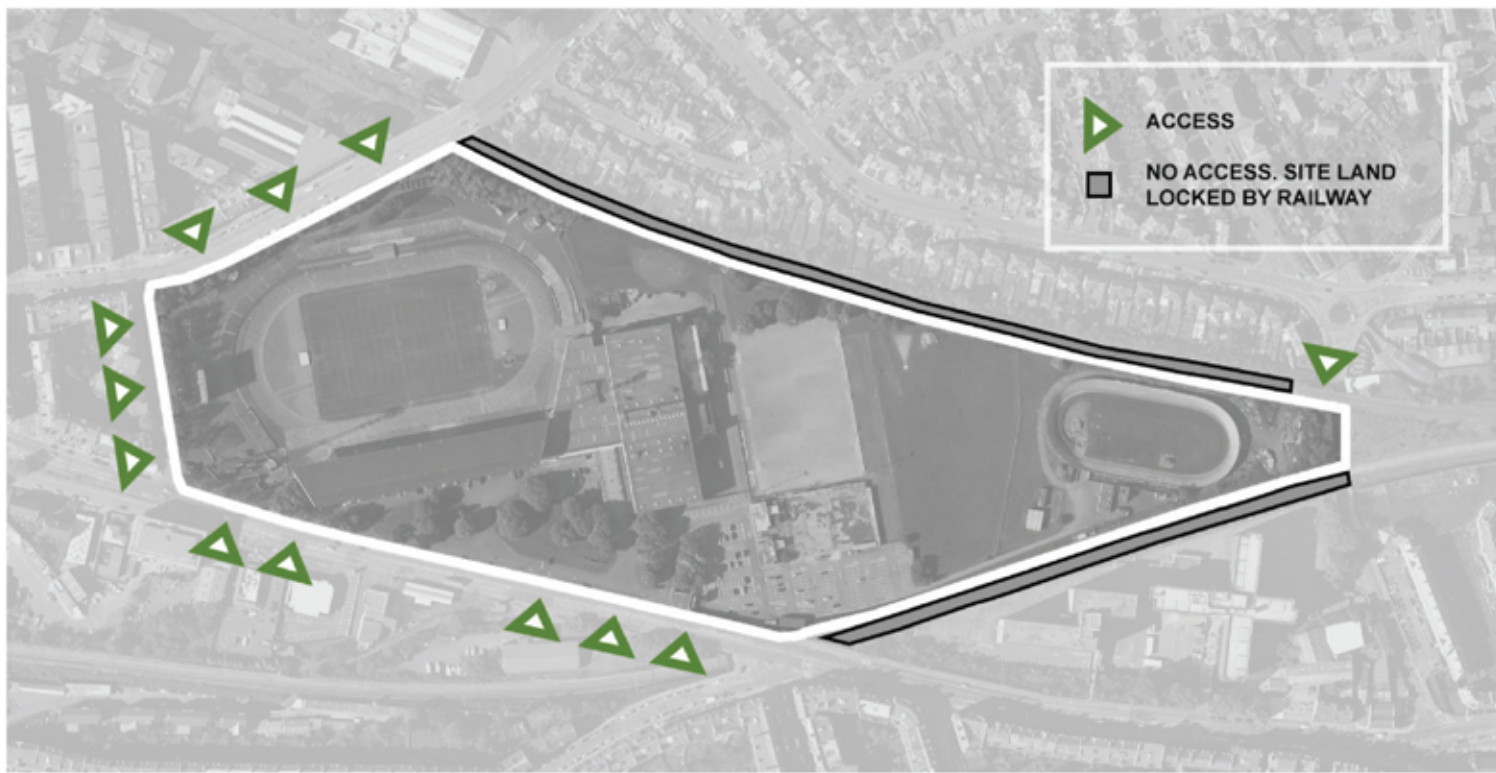


Location

The site sits on London Road (A1) less than 1 mile from Waverley Station & Princess Street. The eastern half of the south boundary abuts the main east coast rail line whilst the northern edge of the site is bounded by the Meadowbank Loop railway, which also forms the Powderhall Branch.

The site is bounded on it's western edges by Wishaw Terrace and Marionville Road, the latter of which provides direct access onward to Leith.

To the south lies Arthur's Seat and Salisbury Crag, and the site takes advantage of panoramic views towards these, looking south.

