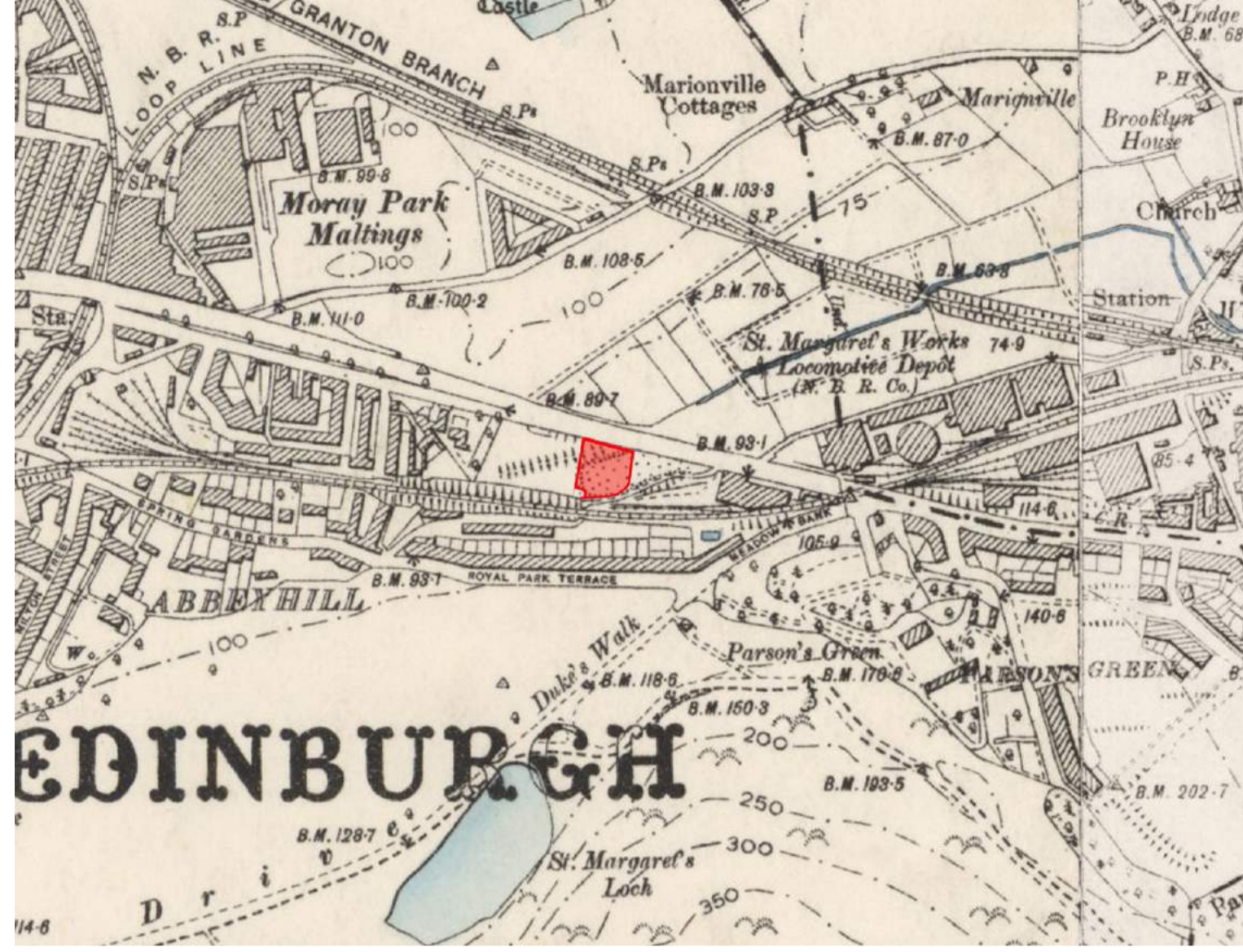
There are no listed buildings or Scheduled Monuments within a 250m radius - the closest scheduled monument is Holyrood Park, to the south of the site. The site is not within either a City of Edinburgh Council Conservation Area or the boundary of the UNESCO World Heritage Site.

Below are historic photographs of the industrial heritage surrounding the site, now demolished, and a selection of surviving industrial buildings in Edinburgh.

