

Heritage Statement

George Street and First New Town, Edinburgh



Prepared by **Archaeology Matters** on behalf of WYG Environment Planning Transport Limited for
The City of Edinburgh Council

Heritage Statement: George Street and First New Town, Edinburgh

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Executive Summary

The purpose of this Heritage Statement is to consider the heritage assets within George Street and a 150m Study Area that corresponds to the original 1768 'Plan of the New Streets and Squares intended for the City of Edinburgh' by James Craig. George Street and the Study Area fall entirely within the Old and New Towns of Edinburgh World Heritage Site (the 'WHS'), the New Town Gardens (a designated Garden and Designed Landscape) and the New Town Conservation Area, within which there were identified the following designated heritage assets: 235 Category A listed buildings, 285 Category B listed buildings and 44 Category C listed buildings. These heritage assets embody the Outstanding Universal Value (OUV) of the WHS in the following ways. First, they are authentic eighteenth and nineteenth century urban landscapes showcasing fine Scottish building materials and the flowering of the Scottish Enlightenment with its world-wide influential designs of urban town planning. Second, they create links to the Old Town and beyond via their placement in the Edinburgh skyline at key views across the Old Town; further links with the rest of the city are also demonstrated by their appearance in the skyline at key views elsewhere across the city. Finally, they are part of the living cultural heritage environment that is utilised by residents and visitors every day and particularly during peak periods of cultural events, when they are used to help create new experiences and reinforce the historic culture of the Scottish capital. Combined they are a significant resource for the city of Edinburgh and present a critical contribution to the OUV of the WHS.

1. Introduction

This Heritage Statement has been prepared by Dr Dorothy Graves McEwan, Senior Archaeological and Heritage Consultant, Archaeology Matters, on behalf of WYG Environment Transport Limited for their client, The City of Edinburgh Council (hereafter, 'CEC').

2. Purpose

This Heritage Statement focuses on George Street, Edinburgh, which is situated within the Old and New Towns of the Edinburgh World Heritage Site (hereafter 'the WHS'). The purpose of this Heritage Statement is to identify and describe the heritage assets within George Street and a Study Area to be defined below in order to establish a baseline from which further statements can be made about those assets, including an understanding of their historical significance, with particular attention being drawn to the contributions that these assets make upon historical settings within George Street and the Outstanding Universal Value (hereafter 'OUV') of the WHS. Therefore, the goals of this Heritage Statement are as follows:

- To define an appropriate Study Area for a Heritage Statement for George Street;
- To provide the contextual overview of the legislation, policies, and non-statutory guidance that affect the heritage assets within this Study Area;
- To identify and describe the designated and non-designated heritage assets within the Study Area, and;
- To identify and describe the significance and historical context of the historical assets, paying particular attention to their settings and the contributions they make to the OUV of the WHS.

3. Study Area and Resources

This Heritage Statement defines a Study Area of 150m around George Street (approximately 33 ha) to correspond to the 1768 'Plan of the New Streets and Squares intended for the City of Edinburgh' by James Craig (1739–1795); this drawing is often referred to as the plan of the New Town and the winning design of the New Town Competition of 1766-67, of which George Street is the centre thoroughfare (see Appendix A, Figures 1-3, and Appendix F).

The Heritage Statement has been carried out in accordance with the Chartered Institute for Archaeologists (CIfA) CIfA Code of Conduct (2014a) and its relevant standards and guidance (CIfA 2014b; 2017). It has been also been undertaken in accordance with the standards and principles of the Institute of Historic Building Conservation (IHBC) and using guidance from Historic Environment Scotland (2016a-c) and HM Treasury The Green Book (2018) and The Magenta Book (2011).

The resources consulted for this Heritage Statement were as follows:

- The City of Edinburgh Historic Environment Record (CEHER);
- Historic Environment Scotland (hereafter, 'HES') for designated sites;
- The United Nations Educational, Scientific and Cultural Organization (UNESCO) World Heritage Convention;

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- Historic mapping, particularly via The National Library of Scotland;
- Previous archaeological and heritage assessments completed for the development area; and
- Appropriate documentary sources and archaeological and heritage journals.

4. Legislation, Planning Policies and Guidance

4.1 Legislation

The following section summarises certain legislative Acts as pertains to Scottish heritage and World Heritage Sites that apply to the heritage assets discussed in this Heritage Statement.

4.1.1 Ancient Monuments and Archaeological Areas Act 1979

The Act sets out how scheduled monuments are designated by the Secretary of State for Culture, Media and Sport on the advice of Historic England as selective examples of nationally important archaeological remains. In Scotland, monuments are scheduled in accordance with the Historic Environment Scotland Act 2014, which resulted in the creation of HES as a new Non-Departmental Public Body that took over the functions of Historic Scotland, including among other tasks the role of compiling and maintaining a schedule of monuments under the Ancient Monuments and Archaeological Areas Act 1979 (hereafter 'the 1979 Act'). Under the terms of Part 1 Section 2 of the 1979 Act, it is an offence to damage, disturb, or alter a Scheduled Monument either above or below ground without first obtaining permission from the Secretary of State.

4.1.2 Town and Country Planning (Scotland) Act 1997

The Act outlines town and country planning law and sets out the requirement for local planning authorities in Scotland to govern the development and use of land in Scotland and prepare local plans within planning authorities to that effect that lay out the strategies of each area. Planning applications must follow the guidance of the local plan, which must provide explicit policies regarding heritage and the heritage environment. Although the Act has been amended by the Planning etc. (Scotland) Act 2006, it nevertheless remains the principle planning Act in Scotland.

4.1.3 Planning (Listed Buildings and Conservation Areas) (Scotland) Act 1997

The Act outlines the provisions for designation, control of works and enforcement measures relating to listed buildings and Conservation Areas. Part 1, Chapter 2, Section 14, Para 2 of the Act states that the planning authority must have special regard to the desirability of preserving the setting of any listed building that may be affected by the grant of planning permission. Part 2, Section 63, Para 1 states that special attention shall be paid to the desirability of preserving or enhancing the character or appearance of Conservation Areas.

4.1.4 Planning etc (Scotland) Act 2006

The Act substantially amends the Town and Country Planning (Scotland) Act 1997, which remains the principle piece of planning legislation in Scotland to reform and modernise the Scottish planning system.

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It does this by taking into account the interests of individuals and communities, improving efficiency, and imposing a duty upon planning authorities to make a contribution towards sustainable developments. Edinburgh is one of the four Strategic Development Planning Authorities (SDPAs) in Scotland created under the Planning etc Scotland Act (2006) to publish a Development Plan Scheme to create and keep under review a Strategic Development Plan, which must also engagement with the community and other stakeholders.

4.1.5 Historic Environment Scotland Act 2014

This Act established HES as a new Non-Departmental Public Body that replaced and took over the roles and functions of Historic Scotland and the Royal Commission on the Ancient and Historical Monuments of Scotland. The Act also introduced changes to the processes of designating heritage assets and granting consents and established new rights of appeal for certain decisions that fall within HES' purview.

4.2 Scottish Planning Policy

The following section summarises certain Scottish planning policies that apply to the heritage assets under discussion in this Heritage Statement.

4.2.1 Scottish Planning Policy (SPP) 2014

The SPP sets out the goals of local planning authorities in Scotland to protect and preserve the designated and non-designated historic environment, which may include single locations and their settings within larger landscapes. The policy seeks to promote, manage, protect, conserve, and even enhance the use and understanding of the historic environment and its settings within planning and development by informing the public of the importance of cultural heritage and its importance to future generations. Further, it states that change should be “sensitively managed to avoid or minimise adverse impacts on the fabric and setting of the asset” (SPP 2014, 33). The SPP defines setting as “more than the immediate surroundings of a site or building, and may be related to the function or use of a place, or how it was intended to fit into the landscape of townscape, the view from it or how it is seen from areas round about, or areas that are important to the protection of the place, site or building” (SPP 2014, 75).

Regarding WHS within Scotland, Section 147 of the SPP states: “[WHS] are of international importance. Where a development proposal has the potential to affect a [WHS], or its setting, the planning authority must protect and preserve its [OUV]” (SPP 2014, 35). It further defines OUV in line UNESCO as follows: “The Operational Guidelines for the Implementation of the World Heritage Convention provided by [UNESCO] states that OUV means cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity. The Statement of OUV is the key reference for the future effective protection and management of the WHS” (SPP 2014, 74).

4.2.2 The Scottish Government NPF3 2014

This is the Scottish Government's strategy for long term spatial development for the next 20-30 years that works in conjunction with the SPP 2014. It states that the Scottish Government “will respect,

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enhance and make responsible use of our natural and cultural assets” (NPF3 2014, 42) and that the “historic environment is an integral part of our well-being and cultural identity” (NPF3 2014, 43).

4.2.3 Our Place in Time – The Historic Environment Strategy for Scotland 2014

This high-level strategic framework for the next ten years identifies priorities and values in order to align and prioritise sector activities within Scotland towards common goals. It is not a government-owned document, but instead was developed in collaboration with key stakeholders to achieve outcomes that enhance the historic environment for the economic, social, and environmental wellbeing of Scotland. Working groups have been established following the publication of the strategy to establish short, medium, and long-term outcomes around the value, condition, and economic impact of the historic environment. The ambition is for the framework to measure the impacts of the benefits that the heritage sector provides to communities throughout Scotland.

4.3 Local Policies, Guidance, Studies and Key Reports

The following section summarises local policies, guidance, studies and key reports that directly affect the heritage assets discussed in this Heritage Statement.

4.3.1 Historic Environment Scotland Policy Statement 2019

This is the policy statement for HES that sets out how it operates its decision-making process within the Scottish planning system. It describes how HES will fulfil its regulatory and advisory roles and how it expects others to interpret and implement the SPP. It is a key document for planning considerations.

4.3.2 Edinburgh Local Development Plan (ELDP) 2016

The ELDP (CEC 2016a) was adopted in November 2016. George Street is within the City Centre and falls within one of the major new strategic development areas. The City Centre policies for major mixed used development/regeneration that would affect heritage assets within George Street are as follows:

- Policy Des 11 Tall Buildings – Skyline and Key Views
- Policy Env 1 World Heritage Sites
- Policy Env 2 Listed buildings – Demolition
- Policy Env 3 Listed buildings – Setting
- Policy Env 4 Listed buildings – Alterations and Extensions
- Policy Env 6 Conservation Areas – Development
- Policy Env 7 Historic Gardens and Designed Landscapes
- Policy Env 8 Protection of Important Remains
- Policy Env 9 Development of Sites of Archaeological Significance

The full details of the above policies can be found in Appendix D.

4.3.3 Edinburgh Skyline Study

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The Edinburgh Skyline Study was undertaken in 2006 and approved in 2007 by CEC (CEC 2008, 1); it identifies and forms the basis for non-statutory guidance for the protection of key views of Edinburgh, including those within or cutting through the WHS. The views are published as individual PDFs available to download from CEC website. The views are integrated into the Old and New Towns of Edinburgh World Heritage Site Management Plan 2017-2022 (see section 7.2).

Policy guidance produced as a result of the Skyline Study emphasises the need to protect features in New Town within the skyline; the report specifically mentions George Street (para 5.38) by stating that the Open Sky beyond New Town Streets should be safeguarded and that the “formality of many of [the New Town] streets lends itself to the placements of objects – spires, domes, monuments and statues, at the end of the streets, eg the Melville Monument looking east down George [Street]” (CEC 2008, paragraph 5.38). Further discussion of the results of the Edinburgh Skyline Study are found in section 7.2.