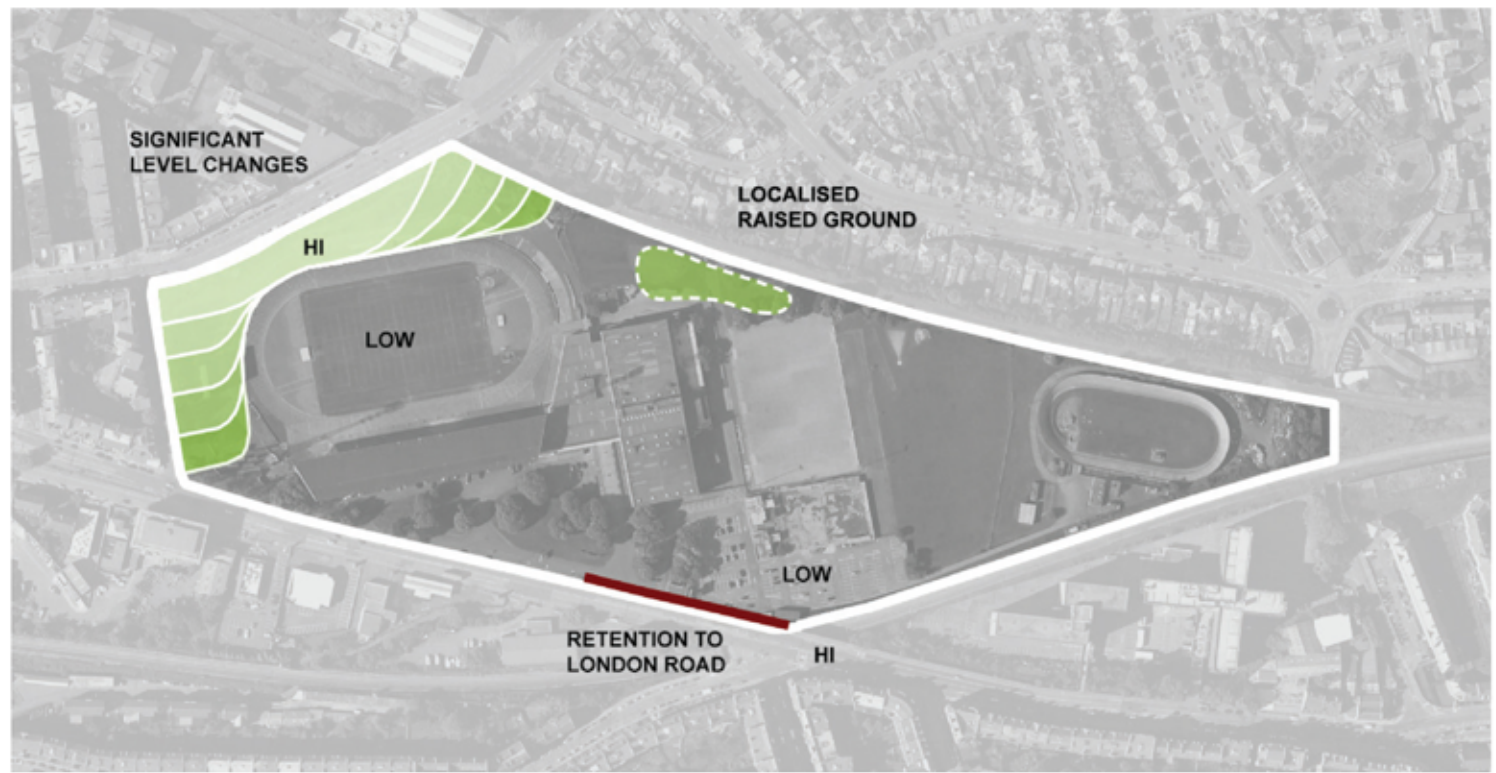


Access

The existing site essentially comprises two basic boundary conditions.

The southwest, west, and northwest edges, bounded by London Road, Wishaw Terrace, and Marionville Road respectively, offer opportunities for proposed vehicular access. As London Road is a primary arterial route from the City, with a number of complex existing junctions along the length of the site boundary, formation of new access points here may prove challenging, albeit there is already an access for the existing sports centre.

To the eastern end of the site, at the roundabout of Restilrigg Road and Marionville Avenue, there is the potential for a new pedestrian access, albeit this would necessitate remodelling of ground levels to accommodate access.