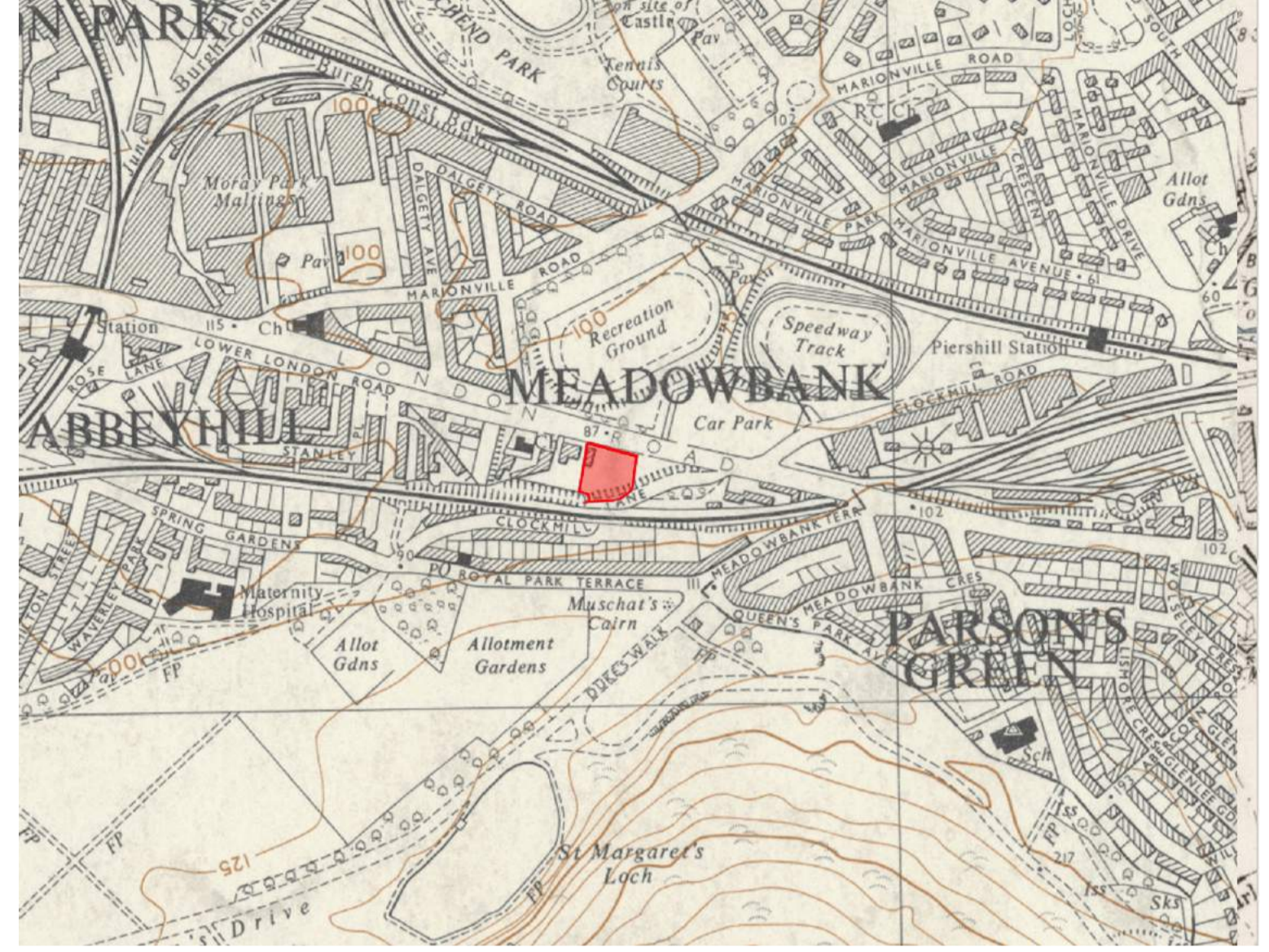
HISTORIC MAPS



Ordnance Survey 1" Map (1885)



Ordnance Survey 6" Map (1900)



Ordnance Survey 1:10,560 Map (1950)

FORMER INDUSTRY IN MEADOWBANK



Aerial view of William Younger and Co. Ltd. Moray Park Maltings and Miller and Co. London Road Foundry in 1929