4.3.4 George Street Experimental Traffic Regulation Order (ETRO) 2014 – 2015

CEC conducted an ETRO on George Street from July 2014 to August 2015 that introduced partial pedestrianisation to the street, provided additional space and activity areas for business and cultural events, and inserted a dedicated two-way cycle lane into the street. The ETRO sought to test how all users of the street and transportation within the surrounding area were impacted (CEC 2016b); building on the results of the ETRO, subsequent studies have been launched, for example a trial on implementing the operating hours of tables and chairs permits on George Street (CEC 2017a).

The ETRO identified the key need to protect and enhance the heritage quality and architectural setting of George Street (CEC 2016b, 9). In the *Key Summary of the Place Context* area of the report, the street is identified as “[p]rime street within the First New Plan and World Heritage Site designation” (CEC 2016b, 7) and further elucidates that “Edinburgh as Scotland’s capital is inscribed as a World Heritage Site based on its historic Old Town and New Towns, which are recognised as being of international importance. Edinburgh’s New Town was first designed in 1767 and is the largest complete example of town planning from the Georgian period anywhere in the world. George Street is the key armature of James Craig’s First New Town Plan connecting St Andrew Square and Charlotte Square” (CEC 2016b, 7).

In *Key Strengths as identified in the SWOT Analysis* the report identifies that George Street is the “backbone and the key axis of James Craigs’ First New Town Plan”, is “well preserved” with “high quality historic architecture and statues” and is “an exceptionally high quality built environment” (CEC 2016b, 8).

Within the *Key Summary of the Vision and Objectives* area of the report is the statement that “[e]nhancements to George Street will be transformational re-establishing the primacy of the street within the First New Town Plan and respecting World Heritage Site designation” (CEC 2016b, 17). To that end, the section for Design Principles (CEC 2016b, 20-21) states that a Design Framework for George Street must understand and work within the following issues as pertains to the heritage assets of George Street:

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- Respectful to the special qualities of place, enhance the unique heritage, setting and quality of the street;
- Unique and special setting and architecture;
- Respect the symmetry and highlight defining elements of legibility;
- Protect and enhance the historic value, legacy and character, and;
- Celebrate and strengthen signature elements of the New Town Plan.

'Special qualities of place' are defined as '[t]he truly unique qualities of the street [that] must not be lost [and] key design objectives are structured around respecting and building upon place quality' (CEC 2016b, 23). A list of these special qualities of place then follows, as reproduced below:

- **Symmetry:** derived from Craig's initial plan; reinstate the clarity of simple street symmetry & alignment along a central axis;
- **Views & Vistas:** retain the deliberate framing of views and vistas and central position of statues within the street;
- **Proportion:** reference the original 'grand proportion' of the street width, wide generous street and narrow pavements along building edges;
- **Identity:** retain classical grandeur and simplicity allowing architectural/place quality to shine through – avoid permanent street structures, pavilions, proliferation of elements contributing to street clutter;
- **Street Form:** a street which is subdivided into 4 equal 'blocks', retain a consistent end-to-end sense of street continuity;
- **Trees:** street trees not to be introduced, respecting essence of New Town Plan & clarity of built form which frames views and places vegetation carefully contained within the designed gardens/set piece of both St Andrew and Charlotte Squares;
- **Materials:** use contemporary sandstone slabs, whin/basalt kerbs and road setts – referenced to original character of New Town streetscape materials palette, size and proportions;
- **Climate:** respond to issues of aspect and climate, addressing the appeal of south facing aspect, need for shelter, less appealing nature, occasional benefit of shade, and;
- **Integrity:** adopt a contemporary design approach avoiding a design pastiche, particularly important in lighting and street furniture.

The WHS is detailed under the *Design Principle 'Edinburgh and World Class'* as being part of what "must be treasured" for being "precious" about George Street in order to deliver a "public realm of exemplar quality" as follows: "respect heritage and unique qualities of place, embracing the past and enhancing the future; ensuring form, character and detail of proposals are carefully referenced to and developed

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within the spirit of Craig's street plan and the quality of architectural setting; conserving, supporting and strengthening UNESCO WHS status" (CEC 2016b, 31).

4.3.5 Edinburgh Design Guidance 2017

This guidance is produced by CEC (2017b) and sets out the Council's expectations for new development within Edinburgh. It provides examples of principles of good design it expects developers to demonstrate for all new developments. It notes that new developments should relate to context and draws attention to appraising sites for their relationship to the historic environment, particularly if they fall within either of the WHS of Edinburgh, Conservation Areas, historic gardens and designed landscapes, or special landscape areas (CEC 2017b, 12-14). The Guidance references the ELDP's commitment to conserve the city's skyline and states, "Essential to implementing the guidance is an understanding of 'sky space'. Sky space is the space around the city's landmark features that will protect their integrity. Once the sky space is 'pierced' by a development, it has started to impact on a protected view" (CEC 2017b, 20). Technical guidance is provided about how the Council expects developers to consider the historic environment, assess landscape character, provide visual assessments in the cultural environment, and to assess key views in support of planning applications (CEC 2017b, 12-27).

4.3.6 Listed Buildings and Conservation Areas Guidance 2018

This guidance is produced by CEC (2018a) to ensure that those seeking to undertake works that may affect listed buildings and conservation areas are made aware of the Council's general principles towards planning applications. Listed Building Consent (LBC) is required for works affecting the character of a listed building. Legislation seeks to preserve the character of the listed building and consent is unlikely to be given to applications that the Council considers would seriously detract from or alter the character of a listed building. The guidance states that "[d]evelopment to the front of a listed building which breaks its relationship to the street is not acceptable" (CEC 2018a, 22) and that "[n]ew development should not restrict or obstruct views of, or from, the listed building or rise above and behind the building so that its silhouette can no longer be seen against the sky from the more familiar viewpoints. Distant views of features and landmarks which may [have] been exploited in the design of the building should not be obstructed by the development" (CEC 2018a, 22). The Guidance makes clear that Conservation Area Character Appraisals are used to identify the essential character of each Conservation Area within the Council and that these are a material consideration when applications for development or enhancement proposals are considered. This informs what is special about the WHS.

4.3.7 Edinburgh Street Design Guidance 2018

This guidance was produced by CEC in 2017 to be in line with the Scottish Government's 'Designing Streets' Policy; the Guidance was subsequently amended in November 2018 (CEC 2018b). It sets out CEC's expectations for anyone designing, planning, managing, altering, or constructing within streets that fall within areas covered by CEC. It notes that the streets of Edinburgh contribute to the OUV of the WHS (see also CEC 2018c) via a "legacy of original street layouts, fabrics, materials and furniture" (CEC 2018b, 118). These include but are not limited to:

- Locally quarried sandstone;

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- Caithness paving;
- Original whinstone kerbs;
- Granite setts;
- Horonized paving;
- Original cast iron street lamps;
- Mounting blocks on the street;
- Lighting plinths, and;
- Coal chutes.

Example images of some of these attributes are displayed in Appendix B. The variety and integrity of street materials, layouts, scales, building heights, and patterns vary as the city reflects its medieval, Georgian, Victorian, Edwardian, inter-war, and post-war periods. The Guidance states that CEC prefers design principles that reinforce existing street patterns and styles in new or existing streets, with 20th century car-based street designs being a potential exception to this principle, if such locations are “impermeable to pedestrians, cyclists, and public transportation” (CEC 2018b, 118).

The Guidance is particularly careful to place importance on Special Design Considerations, which include “the WHS, conservation areas and listed buildings, Natural Heritage and biodiversity designations areas that are otherwise visually distinct or historically important” (CEC 2018b, 127). Under the Guidance, George Street is an area of Special Design Consideration because it is an “[area] that may require increased social and pedestrian space such as squares and significant streets, street junctions and intersection”, an “[area] outside buildings such as [...] pubs, local shops or at bus stops”, an “important greenspace (parks and garden)” by virtue of St Andrews and Charlotte Square, and the National Cycle Routes (1 and 75) that run through the street (CEC 2018b, 127). The full details of the relevant Design Principles covered in the Guidance are given in Appendix C.

4.3.8 Old and New Towns of Edinburgh World Heritage Site Management Plans 2010-2015; 2011-2016; 2017-2022

UNESCO requires each WHS to have a management plan that sets out how each WHS will be cared for and managed over a five-year period in coordination with key stakeholders as befitting each property. As George Street falls within the Old and New Towns of Edinburgh World Heritage Site, the latest World Heritage Site Management Plan (2017–2022) (hereafter ‘the WHSMP’) is written on behalf of CEC, HES and Edinburgh World Heritage (EWH) and therefore is a key resource for this Heritage Statement. A WHSMP is a material consideration in the planning process though it is not a statutory document, as the SPP requires planning authorities to protect and conserve the OUV of the WHSs of Scotland. The latest WHSMP emphasises the protection of key views within the WHS that have been identified in the Edinburgh Skyline Study (see section 7.2). Annotated photographs of key characteristics, or attributes, of the WHS can be found in Appendix G.

4.3.9 Statement of Outstanding Universal Value of the Old and New Towns of Edinburgh World Heritage Site 2013

UNESCO (2017) defines Outstanding Universal Value (hereafter OUV) as “that cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity. As such, the permanent protection of this heritage is of the highest importance to the international community as a whole. The [World Heritage] Committee defines the criteria for the inscription of properties on the World Heritage List” (UNESCO 2017, 19).

The criteria (ii, iv, vii and viii) under which the Old and New Towns of Edinburgh exhibits OUV and became subsequently inscribed on the World Heritage List in 1995 are as follows (ICOMOS 2008, 77; Edinburgh World Heritage 2005, 10-11):

- ii. have exerted great influence over a span of time or within a cultural area of the world, on developments in architecture, monumental arts, or town planning and landscape design;
- iv. be an outstanding example of a type of building or architectural ensemble or landscape which illustrates (a) significant stage(s) in human history;
- vii. meet the test of authenticity in design, material, workmanship, setting or their distinctive character and components, and;
- viii. have adequate legal and/or traditional protection and management mechanisms to ensure the conservation of the nominated cultural properties or cultural landscapes.

The Old and New Towns embody the built heritage of urban planning in Edinburgh, a golden age of philosophical and literary fame during the Scottish and European Enlightenment that peaked in the mid to late eighteenth century. The First New Town was designed by the Scottish architect James Craig in 1768, who centred it on George Street. It was conceived as a complete set of new residences, public buildings and private gardens that was presented in precise uniform fashion and imposed in rigid lines upon a virtually unspoiled landscape that would connect to, and reflect back upon, the medieval Old Town. Though initially created to appeal to the aristocracy, the attractiveness of the First New Town to the gentry and the growing merchant class inspired and influenced subsequent New Towns that followed not only in Edinburgh, but also in Scotland, the United Kingdom, and throughout Europe, and eventually the world.

As a result of the popularity of Edinburgh’s New Town and the desire to continue expanding from it, Edinburgh New Town architects had to decide how best to link subsequent planned New Towns to the First New Town. They did so by using a radical new way of thinking developed out of the Scottish Enlightenment, which conceived of the town as a living landscape that was to be carved out to serve the needs of people who moved through it, experienced it and utilised it for a variety of different purposes. By creating and implementing a new way of thinking about town planning, Edinburgh’s New Town and its New Town planners catalysed the birth of modern urban planning and landscape design across the world.