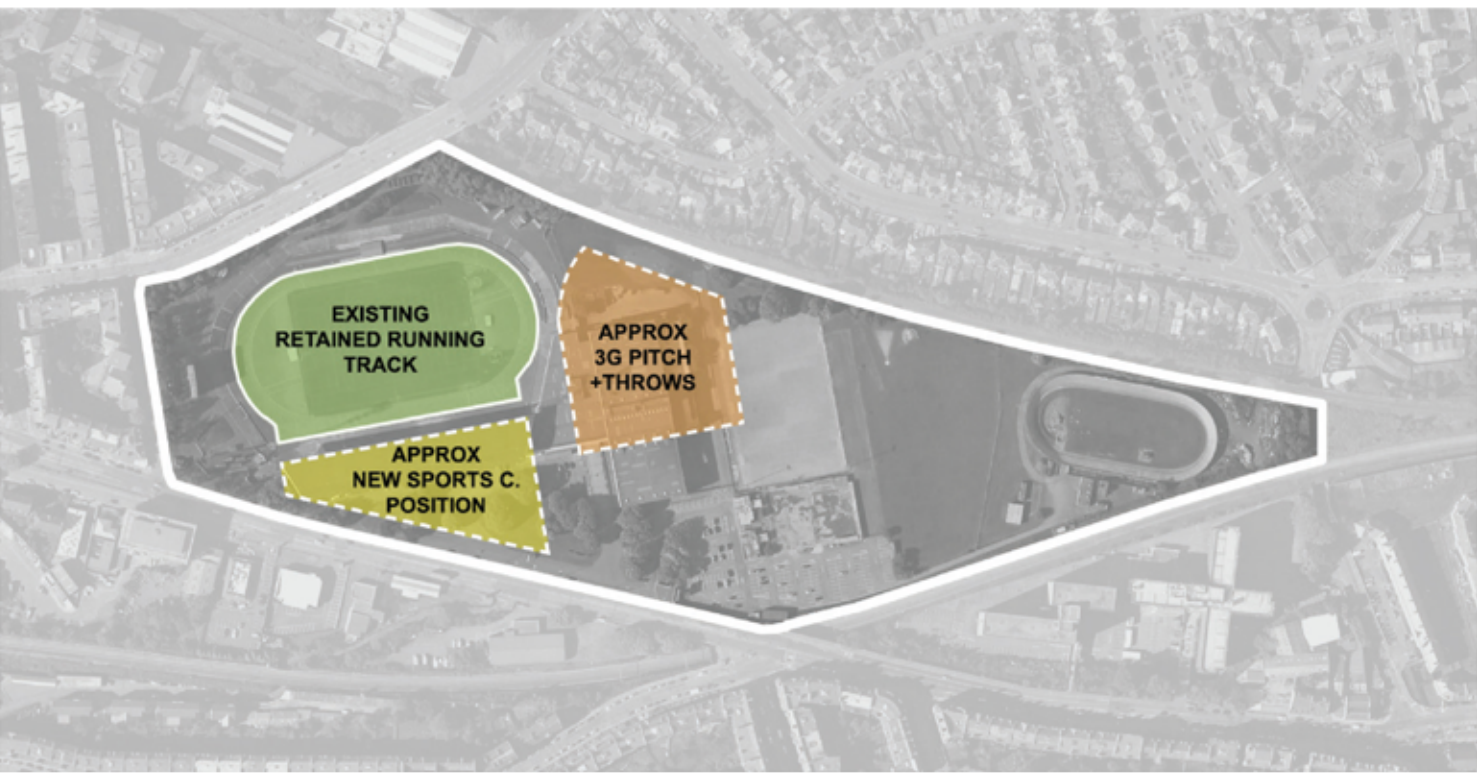
Topography

Whilst the site is generally flat in nature, with the western half around 27 - 28m in height, and the eastern half around 25m in height, there are a number of areas where significant changes in ground levels occur.

The western boundary along Wishaw Terrace rises from 27m to 32m, continuing at this level around the length of the Marionville Road boundary, wrapping around the lower levels of the existing running track.

To the south, London Road rises to the east beyond the existing sports centre, with an existing retaining wall and a change in level which peaks at around 4m (26.5m to 30.5m).

To the north boundary, north of the existing sports centre and playing fields there is a localised area of mounded landscaping peaking at around 28m.