Exterior of St Margaret's Railway Workshops, Clockmill Road in 1966



Courtyard of William Younger and Co. Ltd. Moray Park Maltings in 1966



Exterior of William Younger and Co. Ltd. Moray Park Maltings in 1966

from Canmore Photography Archives www.canmore.org.uk

EDINBURGH'S SURVIVING INDUSTRIAL HERITAGE



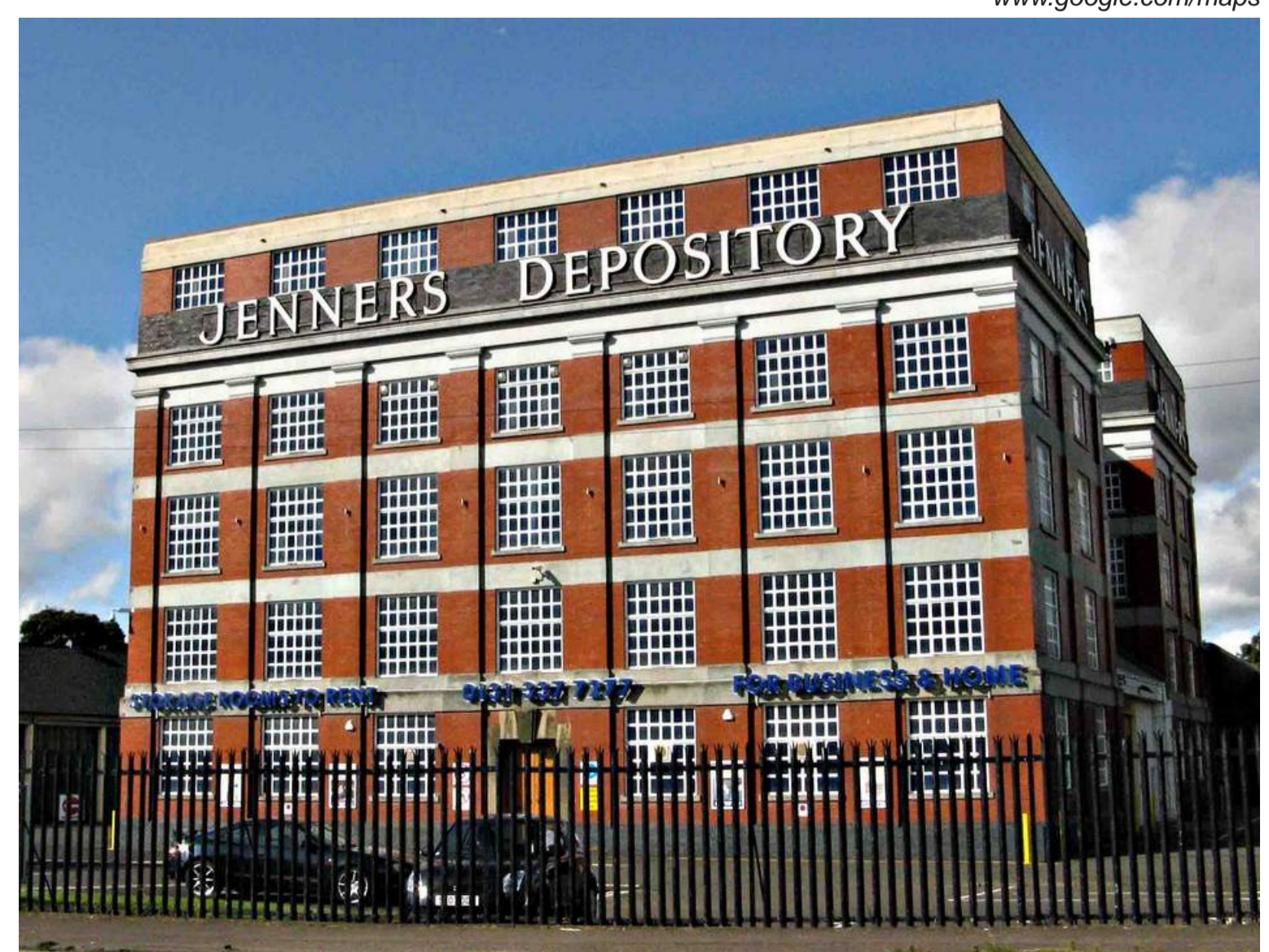
Shrubhill Tram Depot, Dryden Street (constructed 1898)



W M Ramsay Technical Institute, Inchview Terrace (constructed 1905)



James Dunbar Ltd. former lemonade factory, Albion Road (constructed 1911)



Jenners Depository, Balgreen Rd (constructed 1925)

from on-site photography and Google Maps www.google.com/maps

SITE PLAN

Detailed Planning Permission is sought for a development which seeks the erection of student accommodation, associated landscaping and servicing at 61-63 London Road, Edinburgh.