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For the first time, the needs of people, whether as groups within the community or considered as a whole, was placed at the centre of town planning. This was in contrast to earlier medieval planning techniques, such as those demonstrated in Old Town, which grew organically, clustering around areas of administrative power, important public buildings or key monuments. Instead, all of the elements to make up the town were considered holistically, plans for its construction were conceived as an integrated whole, made uniform, regular, and to specified high standards of quality of build and materials. In accordance with ideas of the Scottish Enlightenment and in contrast to previous town planning approaches, it was believed that this new strategy for town planning would achieve the maximum benefit for residents and visitors who lived, worked or visited in and around the town and experienced all it had to offer. Only in specific situations might certain structures be considered 'irregular' or receive special considerations: for example, the Mound, North Bridge and South Bridge, which provided arterial connections between the Old Town and the New Town, or the railway that provided Edinburgh with the much-desired links to Glasgow and the rest of the Britain.

The interest in providing for the public in perpetuity was also a new philosophy born of the Scottish Enlightenment that dominated the planning of the First New Town. For example, as part of the proposals for the building of the First New Town there was the decision to construct the General Register House as a place to store public records. Public buildings on George Street, the centrepiece and axis of the First New Town, were important to James Craig, its architect, who planned for two major churches at Charlotte Square and St Andrew Square; only one would see construction on Charlotte Square, while the other would eventually be placed, with Craig's direction, on George Street itself. As the First New Town grew and its need for an appropriate entertainment venue became apparent, the Assembly Rooms on George Street soon followed, but in accordance with the town planning regulations of the town council, it was made to fit within the strict layout and design of Craig's original plans, with good quality materials used in its construction in order to tie in well with the rest of the street.

In all, over a tenth of the acreage of New Town was given to gardens and designed landscapes, part of the 'rus in urbe', or illusion of the countryside in the town, and it started with the First New Town. Private gardens for the exclusive use of residents were created in the squares that bookend George Street; the once private residential garden of St Andrew Square is now open year round to the public, while the garden at Charlotte Square remains private for residents of that square except during the Edinburgh Book Festival. James Craig had intended for a separating garden with a canal to exist in the deep valley between the Old and New Towns. A private garden was eventually built by the residents of the New Town, and later, in accordance with the rising interest in promoting public health, this was converted into the first public pleasure garden of Britain: Princes Street Gardens. Its success and popularity meant public gardens were included in plans for subsequent New Towns in Edinburgh, or were converted from existing private gardens in earlier areas of the New Town, inspiring town planners throughout Britain and Europe to follow suit.

In accordance with changes in attitudes towards public monumental architecture swept through Britain, as the principal street of New Town, George Street was intended from very early on to become home to monumental bronze statues of international importance. The builders of the First New Town secured

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some of the finest sculptors of the Regency period, but also influenced town planning still further using the locations of those monuments to reinforce visual connections between the New Town and the Old Town. By the late Georgian and early Victorian period, George Street had altered from being a primarily residential street to one that also housed great financial institutions, many of which are still in operation today. The ground floors of many of the residences of George Street were also converted into shops with open-space surroundings; many fine examples are also still present and trading within the street today.

Nowhere else is like George Street, which demonstrates OUV by retaining with relative completeness the original neo-classical Georgian and Victorian town planning evidenced by *in situ* residential and commercial architecture, public buildings and monuments, and pleasure gardens and in association with designed landscapes. It embodies through these attributes the philosophies of the Scottish Enlightenment and the attitudes, dreams and aspirations of the Georgian and Victorian periods. It stands as testimony to the influence of the New Town architects who revolutionised town planning within Scotland, Britain, and throughout the world. This is a major part of the value of George Street and are the key contributions of OUV that the street exhibits.

The revised Statement of Outstanding Universal Value (hereafter 'the SOUV') for the WHS was adopted by UNESCO in 2013 and applied retrospectively to the WHS as it was inscribed in 1995. The SOUV is the key document for statements regarding the OUV of the WHS and is reproduced in its entirety in Appendix D.

5. Heritage Assets

George Street is within the Old and New Towns of Edinburgh WHS, the designated Gardens and Designs Landscape of the New Town Gardens, and the New Town Conservation Area (Appendix A, Figure 2). HES records within George Street alone a total of 48 Category A listed buildings, 69 Category B listed buildings, and 4 Category C listed buildings (see Appendix A, Figure 3).

The 150m Study Area in total contains 564 listed buildings, of which there are 235 Category A listed buildings, 285 Category B listed buildings, and 44 Category C listed buildings. There are no further designated sites within the 150m Study Area, though Edinburgh contains numerous Scheduled Monuments, Conservation Areas, designated Gardens and Designed Landscapes, listed buildings, and other designated heritage assets.

Appendix E contains a table of all of the listed buildings within the Study Area. The density of A, B and C listed buildings is very high within this small Study Area of just 33 ha. Of the 564 listed buildings within the Study Area, 42% are Category A, 50% are Category B, and the remaining 8% are Category C.

5.1 Archaeological and Historic Context

There are no confirmed archaeological sites within the Study Area though the archaeological record is filled with evidence elsewhere in Edinburgh, particularly immediately to the south within the Old Town. The CEHER does not contain archaeological material within George Street pertaining to the period prior to the 18th century. The following sections contain the archaeological context relevant to the Study Area followed by the historical context.

5.1.1 Prehistoric to Early Medieval period (approximately 1000 CE)

The earliest evidence for prehistoric occupation within the Old Town of Edinburgh was discovered in the Mills Mount area of Edinburgh Castle; the material dates to the late Bronze Age or early Iron Age, approximately 900 – 200 BCE, and consisted of a group of pits, two of which contained substantial portions of smashed pots (Driscoll and Yoeman 1997). It is unsurprising that the earliest occupation so far recovered in Edinburgh has been located at the castle, as its location dominates the city and would have been a natural feature from which to create a defensive settlement (Daiches 1980, 13; Gifford, McWilliam and Walker 1984, 17). However, the area would have been attractive for settlement much earlier to this time period, with prehistoric finds including groups of cists and cremations in cinerary urns found near Juniper Green on the banks of the Water of Leith, Braid Hills, and Fairmilehead. Fairmilehead also contains the Caiy Stane red sandstone single standing stone, now a Scheduled Monument (SM1155) most likely dating to the Bronze Age and containing six highly weathered cup-marks on its eastern side. More cists were also discovered during the construction of Lennox Street and Oxford Terrace in Dean (Maxwell and Ritchie in Gifford, McWilliam and Walker 1984, 27), and further Bronze Age activities are attested in the form of two crouched inhumations found in cists in front of St Mary's Church, Bellevue Crescent, in 1823, as well as cremated material found in urns discovered during the construction of Dean Bridge.

Iron Age fortifications and evidence of settlement activity, all in highly fragmented states of preservation, can be found in Holyrood Park, Blackford Hill, and Wester Craiglockhart Hill (Maxwell and Ritchie in Gifford, McWilliam and Walker 1984, 28).

In 1969, a chance discovery on the western slopes of Arthur's Seat near Samson's Ribs yielded a Roman sardonyx intaglio bearing the profile of Alexander the Great in typical Augustan style similar to several found in the Rhineland and is set in iron; it was subsequently claimed for the Crown and is now in the National Museums of Scotland (Stevenson 1970). The style of the ring, its design, and likely origin in the Mediterranean indicates it may have been at least a century old before it was carried into Scotland during the Agricolan campaign (Stevenson 1970, 293). The location of the ring's discovery was surveyed and the area surrounding Samson's Ribs was found to have been the location of a fort likely dating to the first or second century CE (Stevenson 1970, 294).

The area that is now known as Edinburgh first appears in documentation in the first century CE from the Roman incursion led by Agricola around 80 CE as reported by Ptolemy and Tacitus, who label the area as being inhabited by the *Votadini* (Mann and Breeze 1987). Agricola established an arterial route into Scotland through Dere Street, which ran from the Tyne to the Forth via Newstead and Lauderdale (Maxwell and Ritchie in Gifford, McWilliam and Walker 1984, 29). The fort at Cramond (*caer Amon* 'the fort of the Almond') further underlines the presence of the Romans within the area; it measured at least 166m by 146m, contained a stone-vaulted castellum, and supported a large settlement and most likely a harbour extended upon the natural harbour, though evidence of their harbour has not survived (Rae et al 1974).

Reconstructing the *Votadini* territory is difficult, but it may have stretched along the east coast from as far south as northern Northumberland to beyond the Firth of Forth (known as *Bodotria*), thus including

the Tweed Valley (Mann and Breeze 1987, 87-89). The P-Celtic translation Ptolemy provides for *Votadini* is *Goddodin*, and its capital was called *Dineidin* ('fortress of the hill-slope') as told in the epic sixth century Welsh poem *Y Gododdin* by Aneirin. "Welsh (P-Celtic), *din* is Gaelic (Q-Celtic) *dun* (fortress, castle), which is the equivalent of the Old English *burh*. Hence Dunedin, and Edinburgh" (Daiches 1980, 14). Castle rock is thought to have been the most likely location of their royal hall of Mynyddog, the British king of *Dineidin*, and the location from which they set out a doomed attack on Catraeth (Catterick), a seat of power for the Angles, as told in *Y Gododdin*. No archaeological evidence supporting this survives, though a Class I Pictish standing stone made of sandstone was discovered being re-used as a footbridge in Princes Street Gardens, just north of the Castle, in or shortly before 1856. If its location in the gardens is indicative of its original location, it would be one of the only pieces of evidence of the Picts within the kingdom of the Gododdin at that time (Maxwell and Ritchie in Gifford, McWilliam and Walker 1984, 31).

Following the departure of the Romans in Scotland by the fourth century CE, a succession of wars between the kingdoms of the Angles (*Diera* and *Bernicia*) and Northumbria resulted in the southern area of Scotland, excluding Strathclyde, becoming united under King Edwin of Northumbria; this included the area now known as Edinburgh, however its name appears as late as the twelfth century as *Edwinesburg* and *Edwinesburgh* (Daiches 1980, 14). By around 650 CE, the boundary between the Picts to the north and the Angles to the south is argued to have been the Forth (Maxwell and Ritchie in Gifford, McWilliam and Walker 1984, 28). Edinburgh would not become part of Scotland again until Indulf (954-62) reclaimed it from the Northumbrians, but little is known of what becomes of the city between his battle and the reign of Malcolm III (1058-93).

5.1.2 Early Medieval (circa 1000 CE) to High Medieval (circa 1500 CE)

Malcolm III's second wife, Margaret, or alternatively their son David I, is said to be responsible for the construction of the oldest standing building in Edinburgh, found within the grounds of Edinburgh Castle: a simple pitched-roof Romanesque structure with squared ashlar and random rubble with ashlar dressings and skews, with a round-arched opening to the north, now known as the Category A Listed St Margaret's Chapel (LB48228). Dating to the earlier part of the 12th century, it was used as a magazine and munitions store from the 16th to 19th centuries but was rediscovered by the antiquarian Daniel Wilson and subsequently restored under Colonel George Philpotts and Maximilian Grant in 1851-1852.