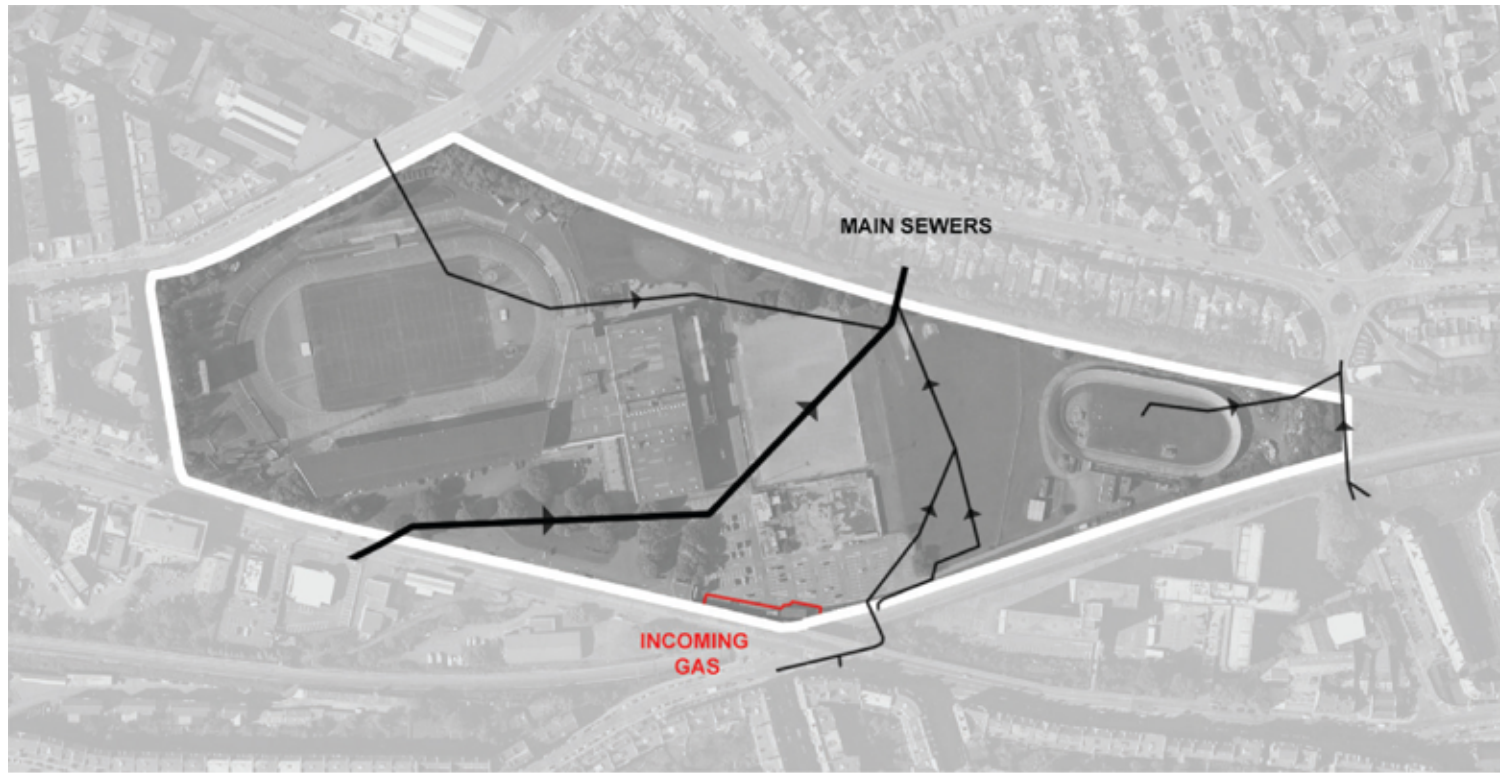


Key Site Constraints

In terms of layout constraints for the masterplanning there are a number of elements relating to the new sports facility who's location it has been assumed are fixed.

The existing running track and associated playing field within are to be kept. In addition to this the new proposed sports facility has a direct relationship to this and its location is proposed directly between the running track and London Road.

Additionally, the 2nd 3G pitch and throws area are located adjacent to the remainder of the proposed sports facility, nestled close to the north boundary, allowing the southern portion of the central area of the site to be kept free for access and further development.



Existing Utilities

There are a number of existing mains sewers that pass through the site, the most significant of which crosses centrally from London Road through to Marionville Avenue. This main sewer is significant in diameter and is also at a significant depth. Details of the diversion option proposals to avoid the sports centre are outlined elsewhere in this document.

There are also a number of smaller sewer runs, which where possible should be maintained in place, however localised diversions may be required to maximise the potential of the site in masterplanning terms.

Additionally, there is a gas supply to the southern central tip of the site, adjacent to London Road, which is to be maintained.