The development will revitalise an important road at the threshold of the city centre which has historically been in industrial and minor commercial use. The development will provide a significant and elegant building to the site which references the area's industrial heritage. In addition the proposals will also provide an open sunlit green space to the south east and offer an appropriate setting within the emerging context, addressing the site constraints by positioning the building back from London Road.

LOCATION

The scheme combines two separate sites owned by Summix Capital Ltd: 61 London Road (previously Boots Opticians) and 63 London Road (currently Ashley Ann Kitchens). London Road is situated approximately 1.5 miles from Edinburgh city centre and connects the city centre with the east of Edinburgh. Meadowbank is immediately north of the site.

The site is situated on the A1 trunk road on the south side of London Road. Nearby occupiers include McDonald's and a car parts supplier, with the East Coast Main Line and a long terrace of elevated tenements to the south. The site is outwith the town centre designated in the Edinburgh Local Development Plan.

All access is from the south side of London Road. The south of the site is bounded by a retaining wall dropping to Clockmill Lane. It sits within an urban area with industrial and residential uses immediately surrounding the site and small scale proposed leisure, mixed use and residential uses nearby.

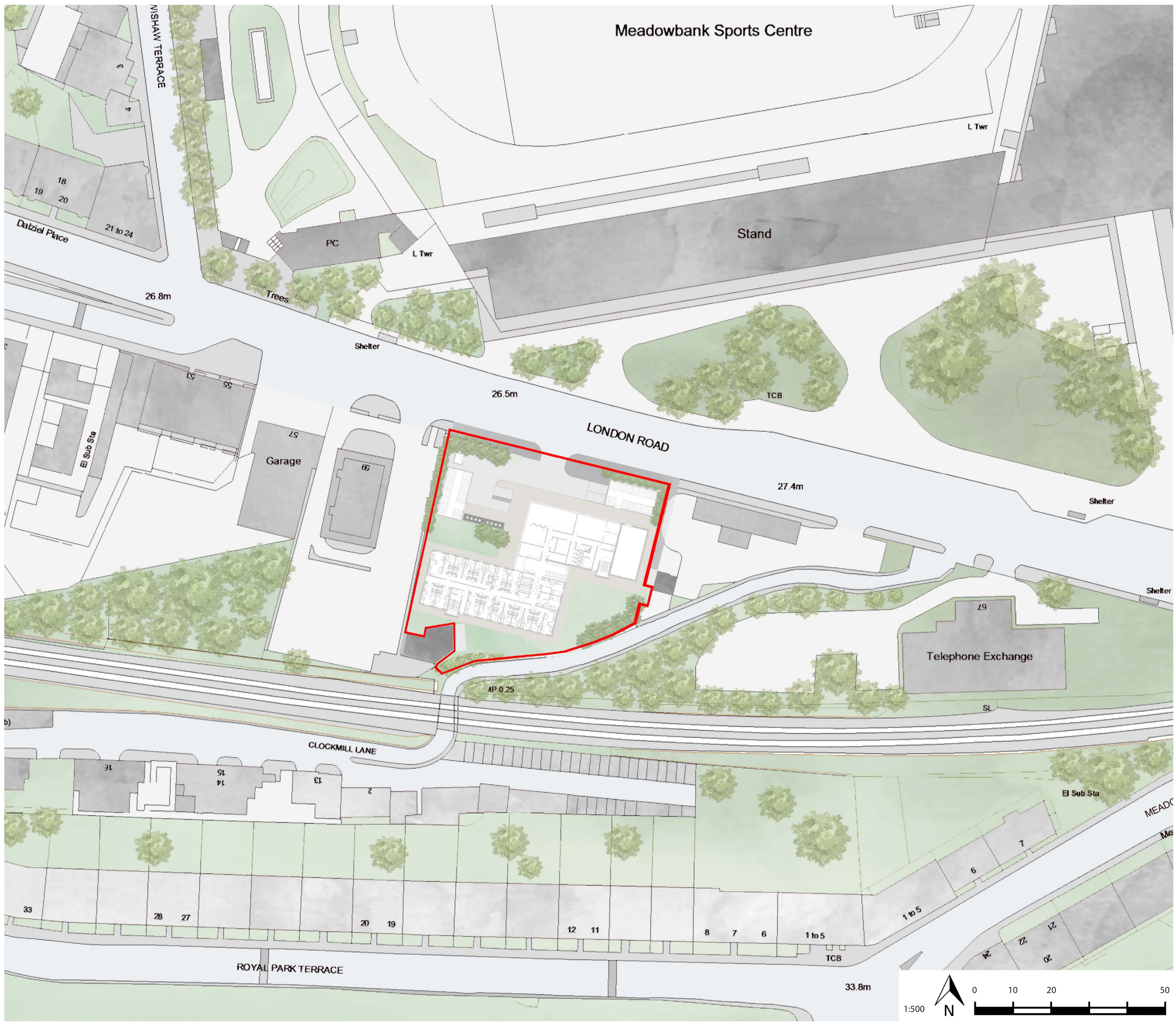
CONSTRAINTS AND OPPORTUNITIES

The site contains two main constraints, a 7.25m deep by 2.1m diameter sewer in the north west of the site and a 7.64m deep by 0.375m diameter sewer along London Road. This restricts the developable area.