David I founded the Augustinian Abbey of the Holy Rood (later known as the Abbey of Holyrood) in 1128 at the end of the 'crag and tail' geological structure that stretches from the foot of Castle Rock to the Palace of Holyrood near Arthur's Seat; this path between the castle and the palace would eventually become known as the High Street or the Royal Mile. The road to the east of the abbey to the eastern entrance (Nether Bow) to Edinburgh would become known as the Canons' Way or Canons' Road and is today known as the Canongate. The site may have been along a Roman road running north-west to Cramond (McKean 1991, 24) but this has not been verified. The legend of the founding of the abbey is well known. David I is said to have been hunting in the area and been saved from death by a stag that had a fragment of the True Cross embedded in or woven within its antlers; the stag was said to have magically disappeared once it had saved the king's life. Moved by his experience, David I is said to have founded the abbey and named it for the 'holy rood' that the stag had borne in its antlers. Legend aside,

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what is true about the abbey was its wealth and how it quickly became a target for anyone looking to take Edinburgh Castle at the same time.

In granting a charter sometime between 1128 and 1136 to the Abbey, David I also granted leave for the abbey to establish Canongate as “a burgh between that church and my burgh; and I grant that their burgesses have common right of selling their wares, and of buying, in my market freely and quit of claim and custom in like manner as my own burgesses” (Daiches 1980, 16). As Daiches shrewdly points out, this makes it clear that Edinburgh (‘Edwinesburg’) was a thriving market town by then and thus could support itself through agricultural means and through international trade with England and the Lowland countries through the port at Leith (McKean 1991, 12-13). The importance of the port at Leith for the growth of Edinburgh as an early centre for trade and wealth cannot be underestimated; as early as 1329 Robert I granted the earliest known royal charter that survives for Edinburgh and the port of Leith.

Edinburgh in the medieval period is clearly evidenced by a pattern of settlement that formed along the classic ‘crag and tail’ geological structure mentioned earlier; this geological structure dates to Pleistocene-era glacial erosion and the settlement and construction of medieval housing within the area is the heart of the medieval Old Town to which the SOUV of the WHS draws specific attention. Along this street is the Category A Listed Church of St Giles (LB27381), which was established in Edinburgh as the High Kirk in the mid twelfth century but was burned in 1385. It was rebuilt as an aisled cruciform church; parts of the nave and aisle date to the early fifteenth century, and later was subjected to significant alterations and additions, including exterior re-facing in smooth ashlar by William Burn in 1823-33 and the addition of the Thistle Chapel by Robert Lorimer in 1910. It was the only parish church within the city walls throughout the medieval period.

Throughout the early and high medieval period, raids, battles and outright war waged on both sides of the border as tensions between the Scots and English often erupted. When William the Lion, David I’s grandson, was captured at the Battle of Alnwick, Edinburgh Castle was turned over to Henry II in 1174 through the Treaty of Falaise. The castle was restored to the Scots in 1186 as the dowry of William the Lion’s bride, Ermengarde de Beaumont, great-granddaughter of Henry I, who was chosen for William by Henry II by virtue of the same treaty. In 1291, Edinburgh Castle was taken by Edward I, who had proclaimed himself Lord Paramount of Scotland upon the death of Alexander III. Thomas Randolph, Earl of Moray, reclaimed the castle for the Scots in 1314 and destroyed it on the orders of Robert the Bruce so that it could not be taken again by the English; he left only St Margaret’s Chapel standing amidst the rubble. The ‘razed ground’ tactic ultimately did not work as Edward II and Edward III each returned in 1322 and 1335 respectively, the latter rebuilding the castle, which was eventually seized back by the Scots in 1341 by William Douglas, Lord of Liddesdale, who subsequently destroyed it again to prevent the English from being able to reclaim it once more.

The Treaty of Berwick (1357) finally brought the Wars of Independence to a close. David II (1329-1371) returned to Scotland and chose to make Edinburgh his base. He rebuilt Edinburgh Castle and was noted for beginning the constructing of the tower that bore his name (David’s Tower) at what is now the site of the present Half-Moon Battery. Though he began the tower’s construction from around 1367, it was not completed at the time of his death; his successor, Robert II, completed it and surrounded it with rows of

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cannons. David's Tower was an Edinburgh landmark for centuries and withstood attacks from Richard II of England in 1385 and Henry IV in 1400 only to be torn apart by Sir William Drury during the Lang Siege that took place during the reign of Mary, Queen of Scots, in 1573. The remains of David's Tower later became part of the Half-Moon Battery.

The frequent conflicts medieval Edinburgh experienced would have been of chief concern to its leaders from the earliest periods; it also would have weighed heavily on the minds of those who inhabited the old town. However, the topography that gave Edinburgh its natural defences also presented challenges to its growth. To the north was a marshland that formed a natural barrier and defence. Around 1450, in recognition of the need for further defences, the marshland was converted into an artificial loch known as the Nor' Loch. The Flodden Wall, erected to lend protection to the city from the south, was constructed between 1516 and 1520. However, as McKean (1991, 13-15) and Bell (2008, 14-19) have argued, the main defences in Edinburgh's medieval old town against an invading force was the construction of the streets, wynds and closes and those who knew them so well.

As the number of inhabitants continued to grow, the medieval town had faced a serious spatial problem: there was a limit to the number of houses that could be built next to each other within the original burgess tofts (strips of land) and still keep a garden (Gifford, McWilliam and Walker 1984, 59). By the sixteenth century, Edinburgh's old town solution was to create a tenement, a word that originally "denoted a holding of land [that i]n time came to mean a flatted block" ((Maxwell and Ritchie in Gifford, McWilliam and Walker 1984, 59). Quite rapidly, the medieval town became a bewildering catacomb-like three-dimensional puzzle of wynds, closes, and densely packed streets of tight spaces filled with multi-storeyed timber and stone structures; it was a world closed off to outsiders and full of natives both hostile and ready to repel any would-be invaders who had somehow slipped through the Netherport gate to the east, the Flodden Wall to the south, and the Nor'Loch to the north.

5.1.3 Late Medieval (circa 1500 CE) to the Late Georgian period (circa 1837)

By the late 16th century the wealthier inhabitants of Edinburgh were feeling increasingly confined and sought to expand, however the topography was such that options were limited. The ridge to the north presented an engineering challenge, not least because it was filled by the Nor' Loch. The population in the medieval town had risen from at least 15,000 by 1550 to around 30,000 by 1650. Basic sanitation and associated health concerns were serious issues, especially since the method of sewage disposal was the burgh-wide agreement that chamberpots could be tipped out of windows into the streets below, where drainage channels and open sewage was expected to travel downwards into burns that travelled eastwards on either side of the city rock (McKean 1991, 19). Plague and disease were inevitable and much of the open sewage ended up in the Nor' Loch. The stench of Edinburgh and its inhabitants was well documented: "I smell you in the dark!" Samuel Johnson is famously recorded grumbling into James Boswell's ear on 14 August 1773 as they walked arm-in-arm up the High Street to reach Boswell's house at James's Court (Black 2011, 23-24).

Not only was Edinburgh air considered foul, simply acquiring clean drinking water was a major concern; water had been provided to Old Town by means of lead pipes laid in from Comiston in 1681 and 1722 and for generations Old Town water-caddies carried little caskets or kegs of water from public wells into

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private houses for nominal fees (see Appendix H). Additional water supplies for the city were laid in from Swanston in the Pentlands in 1787, but it was not until the Edinburgh Joint Stock Water Company was formed in 1819 that water, initially from Crawley Springs, began to be piped into houses (Youngson 1966, 241).

By 1746 it is conservatively estimated that at least 50,000 people were living within one square mile of the medieval old town of Edinburgh (Bell 2008, 7-8). The collapse of a six-storey tenement in September 1751 led to the publication in 1752 of a pamphlet that was published anonymously but written by Sir Gilbert Elliot of Minto (1722–1777) entitled *Proposals for carrying on certain Public Works in the City of Edinburgh*. It laid out in the most public way the criticisms of how Edinburgh compared unfavourably with London by extolling the concerns of the gentry that the city was growing in an unsustainable and unhealthy manner, which would lead to the decline of business and loss of intellectual and political leaders (Elliot 1752; Carley et al 2015). It then laid out options to prevent this from continuing in a manner that would best please the gentry.

The issues and ideas laid out by the pamphlet were nothing new to the city elites; they had been discussed many times before, but the outcome this time was different. It was very quickly decided that the first step to establish a residential quarter to the north was to see to the construction of North Bridge (1763-1896) over the Nor' Loch, thereby establishing the necessary link from the medieval 'Old Town' to the 'New Town' to be created in the empty fields to the north. As the Nor' Loch had been partially drained by around 1763, First Provost of Edinburgh George Drummond (1688–1766) laid the foundation stone for the North Bridge to connect the Old and New Towns. However, the bridge would not be built until after another competition for a design for the bridge was held, which was subsequently won by David Henderson, who did not complete the works; the bridge was instead designed and built by William Mylnes between 1765 and 1769, when it was then opened to pedestrians. Unfortunately, part of the bridge collapsed that year, causing the death of five people; it was blamed on the instability of the ground and the civil engineer John Smeaton (1724–1792) and the architect John Adam (1721–1792) were called in by the City to advise. North Bridge was eventually completed in 1772 and stood until 1897, when it was replaced by the present Category A Listed North Bridge (LB30035) (Paxton and Shipway 2007, 144-145).

Around the same time as the North Bridge was being constructed, the decision was made by the City to construct the first New Town using the ancient property tenure of 'feuing' the land, which enabled the City to act as the 'feudal superior' by permitting a person the usage of a plot of land (*dominium utile*) while still retaining full control over that land and the ways in which the rights over that land was exercised (*dominium directum*); the City also levied significant fees for this (Youngson 1966; McKean 1991; Carley et al 2015). Whenever property in the New Town was sold, the existing rights and privileges within the system of feuing was transferred to the new vassal. This system remained in place until the Abolition of Feudal Tenure etc. (Scotland) Act 2000, Tenements (Scotland) Act 2004, and Title Conditions (Scotland) Act 2003, but had a direct positive effect on why the New Town architecture retains much of its quality, cohesiveness, and OUV on which the WHS designation was granted (Carley et al 2015, 32; McKean 1991, 143).

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In response to Lord Minto's 1752 pamphlet, a public competition was launched in April 1766 for the design of the New Town and resulted in six plans. On 2 August 1766, Lord Provost Drummond announced that plan No 4 by James Craig, a hitherto mostly unknown architect, held the most merit, provided that some changes were made after consultations with John Adam (Meade 1971, 41; Old and New Towns of Edinburgh World Heritage Site Management Partners 2017, 58).

5.1.3.1 James Craig's 1768 Plan

Craig's plan for the First New Town is iconic and instantly recognisable because he arranged the streets in a hierarchical pattern that is both uniform and easily repeatable, which is perhaps one reason why it appealed and influenced the designers of the other New Towns. The widest streets in Craig's New Town are George Street, Princes Street, and Queen Street; these are aligned along the highest natural ridgeline, which is centred on George Street. Castle Street, Frederick Street, and Hanover Street cross the axis of George Street. Rose Street, Young Street, and Thistle Streets are narrower but run in parallel to the widest streets; they are surrounded by even more slender mews alleys that are accessed through side openings. From the map view these appear as little circles within the centres of the street blocks, but when walking around the area they are hidden and unobtrusive. The proportions of the streets and pavements were specified in Craig's plans for the First New Town, thus the layouts and measurements that exist intact within the First New Town are part of the OUV of the WHS.