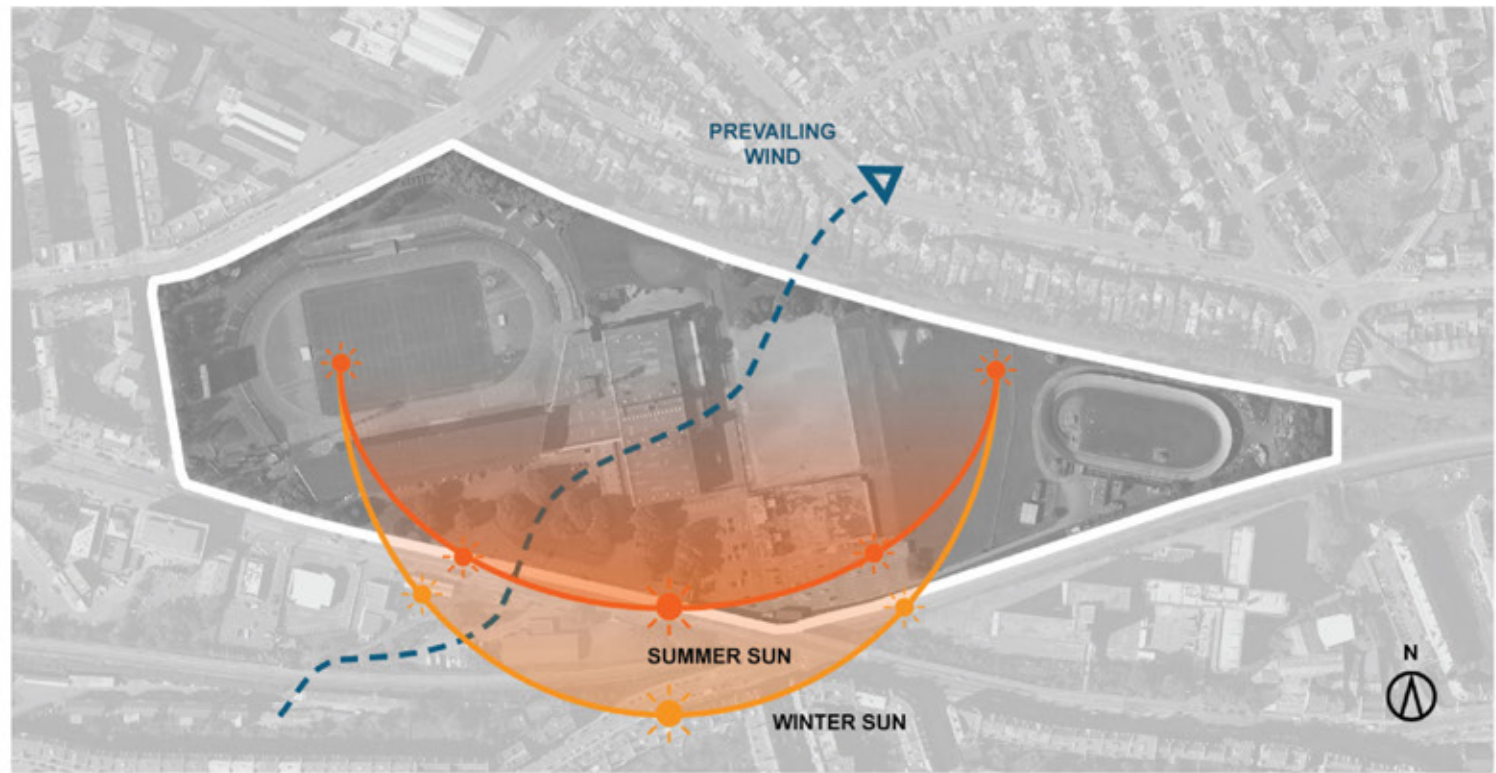


Existing Trees

Whilst a full tree survey is still to be commissioned a preliminary tree report has been provided which has noted key areas where trees should be retained if possible.

This focuses mainly on the existing elm trees located to the western end of the site