Amenity in respect of sunlight, daylight and privacy will be considered in the design of the proposal with particular attention to the proposed development to the north.

City of Edinburgh Council will expect a mixture of studios and cluster room types to ensure a mix of tenure alongside the inclusion of a community space within the building, fronting London Road.

The site has excellent access to sustainable modes of transport, with bus routes to Edinburgh University immediately adjacent to the site.



New development provides the ideal opportunity to implement sustainable principles that enhance the social, economic and environmental values for future generations.

This sustainability strategy illustrates our environmental aspirations. Best practice will be applied throughout the design, construction and operation of the building. This includes the design of an energy efficient building that provides healthy and productive environments where people can live, work and enjoy leisure activities. In practice, this will include demonstration of compliance against local planning policies, government legislation and BREEAM (Very Good).

CYCLING



Cycle storage is provided on-site in a covered and secure location in accordance with the City of Edinburgh Council's standards, with a dedicated individual space for each of the students. It is proposed that there will also be Sheffield racks available for visitors and staff.

CAR CLUB



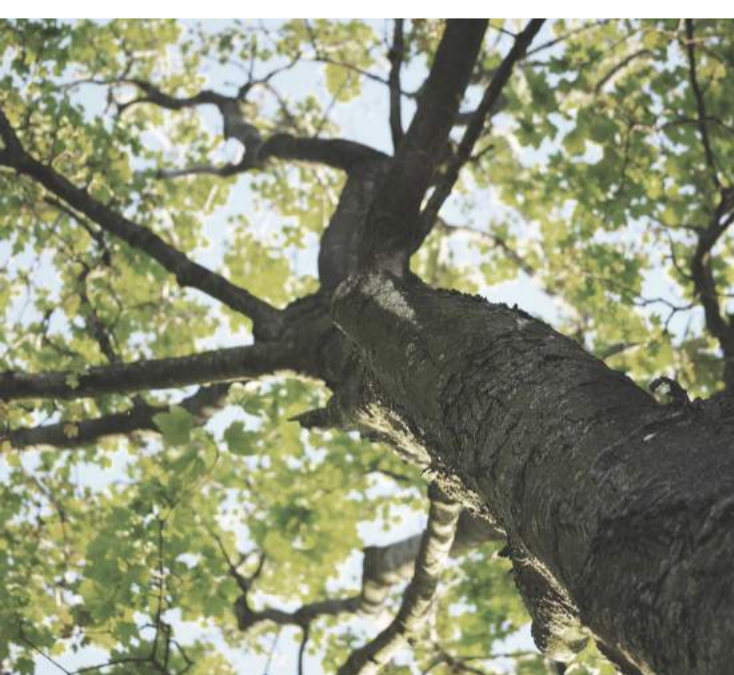
Two dedicated spaces are proposed and will be offered to the City Car Club, now known as Enterprise Car Club.