One noticeable difference between the original 1768 Craig plan and George Street today is the inclusion of the statues at the junctions of Castle Street, Frederick Street, and Hanover Street. The following short summaries of these statues and their relationships to the statues at St Andrew Square and Charlotte Square, all of which are Category A listed buildings, are presented in chronological order.

The first statue was that of Henry Dundas, 1st Viscount Melville (1742–1811) by Sir Francis Chantrey R.A. (17481–1841) and was commissioned by the Lord Provost of Edinburgh William Creech (1745–1815) and John Wauchope (1751–1828) on 27 October 1812 for a sum of £3,500. The statue was designed by Chantrey but executed by Robert Forrest (1790–1852) and placed on top of the 55" column in St Andrew Square in 1828.

The second statue to be placed within George Street was also by Chantrey, but this time was of George IV (1762–1830). It was commissioned for £6,000 in 1825 by Alexander Maconochie, Lord Meadowbank (1777–1861) on behalf of the Faculty of Advocates to commemorate the king's visit to Scotland in 1822. It was completed in 1828 and installed in 1831. Research undertaken by the Walpole Society into the placement of the statue includes an entry on 19 May 1829 in the journal of Sir Walter Scott (1771–1832), in which he bitterly complains about the time taken in meetings over the location of the statue (Anderson in Yarrington et al 1994, 219). Although the king proposed placing it at the Castle Battery, it appears the committee eventually decided after the statue was completed to place it where it still stands today (Yarrington et al 1994, 219), at the junction of George Street and Hanover Street, facing towards Old Town.

The third statue is of William Pitt the Younger (1759–1806) and is the final Chantrey sculpture associated with George Street. It was commissioned by the Pitt Club of Scotland for £3,000 on 5 December 1831

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to be an exact duplicate of the statue of Pitt that Chantrey had installed at Hanover Square in London in 1831; the statue in London is now a Grade II listed building. Chantrey's duplicate in Edinburgh is installed at the junction of Frederick Street and George Street in 1833. Interestingly, the Walpole Society notes that the original intention was to erect an obelisk to Pitt in Edinburgh, but the Chantrey ledger revealed Lord Meadowbank preferred the duplicate statue instead. They note, "The use of the statues here was of great importance in the planning of this prestigious area of development in the city, with the statues of the King and Pitt providing a dramatic emphasis to the line of George Street towards the Melville Column (1822) [...]. The Agreement for the Pitt statue would have been signed by Chantrey during his visit to Edinburgh to supervise the installation of his statue of the King and he would therefore have been well aware of the dramatic effect the juxtaposition of the two statues would make" (Yarrington et al 1994, 276). The current location is the original installation location and the statue faces the Old Town as intended.

The final two key statues of importance to George Street are both by Sir John Robert Steell, RSA (1804-1891), who completed both the Memorial to Albert, Prince Consort (1819–1861) in 1876 in Charlotte Square and the statue of the clergyman Dr Thomas Chalmers (1780–1847) in 1878. Both commissions came towards the end of Steell's long and distinguished career, and the Chalmers statue is particularly poignant given that the two had enjoyed a friendship. A photograph of the installation of the Chalmers statue from the Steell scrapbooks held by the National Library of Scotland shows the inauguration ceremony on 7 July 1878; there is a full crowd and the location is exactly as it is today, at the junction of Castle Street and George Street, with Dr Chalmers facing towards Old Town (Lieuallen 2002, 277-279). Interestingly, Steell's second son William (1836-1917) collaborated on one of his father's projects for the first time by utilising his skills as an architect to design the stone base of this statue (Lieuallen 2002).

It is likely that Craig's design appealed to the Town Council because, as had been opined in Lord Minto's 1752 pamphlet, it provided Edinburgh with the much-sought-after style of London in "the beauty and conveniency of its numerous streets and open squares, of its buildings and bridges, its large parks and extensive walks" (McKean 1991, 140). Instead of the cramped closes and wynds of Old Town, Lord Minto had desired that the New Town should contain wide streets with homes facing across one another in the English style and "reserved for 'people of fortune and a certain rank'" (McKean 1991, 140) meaning the aristocracy, with "[p]rofessional men, businesses of all kinds, the courts and all places of public resort remaining behind in the Old Town. He envisaged an aristocratic suburb a Berkeley Square [...] like the new suburban streets of individual, detached, Palladian villas then under construction for the fabulously wealthy tobacco lords of Glasgow" (McKean 1991, 140-141).

The thriving wealthy upper classes wanted to escape to the New Town were looking to impose rectangular open spaces onto the landscape in a way that, to their mind, emulated the style of their Roman predecessors (McKean 1991, 142). Echoing the geometric style of Roman forts, the New Town was to be a pattern of minor streets that ran in right-angles to a principle axis that would lead towards a square with a main church; these were already being developed in Buchan and Moray (McKean 1991, 42) and may have drawn on John Wood's Bath and ideas for new styles for town planning that had been in circulation in continental Europe by at least around 1748 (Youngson 1966, 74-75). Accordingly, Craig's

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original plan shows one church apiece situated on the far ends of the gardens at each end of George Street in what would later become St Andrew Square and Charlotte Square.

St George's Church, now the Category A Listed West Register House (LB27360), was situated on the west end of Charlotte Square, facing towards the east end of George Street as Craig intended. St Andrew Square was another matter. As it turned out, Sir Lawrence Dundas had already managed to feu the location for the intended church on St Andrew Square and had already persuaded Sir William Chambers to build Dundas House (presently the Category A Listed Royal Bank of Scotland) (LB29705). A new place for the church had to be found but it needed to be balanced in symmetry along George Street; it could not be placed just anywhere, as this would violate the principles of planning governing the construction of the New Town. It was decided that the most appropriate location for St Andrew's Church, now the Category A Listed St Andrew and St George's West Church (LB27283), was the centre of the northern side of the eastern block of George Street. The church, with its tall spire that now forms part of many key views of the Edinburgh skyline, sat in perfectly balanced counterpoint to the James Craig's Physicians' Hall of 1775 until it was demolished to make way for David Rhind's (1808 – 1883) Category A Listed Commercial Bank (LB28862) of 1847, which later became the offices of the Royal Bank of Scotland and is currently the premises of The Dome restaurant. Craig's initial idea the central bays of each block within the street would contain something grand never materialised; instead, the Commercial Bank, St Andrew's Church and the Assembly Rooms became the main anchoring points along the street.

The feu conditions laid down by the City "imposed a homogeneity of scale, colour and material" (McKean 1991, 143) along George Street. Many buildings of the New Town were built of "ashlar, sandstone blocks accurately dressed to give dimensions. The thickness of the joints between these stones is often as little as 3mm (2/16") between courses 250-360mm (10-14") high. [...] Ashlar is the most expensive and best type of masonry. Often in Edinburgh, to reduce the cost, outside walls were faced with ashlar (fixed to cheaper material, usually rubble, by bounding stones) on streets or front elevations" (McMillan, Gillanders and Fairhurst 1999, 96-98). Many new sandstone quarries had to be opened to fulfil the requirements for the large sizes of blocks in the qualities and quantities needed to build the New Towns, most notably in Craighleith, Ravelston, Redhall and Hailes (McMillan, Gillanders and Fairhurst 1999, 111). A smaller amount of material came from Joppa and Niddrie from sandstones from the *Limestone Coal Formation* and *Upper Limestone Formation* (McMillan, Gillanders and Fairhurst 1999, 112). Sandstones within the *Kinnesswood Formation* were worked within the oldest known quarries in Edinburgh in the Burgh Muir, now the Meadows and Bruntsfield (the Burgh Muir); further quarries of the *Kinnesswood Formation* were opened in Craigmillar and the Grange and all provided colours that range from white, buff, to light brownish-grey to pink and red (McMillan, Gillanders and Fairhurst 1999, 111-112). The Ballaghan Formation sandstones were worked from the Camstone quarries, from east of the Salisbury Crags, Dumbiedykes, Society, and the Salisbury Crags Sill (McMillan, Gillanders and Fairhurst 1999, 111). The Salisbury Crags in Holyrood Park provide dolerite sill, known locally as whinstone, a hard, coarse-grained, dark grey igneous rock (McMillan, Gillanders and Fairhurst 1999, 116). Craighleith Sandstone, within the *Gullane Formation*, produces a fine-grained grey sandstone that features extensively on the north side of Charlotte Square (McMillan, Gillanders and Fairhurst 1999, 118, 121)

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and the columns of the church of St Andrew (LB27283) (now St Andrew and St George's West Church) (McMillan, Gillanders and Fairhurst 1999, 32).

However, the homogeneity that defines the uniformity of the façades on the eastern side of George Street was clearly more strictly adhered to at the beginning of the construction of the street. Construction began in the east as it was closest to North Bridge, and as it headed west, designs became ever more decorative and elaborate, especially if the property owner was to occupy the property instead of simply build and re-sell. By the time Charlotte Square was designed in 1791 and construction began in 1794, the differences in style between the buildings in that square when compared to the rest of George Street and St Andrew Square are obvious (McKean 1991, 143-144). The Town Council enlisted Robert Adam to ensure Charlotte Square would be completed in a uniform style, perhaps in response to criticisms to the "piecemeal character of the development" of the New Town by that point (McWilliam 1978, 7). Despite delays due to the Napoleonic war and modifications by Robert Reid, Charlotte Square stands in testimony to Adam's designs, and the Category A Listed Bute House (LB28502), now the residence of the First Minister of Scotland, is undoubtedly the grandest, loudly echoing Lord Minto's desire for palatial townhouses set in harmony with public buildings and 'foliated compartments' (to borrow the contemporary judge and diarist Lord Cockburn's phrase) – and all of it in service to the privileged upper classes (Carley et al 2015, 37-38). Craig's plan had "an appropriate place for everybody – not forgetting the cowkeepers and stablehands in the mews lanes" (McWilliam 1978, 6).

By now, plans for the Second New Town were well under way. Even though North Bridge – the critical arterial route from the Old Town to the New Town – was in place by 1782, the idea for an earthen ramp built from the materials excavated for the foundations of the New Town buildings was taken up and resulted in the creation of the Earthen Mound, now simply known as 'the Mound' (Carley et al 2015). This became a second link from the Old Town to the New Town, though another would soon follow. In 1785, Robert Adam submitted his design for South Bridge to the Lord Provost James Hunter Blair. His bold proposition would not only have linked the University of Edinburgh buildings and the Cowgate in the medieval Old Town but also would have connected the new North Bridge to his now Category A Listed General Register House (now the National Records of Scotland) (LB27636) in the New Town. The plans show Adam at his most grandiose and the costs reflected it. Parliament, still recovering from the American War of Independence, likely rejected them due to those outlays, and instead funded Robert Kay's (1740 – 1818) much more modest plans, for which the Category B Listed South Bridge was completed in 1788 (LB27950).

The new residential occupants of New Town had purchased their homes with certain new luxuries in mind, chief among them was the different standard of quality of life in comparison to Old Town: cleaner air, landscaped gardens and pathways, wide open streets, grand public buildings, and above all, exclusivity. Craig's plan was instrumental for the Town Council in selling this. For example, Craig's plans originally communicated the idea that the area south of Princes Street would be a sweeping garden with walkways down to a canal, but there were no plans as to how this would actually be accomplished (Nimmo 1991, 44; Nimmo 1996, 2). This was part of the 'rus in urbe', or illusion of the countryside in the town, which was designed into the First New Town. This was a key element that was woven throughout

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the New Towns, first through the use of small private gardens such as those at St Andrew Square and Charlotte Square, and then later with larger pleasure gardens such as those now found at Queen Street Gardens (Byrom 2018). Today, the *rus in urbe* character is recognised as OUV throughout New Town in the form of the parks, gardens and vistas in historic layers that reflect the original urban designs of the New Town architects from James Craig onwards.