on London Road, and also the trees (most or all of which are also elms) on Wishaw Street.

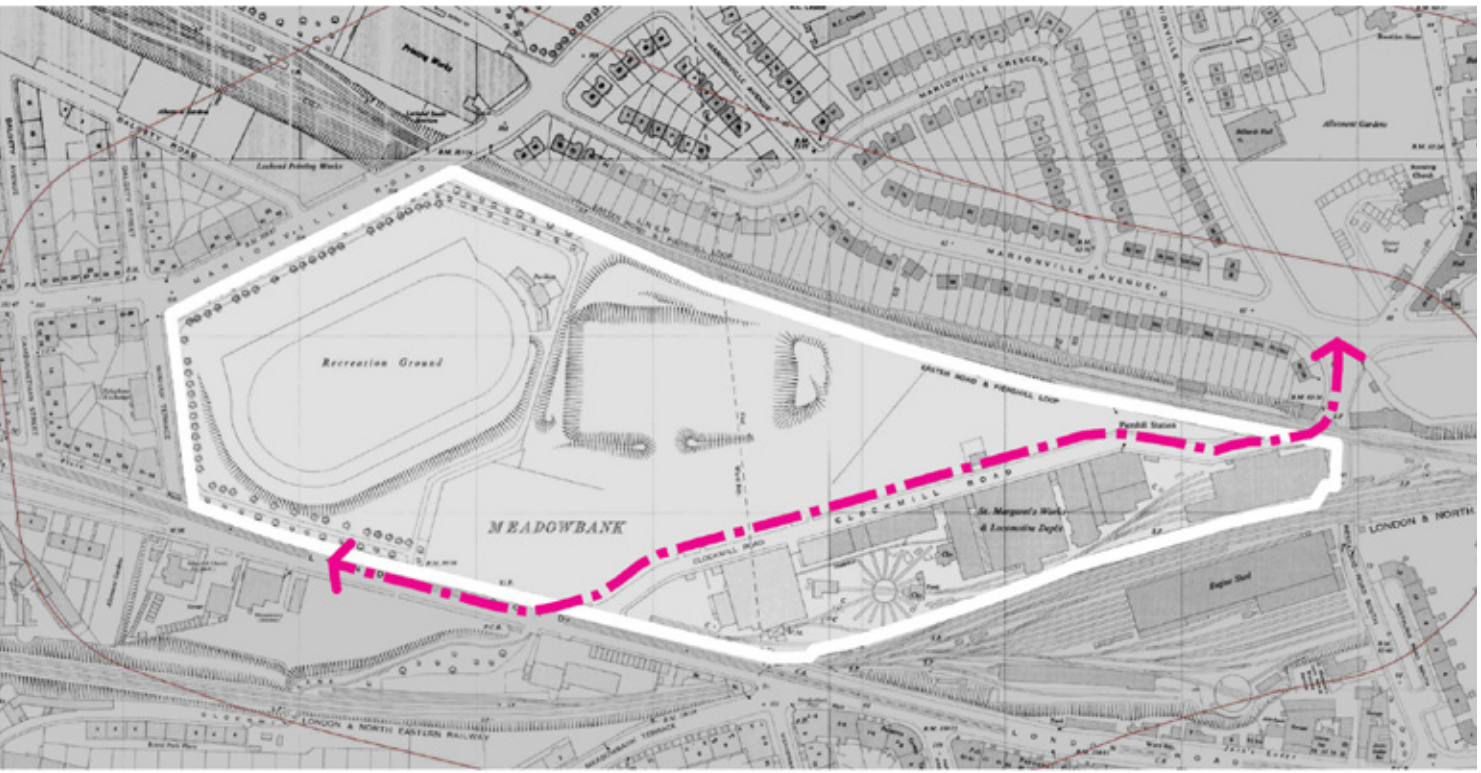
In both locations there is clear evidence of exposed roots and damage to ground surfaces which will require to be appropriately addressed as part of the detailed landscaping works.