PUBLIC TRANSPORT



The building is close to the city centre, on the A1 trunk road and serviced frequently by buses. The development will provide no user car parking on-site, with the exception of two disabled compliant parking bays.

BREEAM



BREEAM is the world's leading sustainability assessment method, which measures the environmental performance of buildings and infrastructure across their lifetime in a range of areas. A BREEAM (Very Good) rating indicates a project of high sustainable value in terms of low impact design, reduced carbon emissions, design durability, adaptation to climate change and ecological value.

WATER



To minimise the consumption of potable water in sanitary applications, water efficient fixtures and fittings will be installed. This will include low flush toilets and low flow taps and showers. Water metering will also be installed to allow the facilities manager to monitor and target water consumptions. Surface water run-off storage and attenuation measures and Sustainable Drainage Systems (SUDs) will be considered to reduce and delay the discharge of rainfall run-off to public sewers and watercourses.

MATERIALS



Construction materials with a low environmental impact over the full life cycle of the buildings will be specified where possible. Materials for key building elements, including thermal insulation materials, external hard landscaping and boundary protection, will achieve a Green Guide to Specification rating of A or A+, wherever feasible. Responsibly sourced materials for key building elements, including thermal insulation materials, and finishing elements will be specified, wherever feasible. Additionally, any timber used in these elements will be legally sourced.

WASTE



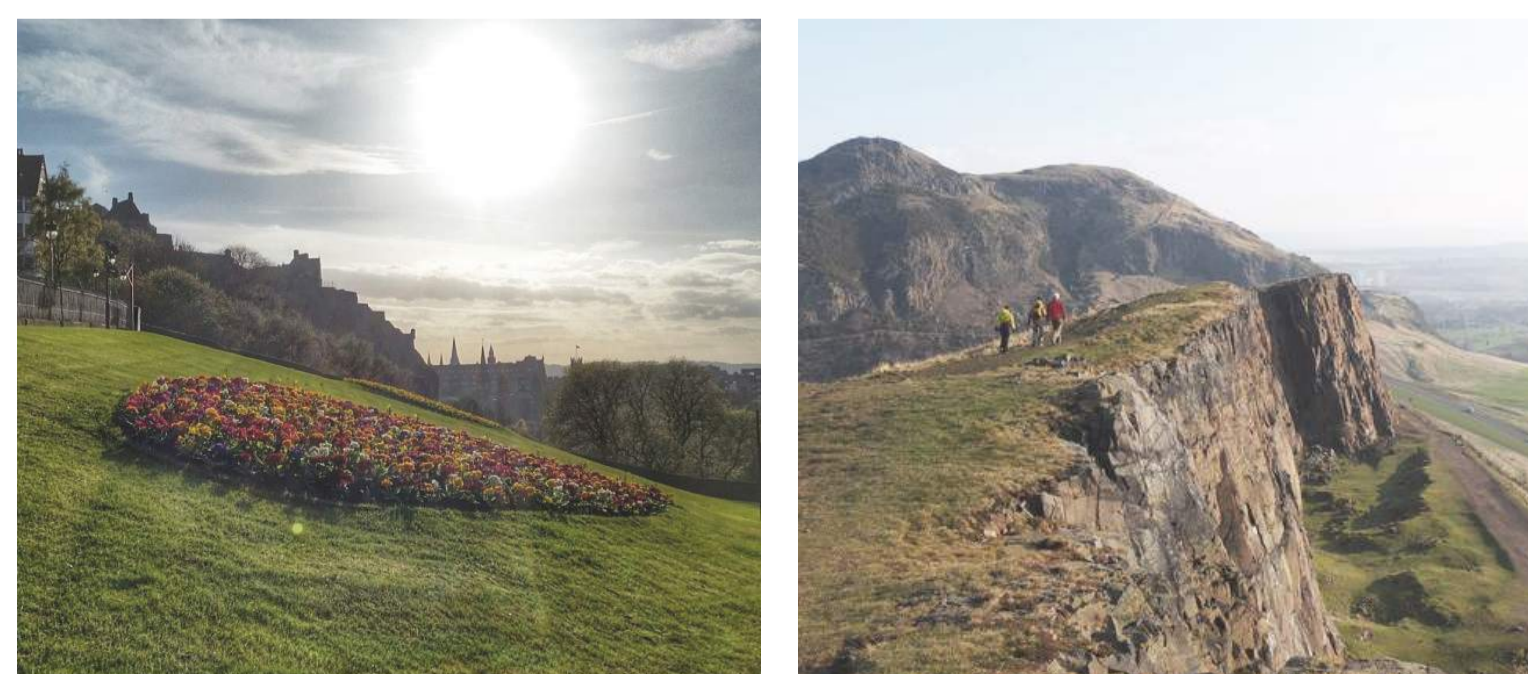
A site waste management plan will be developed and implemented according to best practice. This will enable reduction and effective management of construction site waste. Recycled and/or secondary aggregates (if this can be reasonably procured) will be used in construction, thereby reducing the demand for virgin material. Adequate dedicated storage space for non-recyclable and recyclable waste generated by the building's occupants will be provided. This will enable appropriate management of waste disposal during the building's operation.