During Craig's time, the houses on Princes Street were entirely residential, thus the vista to the south would have been of immense importance to those planning on living on that street. Any commercialisation element on the south side of the street would have reduced the attractiveness of Princes Street, and greatly reduced the property value. Although class differences had always existed in Old Town, it was being explicitly written into the architecture and the landscape of the New Town. Where before the physical separation between the classes had been merely a few yards, now the wealthy wanted a larger amount of space. They demonstrated this in the following example, which, in a round-about-way, ultimately led to the creation of the Princes Street Gardens.

In 1769, John Hume, coachbuilder, acquired ground on the east side of Princes Street, quite close to North Bridge, to which he added land until he owned at least a 162-foot frontage stretching back around 300 feet (Youngson 1966, 86; Gifford, McWilliam and Walker 1984, 309-310). In 1770 he joined Young and Trotter, upholsters, who also owned land on Princes Street, and together they applied for more land to the west. The Town Council approved with the provision that no construction could rise above the level of Princes Street. Later that year, as they prepared to build, the wealthy citizens of New Town, and in particular those who were to move into Princes Street residences, raised their objections. Among the fourteen signatories of the 1771 Bill of Suspension and Interdict to stop the building was David Hume; together they protested that New Town owners had purchased their properties on the understanding that, based on Craig's plans, no building would be occurring on the south side of Princes Street, and that the area between Old Town and New Town would be clear of sooty air and nuisance (Youngson 1966, 86-87). Nuisance, in this case, meant the types of activities they associated with the Old Town: commercialisation, industrial activity, and the like.

The Court of Session rejected the Bill by arguing that Craig's plan did not represent a contract and that an Act of 1767 had provided that should construction between Princes Street and the Nor' Loch be granted, it would not come closer than ninety-six feet to Princes Street. The New Town residents raised an appeal to the House of Lords, who reversed the Court's decision in 1772 and referred it back. The Court decided again in favour of the Town Council on the same legal grounds. An arbitrator was appointed while the constructions for buildings of all parties neared completions. At last a compromise was made: the buildings would be completed to the west of the line now represented by the present-day Waverley Steps, however there would be only a few workshops, and these would be kept below the line of Princes Street. All land west to as far as Hanover Street was "to be kept in perpetuity as pleasure ground" (Youngson 1966, 86-90; Gifford, McWilliam and Walker 1984, 310). This left the grounds to the south of Princes Street and to the west of Hanover Street free for feuing and building, provided it stayed at least ninety-six feet away from the houses on Princes Street. No attempt of further buildings or

constructions were made and an Act of Parliament in 1816 prevented any in perpetuity (Youngson 1966, 90; Gifford, McWilliam and Walker 1984, 310).

This Act eventually paved the way for the Princes Street Gardens that would follow, allowing in the end for Craig's plans to come to some sort of fruition. And though the commercialisation of Princes Street and the New Town would occur in time, the division between Old Town and New Town via the valley that once contained the Nor' Loch would remain as a result of the actions of fourteen New Town residents who fought for the space to remain intact for the purposes of a dedicated space for a pleasure garden.

5.1.3.2 Pleasure gardens

Lord Cockburn, a critic and contemporary of James Craig, coined the phrase 'foliated compartments' to describe the different types of gardens and designed landscapes around New Town; it has since become a useful term for understanding a key aspect of how the New Town design was fundamentally different from previous types of town planning designs. Today there are two types of gardens that make up the vast majority of the designated New Town Gardens: private gardens and public gardens. Historically however, it was a different matter altogether.

The private gardens for the houses of Craig's New Town design were designed to be at the rear of the buildings. Much like today's shared tenement gardens, these were usually overshadowed and intended for children to play or to dry laundry; they featured a small central lawn, a footpath and flower or small shrubbery beds along the edges of boundary walls (Byrom 1995, 69). The front of the houses contained the public rooms, most importantly the dining room on the ground floor with the drawing room above, and both rooms were "carefully positioned to face on to open squares, broad main streets, and centrally placed gardens thus providing a subtle balance between the bustle of street activities with refreshing glimpses of trees and greenery beyond" (Byrom 1995, 69). The key view from the drawing room or dining room, if not the broad main street (George Street), was the 'foliated compartment', especially if it looked out onto an open square, for example at St Andrew Square or Charlotte Square. Alternatively, the view from the window should provide a vista into the skyline, it was meant to provide pleasing contrasts of regulated streets and garden squares.

The purpose of the private gardens within St Andrew and Charlotte Squares was to provide exclusive pleasure to the residents surrounding it, who were in turn exclusively responsible for its maintenance; this remains the practice today throughout the communally owned private gardens of Edinburgh's New Town (Byrom 1995, 67-68). St Andrew Square was a private garden and has only recently become open to the public year-round, while Charlotte Square remains a private enclosed garden that opens to the public only during the Edinburgh Book Festival. Regent Gardens and the three Queen Street Gardens, and Dean Gardens remain the largest of around thirty private communal gardens in Edinburgh.

Private pleasure gardens of New Town were intended for visual pleasure but also to provide gentle but "polite outdoor recreation; for walking and taking air, for small children's play, for sitting in and passing the time of day" (Byrom 1995, 85). The strictures of proper conduct were carefully set down in rules issued to the proprietors of each garden, which included rules on whether activities such as badminton, tennis, bowls, pitch, putt, and croquet were permissible (Byrom 1995, 85-87); St Andrew Square once

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contained such a green for games such as bowls. By far, lawn tennis was the most popular sport in the Victorian period as it was the first active game that women could play in the company of men; one of the first private tennis clubs was formed in Charlotte Square (Byrom 1995, 87-88).

The Georgian New Town planners were more than just economically invested in “the formal green open spaces” (Nimmo 1996, 2) of the two squares at either end of George Street. Just over one-tenth of the entire area of the New Town consists of open space that was originally formed as private pleasure grounds (Byrom 1995, 69; Byrom 1984). These range greatly in size however; the largest examples include the West Princes Street gardens (32 acres, 12.8 ha) and Regent Gardens (12 acres, 4.8 ha), while squares and strips are much smaller, for example Rutland Square (0.35 acres, 0.12ha), Rothesay Terrace (0.3 acres, 0.12 ha), and Saxe Coburg Place (0.6 acres, 0.24 ha) (Byrom 1995, 69). Half are under one acre (0.4 ha) and the rest are divided almost equally between those that are 1 – 3 acres (0.4 – 1.2 ha) and those that are over 3 acres (1.2 ha) (Byrom 1995, 69; Byrom 1984).

The creation of pleasure gardens for the exclusive use of the residents of the New Town was always a priority for the architects of the New Town. St Andrew Square is the oldest garden of the New Town (1770) followed by Charlotte Square, which in 1797 was enclosed by a boundary wall and railing, though its interior was not finished until after 1804 (Byrom 1995, 72). East Queen Street gardens (1814) and then West Princes Street (early 1820s) followed; from the 1820s, the development of the Second New Town coincided with the creation of many of the individual private gardens within what is now the designated New Town Gardens area, including Central and West Queen Street gardens, Royal Circus gardens, St Bernard’s Crescent, Drummond Place, etc.

War and recession caused a lull in building works in New Town between 1830-1850, but during the 1860s the development of the western end of the New Town had begun in earnest. Dean, Belgrave Crescent, and Douglas Crescent gardens were built along the Water of Leith, along with several other smaller gardens such as Eglinton/Glencairn, Grosvenor/Lansdowne, Magdala Crescent, Drumsheugh gardens, Rothesay gardens, and Clarendon Crescent (Byrom 1995, 75). On the whole, most of the funding for these parks and gardens were taken up by the surrounding residents, with assistance provided at times by the Town Council when pressures from the public mounted. Ultimately, the ownership of these gardens rested in the hands of the residents, with the exception of the West Princes Street gardens, which was on land feued to the Town Council. In all other cases, the New Town residents “had their garden ground made freely over to them by the developer, usually on the condition that it was kept as open space, in good order and at their own expense” (Byrom 1995, 75).

Though the idea of public gardens is no longer considered a radical notion, it can be argued that the seeds of Edinburgh’s public gardens were planted in the common grazing grounds at Burgh Muir, which was granted by David I in the 12th century. However, it would not be until during the Victorian period, with its attitudes about public health and the well-being of the whole of the public, that public gardens would be created. Thus, at the end of the nineteenth century and into the early twentieth century the act of creating a public garden was seen as revolutionary and met with great public scrutiny. Times had changed and in 1876 the argument was made to create a public garden out of the private West Princes Street Gardens because “by rights ownership of the land really belonged to the whole community”

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(Byrom 1995, 76) – community in this case meaning more than simply the residents nearby, as by this time, the residents of Princes Street had all but disappeared, and the street had become nearly completely commercial in nature.

The Edinburgh Municipal and Police Act of 1879 allowed the West Princes Street gardens to become a public garden; others, for example Gayfield Square (1887) and Atholl and Coates Crescent (1951) were now also able to be taken over by the City of Edinburgh for their custody and management (Byrom 1995, 76). Those private pleasure gardens had always relied on the surrounding residents or subscribers for their upkeep and the system had begun to fail, with the result being states of neglect and increasing levels of public nuisance. The 1879 Act provided a new management solution and ensured the gardens would be maintained, kept attractive, and become open to the public; the residents had become, in contrast to previous generations, amenable to be relieved of their duties in exchange for losing their exclusive access to their ‘foliated compartments’.

5.1.3.3 Social Life in the New Town

Social life rapidly changed in Edinburgh following the construction of the New Town. Entertainment during the Georgian period consisted of theatre, concerts, supper-parties, balls and clubs, of which formal dinners, and later supper-parties, were the most important (Youngson 1966, 244). Formal dinners, which contained rounds of formal toasts, were for a long time the most fashionable, but formality declined as the time for dinner grew later and light suppers became informal (Youngson 1966, 244). Informality was such that invitations to a supper-party could be received very close to start (five o'clock), or friends might appear without any invitation at all; this was common behaviour during the time of the First New Town.

Friendly neighbours were widespread and sociability at the conclusion of the business of the day was encouraged. However, despite the hopes expressed by Lord Minto’s 1752 pamphlet and the initial flourishing of aristocratic social life, Edinburgh declined in fashion from the last decades of the eighteenth century and into the early nineteenth century. By 1825, only the Earl of Wemyss and the Earl of Caithness had houses in Edinburgh, but they only occupied them for one month in the year, the rest of the nobility having fled to the countryside or to London (Youngson 1966, 237).

Taverns were one place where the all branches of society could mix together more freely, though fears of “tavern dissipation” (becoming inebriated) was considered disgraceful for respectable people after around 1780 or 1790, though professionals (journeymen, craftsmen, labourers, tradesmen, etc) continued the practice (Youngson 1966, 245; see Appendix H). Taverns were also where people would often choose to conduct business, as many in Edinburgh were also the location gentlemen’s clubs. The number of clubs in Edinburgh was extraordinary and only grew in number with the establishment of New Town. Ladies were not admitted into such places, but instead gathered in oyster-cellars where parties of ‘the First People of Edinburgh’ ate oysters, drank pots of porter and brandy-punch, and danced reels, at least up until around 1755, when more ‘civilised’ entertainment began to be offered (Youngson 1966, 248). The opening of Assembly Rooms throughout the Old and New Towns heralded a new age of entertainment for both sexes of the upper classes. They were immensely popular and offered theatrical performances, concerts and dances.