Orientation

The panoramic nature of the site allows for maximum exposure to both south and northerly aspects. Views to the south of Arthur's Seat and Salisbury Crag further enhances this aspect.

The masterplan will require to respond directly to this orientation, with appropriate massing, residential orientation, view corridors and location of public spaces throughout.

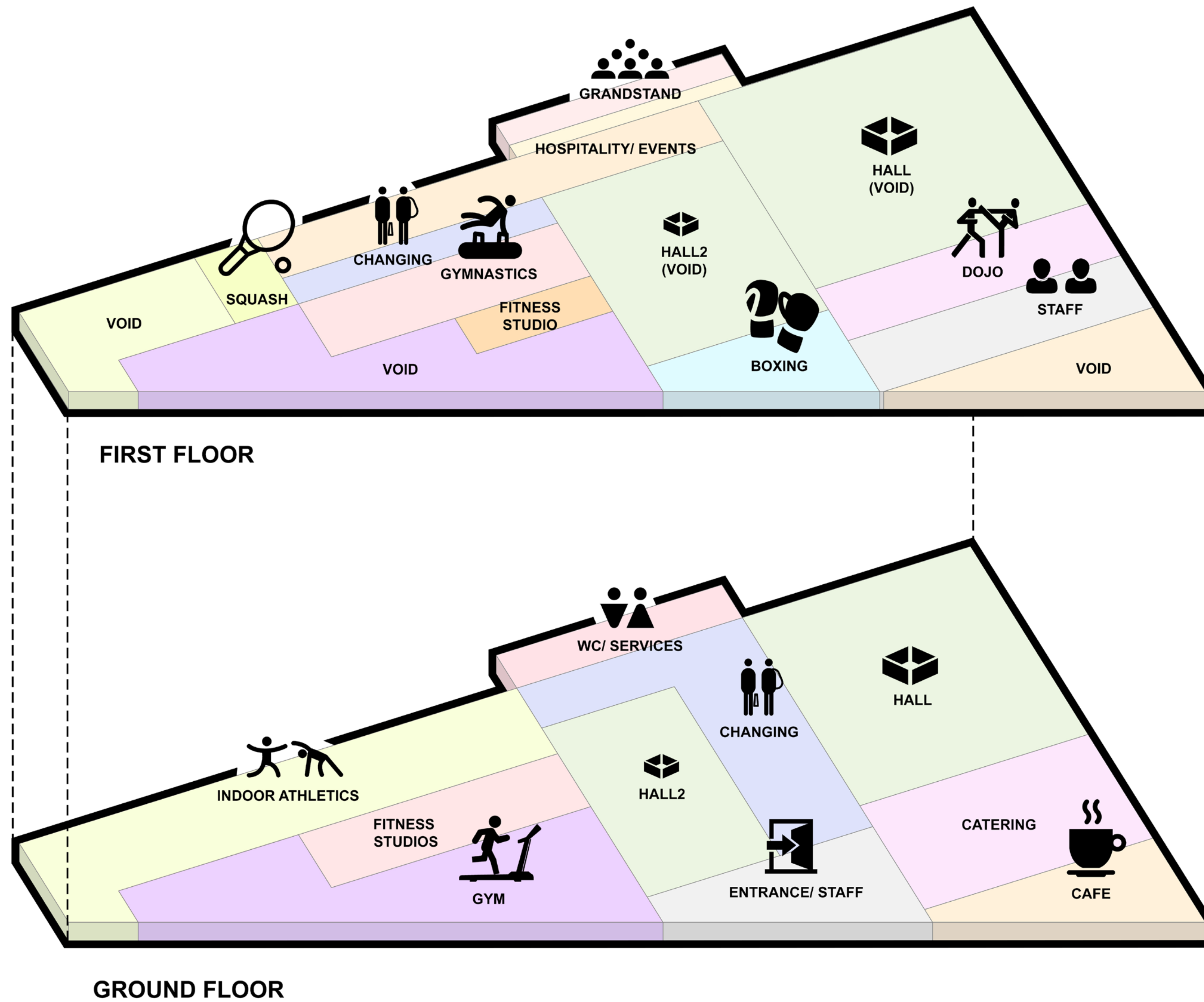


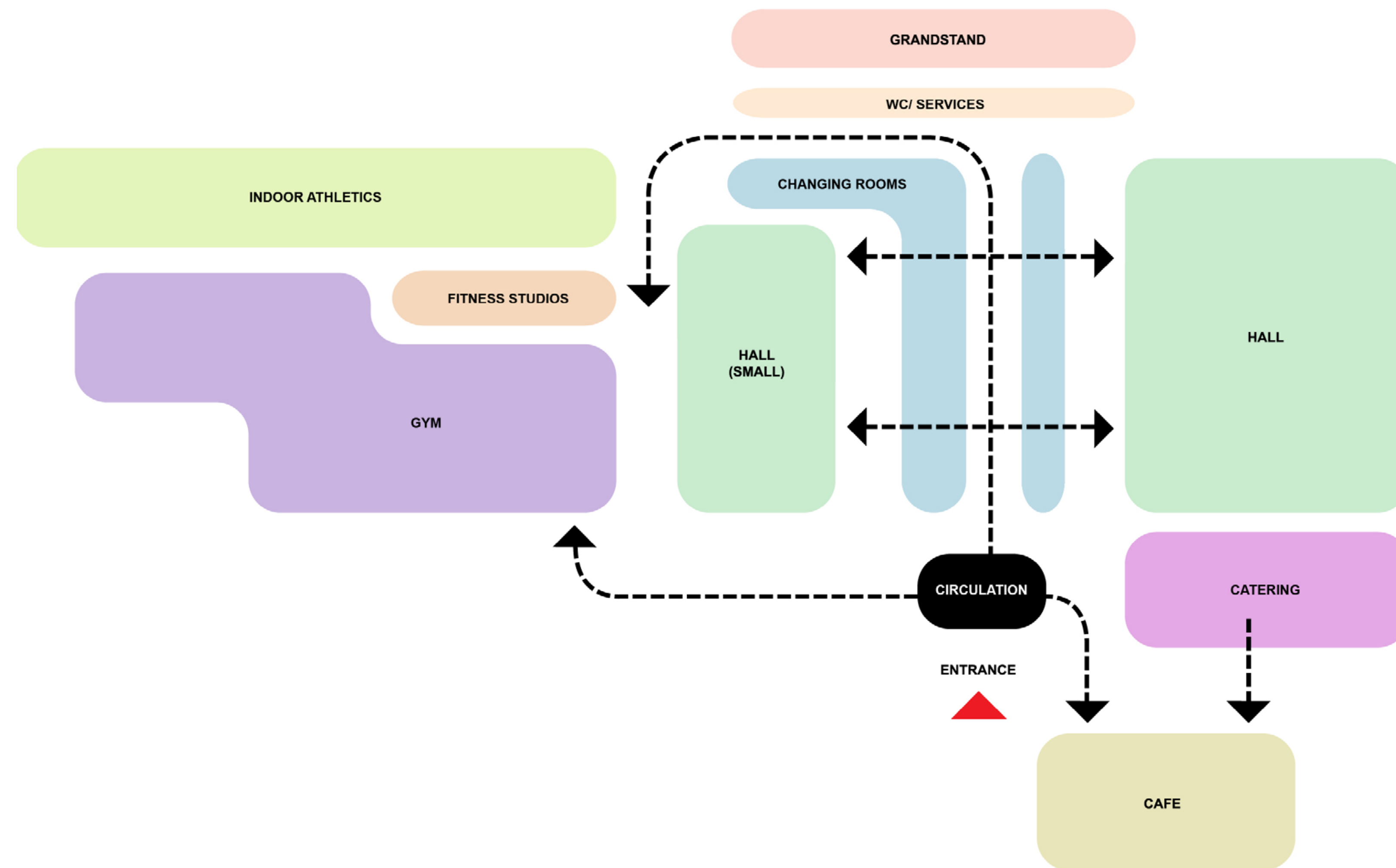