WILDLIFE AND ECOLOGY



Swifts are a priority species in the Edinburgh Local Biodiversity Action Plan. They typically nest in high crevices and are threatened by the replacement of older buildings within the city. Swift boxes can be installed in dense urban areas to provide valuable nesting spaces for this declining species.

ENERGY AND CO₂ EMISSIONS



We aim to minimise the building's CO₂ emissions through passive solar design, fabric thermal performance and energy efficient systems. In addition to an energy efficient design, installing energy sub-meters would allow the building's facilitation managers to monitor energy use while the building is in operation.

POLLUTION



Insulating materials with a low Global Warming Potential (GWP) will be used where feasible. This will contribute to reducing blowing agent emissions associated with the manufacture, installation, use and disposal of foamed thermal and acoustic insulating materials.

HEALTH AND WELLBEING



The development will achieve appropriate indoor ambient noise and sound insulation levels. Internal and external lighting will be designed in line with best practice for visual performance and comfort.



Ground Floor Plan

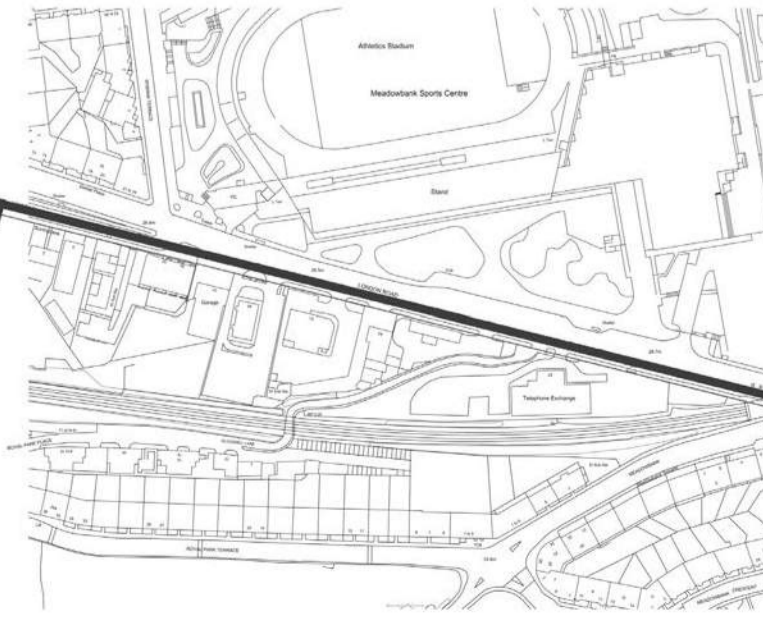


Typical Upper Floor Plan

UP TO 198 NO. ROOMS TOTAL
Room numbers may change prior to application



Elevation perpendicular to London Road



Elevation parallel to London Road



Looking west from London Road - towards the city centre



Looking east from London Road - towards Jock's Lodge

WHAT HAPPENS NEXT?

All comments relating to the proposed development will be taken into account when finalising the proposals. When a formal planning application is submitted to City of Edinburgh Council, the opportunity will exist at that stage for comments to be made directly to the Council in the consideration and determination of the planning application.

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Looking west from London Road - towards the city centre



Looking east from London Road - towards Jock's Lodge

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