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Eighteenth-century assemblies were exclusive, formal and ruled over by Directors and Lady Directresses who came from well-known Scottish families and maintained control over the proceedings; absolutely nothing occurred without their permission. Their aim was “polishing the youth and providing the poor” and led to thousands of pounds in donations to the Royal Infirmary, the Charity Workhouse and their own private charities (Youngson 1966, 251-252). The opening in 1787 of the New Assembly Rooms in George Street, now a Category A listed building (LB27567), had been greatly anticipated by the residents of New Town as the Old Assembly Room in the West Bow had by that point been considered too cramped and the newer Assembly Rooms in Buccleuch Street too far away from New Town to be considered fashionable. The Town Council had been prevailed upon to provide a site in George Street and John Henderson’s 1782 design for the New Assembly Rooms were opened, but its “original splendid austerity” proved unpopular (Gifford, McWilliam and Walker 1984, 67). Nevertheless, they were conveniently located for the New Town inhabitants and offered musical performances, balls, banquets and other social activities as deemed acceptable by the strict Directors and Directresses.

Despite the luxuries of New Town, some old problems persisted, including intermittent water supply issues and inadequate sanitation. Although water had begun to be piped into the New Town properties, drains were far from ideal, reportedly “porous as a sieve”, and most likely to be “connected with internal sanitary arrangements which were inadequate, inconvenient, often unhealthy and quite often positively offensive” (Youngson 1966, 270). The earliest New Town houses, including that of George Street, suffered from frequent issues of damp on their ground floors and were plagued with issues of mustiness due to issues of reduced drainage. Further, as the plans of the houses were chiefly concerned with dining rooms and drawing rooms, which had been so rare as to be unheard of luxuries in the cramped conditions of Old Town, servants and man-servants were often obliged to live together in odd rooms, closets or even under staircases (Youngson 1966, 271).

Gradually these problems were addressed and avoided as the New Town expanded and street plans featured curved terraces and crescents in subsequent New Towns that connected with the First New Town. With every expansion, links were carefully formed to create a coherent whole New Town that was filled with important public buildings and monuments that reflected the neo-classical revival movement in Europe, leading to the city being dubbed the ‘Athens of the North’. As life in the New Town continued to change society in Edinburgh, there were many families that became engaged in a variety of different types of employment from professional, artistic, and craft services; opportunities for education was perhaps unrivalled anywhere else in Britain (Youngson 1966, 254).

However, despite the many positive benefits that so many were experiencing in the New Town, there were still thousands of people being suffering from poverty, malnutrition and disease in Old Town. The physical separation of Old Town from New Town had allowed the residents of the latter to lose the everyday sense of unity of society and neighbourliness that had united the people of Old Town irrespective of class and wealth. The wealthy could live in the New Town and send servants to the High Street to conduct their business and never step foot themselves into the Old Town; life had never before been conducted this way in Edinburgh (Youngson 1966, 236). The valley between Old Town and New Town provided not only a physical separation, but as pleasure gardens began to be cultivated where

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once the Nor' Loch lay, a cleansing of the air and beautification for the eye; charity had replaced neighbourliness and the unity of social feeling (Youngson 1966, 256).

5.1.4 Victorian Period (1837–1901) to the Modern period (circa 1950)

By the start of the Victorian period, the population of Edinburgh had grown to approximately 197,000 (Youngson 1966, 265-266). By around the mid nineteenth century, building slowed although the density of the population increased, perhaps by as much as double in Old Town (Youngson 1966, 267-268). New Town was better, but rapidly becoming overcrowded; Rose Street, Thistle Street and Jamaica Street, which were planned for 'the better class of artisans', workers and shopkeepers, (Gifford, McWilliam and Walker 1984, 321, 329, and 350) did not contain water-closets or sewers and were likely the source of disease (Youngson 1966, 270). Some of the pressures for housing were alleviated towards the end of the 1850s and into the follow decades as building in the New Town picked up and suburbs in the south and west of the city opened up. The primary means of transportation in the middle of the nineteenth century were the hackney carriage and the horse bus, and later, by 1871, the horse-drawn tramcar (Youngson 1966, 273-274); tramcars and tramlines in particular enabled the expansion of the suburban areas.

The major change for the city during this time was the coming of the railway not only because of the method of transportation itself, but because of how its placement within Edinburgh affected the physical landscape and urban design of the city centre. Rumours had circled for years about the possibility of placing a railway line between Edinburgh and Glasgow and using the location of the valley between the Old and New Towns as the connecting point. Residents who had feued properties in Princes Street between Hanover Street and Hope Street greatly disapproved of this idea and had early on formed the Princes Street Proprietors (Youngson 1966, 275) to be able to have a say in what happened to the area directly outside their homes. These wealthy and influential residents helped to negotiate the Act of 1816 that prevented any buildings on the south side of Princes Street and had obtained permission from the Town Council to lay out a garden with trees and extensive walks in the area where the Nor' Loch had once been. They did so at their own great expense and access was subsequently restricted; obtaining a key to walk the garden was a mark of fashion that cost three guineas annually (Youngson 1966, 276).

When the plans for the railway were put forward, not only did the Princes Street Proprietors object to the destruction of their garden, they had many of New Town's most fashionable, wealthy and influential on their side. They successfully argued that the railway should instead terminate "on the west side of Lothian Road, in a situation detached from the new town and equally convenient" rather than "be deprived of the proper use and enjoyment of a property embellished at so great an expense" (Youngson 1966, 277). However, they only managed to keep the railway away from the garden for a few years. Railway directors appealed to Parliament to allow trains to Waverley in order to join up a planned line to Berwick. By this point, the 'railway mania' of the 1840s had changed public opinion and the Princes Street Proprietors were obliged to bow to the pressure and accept financial compensation. By 1846 trains were running from Haymarket to Waverley and compensatory works were completed on the gardens in 1849 (Youngson 1966, 277-278).

The insertion of the railway ended Princes Street as a fashionable residential address in the city (Carley et al 2015, 139). However, with its railway connection and its central location, the city began to concentrate its commercial focus in the east end; this caused smaller banks to move into St Andrew Square and the east end of George Street (Carley et al 2015, 139-141). As financial institutions outgrew their premises within George Street, they simply adapted or replaced their buildings to make room for their needs, for “example[,] the pedimented headquarters of Standard Life Investments [...] at 1 George Street. The corner building was built in three phases [from 1897 to 1901] replacing three separate former residential properties. Eight further properties in George Street and Thistle Street Lane were annexed and redeveloped during the twentieth century, ultimately forming a headquarters building for over 600 people” (Carley et al 2015, 141; Gifford, McWilliam and Walker 1984, 298).

5.1.4.1 Changing uses of George Street

The properties around George Street and the Study Area were backdrops to great changes from the Georgian to the Victorian period as they went very quickly from being residential properties to becoming the principal destination in New Town for banking, insurance, dining, and shops for both everyday essentials and luxury items. The invention of shops and practice of frequenting them for everyday items, as opposed to going to market, is an invention that primarily belongs to the nineteenth century (Gifford, McWilliam and Walker 1984, 71; see Appendix H for an image of the market under North Bridge prior to the insertion of Waverly Station).

In the First New Town and on George Street, ground-floor shops had begun being inserted into houses by the end of the eighteenth century as “an easy way was simply to add a doorpiece (preferably in the centre bay as at No 38 George Street) and enlarge the windows” (Gifford, McWilliam and Walker 1984, 71). The buildings were also altered to provide access to the upper levels of the houses, where they were continued to be occupied, in order to compensate for the insertion of the shop. Very soon thereafter, grand ‘saloon’ top-lighting becoming an Edinburgh tradition and throughout the Victorian period it became common to see shop fronts project out over basements.

Many early properties of George Street were altered in later periods reflecting the changing uses of the street and now contain fine examples of features of the Victorian period. A good example of the changes made to original Georgian architecture from the Victorian all the way through to the modern period on George Street can be illustrated by the Category A listed George Hotel (LB28830) at Nos 19-25. It was originally three houses built by John Young in the 1780s and altered in 1840 by David Bryce, who added a tetrastyle Corinthian portico to No 19 (Gifford, McWilliam and Walker 1984, 299). MacGibbon & Ross extended the style by adding porticos to Nos 15 and 17 for the Caledonian Insurance Company in 1879 during a remodelling period that extended the hotel’s accommodations on the upper floors of the buildings; Gifford, McWilliam and Walker note that the renovations added a “weak Renaissance doorway and an absurdly fussy attic” that rather “spoiled the effect” (Gifford, McWilliam and Walker 1984, 298). In 1903, R. H. Watherson substituted the “rusticated arches on the ground-floor pilastrade” and by 1950 the entire building became the George Hotel; a seven-storey high extension to the east of the building followed in 1967 (ten-storeys less than a proposed tower scheme of 1958 that was halted by Public

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Inquiry), with a single-storey corridor link with windows facing onto George Street (Gifford, McWilliam and Walker 1984, 298).

Further excellent examples can be found on George Street but for the purposes of this Statement only a few more will be highlighted. For example, No 16 George Street was a site originally feued by James Craig in 1779 that contains original houses that were changed in the early nineteenth century and retain original Victorian shopfronts (Gifford, McWilliam and Walker 1984, 301). Nos 38 – 68 are original houses with “stuck-on shops” (Gifford, McWilliam and Walker 1984, 302), with No 38 having a late Georgian example of a shopfront without a projection and a central door with Ionic columns reached by steps as though the property were still a residence instead of a shop (Gifford, McWilliam and Walker 1984, 302). Nos 43 – 45 were refaced and heightened by Thomas Hamilton for William Blackwood in 1829; No 45 remained in use as Blackwood’s office premises until 1972 “with the front shop lined with bookcases, then an Ionic screen leading to a further shelf-lined corridor and on to the square saloon with saucer-dome skylight and monumental chimneypiece” Gifford, McWilliam and Walker 1984, 302). The Ionic screen was part of the late Georgian shop conversion and occurs in No 61, which features an original Victorian shopfront (Gifford, McWilliam and Walker 1984, 302).

The Royal Society of Edinburgh at Nos 22–24 is housed in a building constructed in 1843 by William Burn and David Bryce for the Edinburgh Life Assurance Company; it was adapted for the Society in 1909 by W. T. Oldrieve (Gifford, McWilliam and Walker 1984, 301). Next door, the Category A listed building at the corner of 26 George Street and 53 and 55 Hanover Street (LB28865) known as the Commercial Union Insurance building is currently occupied by Lakeland. It was designed by J. M. Dick Peddie in 1908–1909 as an accompaniment to the Edinburgh Life Assurance Company properties at Nos 22–24 and contains a large consoled drum and copper dome with a bronze statue of Prudence by the Edinburgh-born sculptor Percy Portsmouth (1873–1953) (Gifford, McWilliam and Walker 1984, 301). The dome is a signature feature of the Edinburgh skyline and can be seen in multiple key views (see section 7.2).