Historic Connections

Historic maps of the site (1945 OS shown above) clearly show the existence of Clockmill Road, when the site was utilised as a locomotive depot to serve the adjacent rail network. Clockmill Road linked directly through to Restalrigg Road and Marionville Avenue under the Meadowbank loop railway line.

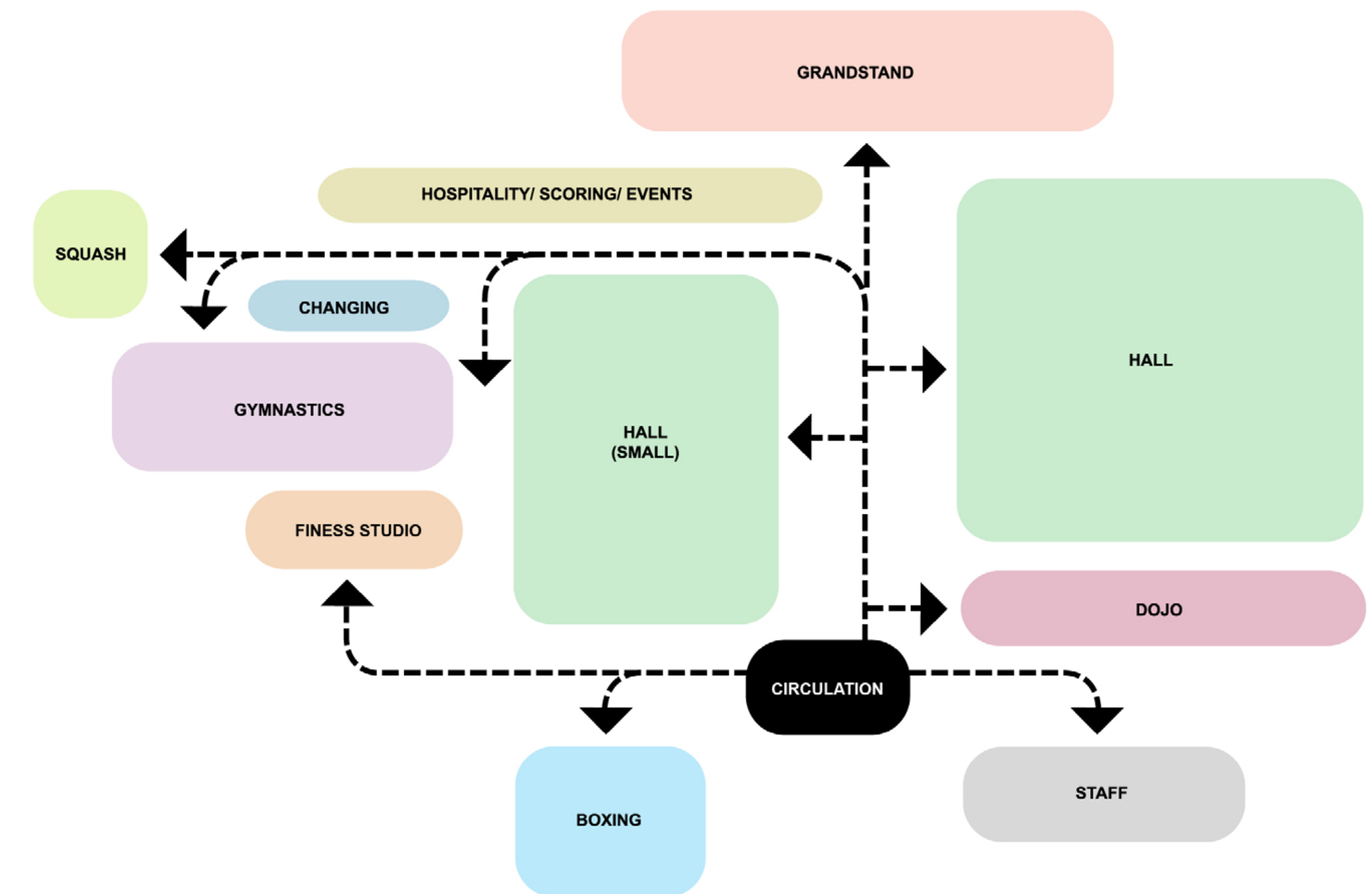
This historic link was lost when the site was developed in the late 1960's.







GROUND FLOOR



FIRST FLOOR