By this time, it is estimated that more merchants and shop-keepers were living on George Street than had ever before as the location had become the location of Public Societies, banking, the services of tradesmen and craftsmen offering fine luxury goods, as well as the place to attend important social activities such performances at the Assembly Rooms or to attend church services. The changes have been within the buildings and on their façades during the late Georgian and Victorian periods in particular, as has been discussed. The statues of George Street, already discussed, appear during this time, as do many other public statues and gardens and designed landscapes throughout the Study Area, also discussed. Nevertheless, the overall design of George Street stayed remarkably intact, as can be demonstrated by historical mapping (see Appendix F for the map regression).

The most important change to the fabric of the First New Town at the turn of the twentieth century was in relation to transportation and technology, which would have enabled modern forms of street lighting and new types of transport in addition to automobiles. Electric tramways appear in Hanover Street and Frederick Street in the late 19th century and run across the south side of Charlotte Square, through the centre of George Street, crossing Hanover Street and Frederick Street, and along all sides of St Andrew

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Square until at least 1952, only to be removed again by 1956 (see section 6 for discussion and Appendix F for historical map regression). The very fabric of the street beneath peoples' feet would have changed as the roads were altered to accommodate trams, automobiles and eventually public parking. Much like the Victorian period, George Street remains a destination for shopping, dining, financial services, and entertainment.

5.1.4.2 George Street in the present period

George Street is authentic. Despite the rapid changes of technology and transport it has witnessed since its conception over two and a half centuries ago, from its construction until now, it has retained many of its earliest First New Town buildings; its layouts, proportions, and street design still reflect James Craig's original 1768 proposal to a high degree of accuracy. St Andrew Square and Charlotte Square, with their gardens that bookend George Street, also feature some of the earliest buildings of the First New Town. Where buildings on George Street were altered from Craig's original designs, they are excellent architectural examples from the late Georgian and Victorian periods representing the evolving use of street and reflect the standards of town planning that the architects of New Town demanded. The quality and consistency of the original materials, layouts, widths and proportions retained in the street today stand as a testament to the influence that these early modern town planners had on subsequent town planners, as their work has been respected and protected. Today, George Street is known throughout the world as the centre of the First New Town; from almost the beginning, it influenced town planning not only in Scotland, but throughout Britain and Europe, and eventually the world. In a world where populations are increasing, resources are under constraint, and the ethos remains to deliver long-term stability and a high quality of life standard, George Street stands as a testament to how those challenges were addressed in eighteenth and nineteenth century Edinburgh. It is this role as an authentic, living part of built heritage that is a key contribution of OUV that the street embodies.

5.1.5 Summary of Archaeological Excavations and Surveys in George Street and the Study Area

There are no archaeological excavations that have been undertaken within George Street. Archaeological reports within the Study Area include work undertaken at Princes Street that yielded material from the late 18th to early 20th centuries (Cameron and Macfadyen 2012; Cressey 2011). In 2012 there was a Level 1-2 building recording survey and archaeological watching brief during the installation of new external services at the Assembly Rooms on George Street that recovered a small number of architectural and 'paper' finds (ticket stubs and programmes) from the late 19th and 20th centuries (Cressey 2012). Works at Charlotte Square uncovered the remains of late 19th century walls (Hindmarch 2012).

6. Selected Historic Mapping

For the purposes of this Statement the key map is the 1768 'Plan of the New Streets and Squares intended for the City of Edinburgh' by James Craig (see Appendix F). The remaining historic maps that have been chosen are large scale (1:1056 and 1:2500) Ordnance Survey Scottish town plan series (1847-1895) that correspond to surveys undertaken in the Study Area in 1851-2 and 1892-4 (see Appendix F). Craig's 1768 plan indicates equestrian statues were to be installed at St George's Square

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(now Charlotte Square) and St Andrew Square; these locations now correspond to the locations of the Memorial to Albert, Prince Consort and the Melville Monument, respectively. The town plan series maps in Appendix F also record the appearances of the statues of George IV, William Pitt, and Dr Chalmers at the junctions of Hanover Street, Frederick Street, and Castle Street, respectively.

The map regression in Appendix F confirms that the layout and design of George Street has retained its historical integrity and authenticity to the historical periods as established in the baseline described in detail in section 5. In comparing modern and historical maps drawn from physical surveys of Edinburgh, it is clear that the integrity and authenticity of Craig's plan is largely intact. The 'clean' geometric layout and strict symmetry of George Street, the planned widths of its streets and buildings, and the locations and dimensions of the surrounding streets and the placement of the gardens are present. This is despite changes in architectural styles, technological transformations, and the development of new forms of travel, most notably the insertion (and subsequent removal) of tramways through Hanover Street and Frederick Street by the late nineteenth century.

Thus, George Street retains its authenticity as the principal street of the First New Town. It reflects the ethos of the First New Town architects of the Scottish Enlightenment period, who influenced the New Town architects who came after, all of whom revolutionised town planning throughout Britain and the world; this is a major part of the OUV that George Street embodies.

7. George Street and OUV

George Street is special and an integral part of the townscape of the WHS. It is the centre street of the First New Town, which was among the earliest "planned neo-classical urban improvement initiatives of unusual sensitivity and success" in the world; it embodies the conscious decisions made by mid to late eighteenth century Scottish town planners to apply "sympathetic 'Flemish', and, later, mature 'Scottish Baronial' styles to the buildings lining the new streets" (Old and New Towns of Edinburgh World Heritage Site Management Partners 2005, 43). George Street is the earliest example of the philosophies of the Scottish Enlightenment that drove the construction of the New Town, and it set the stage for the set-pieces, other individual streets and green spaces of the New Towns that followed, all of which were very carefully integrated and designed for consistency of scale, integrity, discipline, and elegance (Old and New Towns of Edinburgh World Heritage Site Management Partners 2005, 42). The character of the New Town of the WHS, of which George Street is the original principal street, possesses an entirely different environment that deliberately contrasts with the ancient, organic street patterns of the Old Town. The townscape of the New Town emphasises the sense of place and local identity through the consistent use of quality local Scottish materials; George Street embodies this in its intact historical buildings, monuments and streetscape. In designing and constructing George Street, eighteenth century Scottish town planners set a new standard of planning and architecture throughout the world and it remains consistent and substantially intact. This is what makes George Street special to the WHS and to the world.

7.1 George Street: Authenticity, Integrity, and Sensitivity to Change

George Street and the Study Area within the First New Town of Edinburgh embodies the OUV of authenticity through intangible heritage, which is defined by UNESCO (2003) as follows:

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The “intangible cultural heritage” means the practices, representations, expressions, knowledge, skills – as well as the instruments, objects, artefacts and cultural spaces associated therewith – that communities, groups and, in some cases, individuals recognize as part of their cultural heritage. This intangible cultural heritage, transmitted from generation to generation, is constantly recreated by communities and groups in response to their environment, their interaction with nature and their history, and provides them with a sense of identity and continuity, thus promoting respect for cultural diversity and human creativity” (UNESCO 2003, 2).

George Street is authentic because it is the intact principal street of the First New Town as designed by James Craig in 1768. For over two centuries, George Street has been the hub of business and pleasure of the First New Town. It is the centre of the First New Town and the centre to a small but increasing residential community that lives within the heart of the busy Scottish capital, itself home to close to half a million people.

The integrity of George Street is indelibly linked to its authenticity. Changes to the historic environment that would alter the historic character, setting, authenticity, and integrity of George Street would result in impacts to what makes it special to the WHS. The integrity and authenticity of George Street is the centrepiece of the intact, living legacy the connection between the Old and New Towns.

In order to experience the WHS, people still have to use the same journeys across North Bridge and the Mound to connect between the Old Town and the New Town, thus becoming living witnesses to much of the same vistas and views and the same stark contrasts and connecting pathways that the architects of the First New Town created. “In no other city in the world is the contrast between those two ideas so marked. The integration of built form with open space exhibits similar contrasts” (HES 1994, 29). The integrity and authenticity of George Street offers a precious transmission of knowledge about human creativity and identity through the study of the development of the First New Town and its role in revolutionising modern town planning throughout the world. This is what is so special about George Street with its intact historical architecture, layout, design, historic materials, vistas, key views, and parks and gardens (St Andrew Square and Charlotte Square).

People experience the DNA of the city as it is written into George Street, which reflects the “built embodiment of the evolution of Scottish society and settlements” that have “adapted and changed over time” (HES 1994, 29). People come to George Street for a variety of different purposes and so experience it in different ways that change throughout the year. It is a key location where people connect, share and celebrate life in the city. For example, George Street is part of daily commuting, a favourite shopping and dining destination, memories from experiences at the Assembly Rooms, or the location of appointments to be kept at administrative institutions to be found on the street. George Street embodies all of this and more to the DNA of the city of Edinburgh.

The administration aspect is especially key to its role in the DNA of the city. People requiring financial, legal and other administrative services rely on the historic role that George Street has embodied for over two centuries as part of the administrative capital of Scotland. This is a crucial part of its authenticity in the cultural historic environment of Edinburgh and the role it continues to play in the ongoing life of

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Scottish banking and other personal administrative services. George Street and its historic buildings have been providing these services for generations; this is living historical authenticity and part of what makes it special to the WHS, as many of these buildings were specifically designed by these institutions for these express purposes. Furthermore, people visiting the historic structures on George Street can recall when they were children accompanying their parents or grandparents; in returning to those same buildings and institutions as adults, they are able not only to reminisce over the subtle changes to George Street (shop and restaurant closures and openings, for example), but write their own history into the DNA of the city. Living memory becomes living authentic heritage being woven every day into the historic fabric of the intact, historical monuments of George Street.

George Street has from its conception embodied the philanthropic principles of the Scottish Enlightenment. This is another aspect of authenticity that makes it special to the WHS. The architects of the First New Town comprised a “fiercely proud municipal authority together with a number of influential charitable trusts and public boards [that were] determined to see the capital adorned with fine architecture” (HES 1994, 3). Fine public architecture are in excellent condition on George Street, Charlotte Square, St Andrew Square and Princes Street. Some are now public buildings at the heart of the administrative heritage of New Town, as exemplified by the location of the official residence of the First Minister of Scotland at 6 Charlotte Square.

George Street as a place of authentic Scottish historical setting is important to visitors, and the significance of this attribute is particularly important during the Edinburgh International Festival and Edinburgh Fringe Festival. George Street continues to embody the heritage of “cultural traditions of Scotland as a European city”, as it plays an important role within Edinburgh, a city that is “tangibly associated with events – being the host of the world’s largest number of annual cultural festivals – and with living traditions” (HES 1994, 29). It is during this period that footfall in Edinburgh is at its highest sustained peak, with performers and visitors from all over the world coming to create and experience “the Festival”. Festival attendees visiting George Street experience the Festival within an authentic Scottish cultural historical setting, with its blend of Georgian, Victorian and early twentieth century features as deftly showcased within the Scottish capital’s modern urban landscape. The Assembly Rooms on George Street is one of the most ticketed venues, while the Church of St Andrews and St George’s West is another popular venue that draws in large crowds. Festival attendees are aware that they are spoiled for choice in Edinburgh. With thousands of shows, hundreds of venues, and limited resources and time, those who choose the venues on George Street are made aware they are getting something extra in the bargain: an experience within the intact, historical principal street of the First New Town. No more is this specialness more apparent than at the Edinburgh Book Festival, which is held at the historic private garden at Charlotte Square, the only time of the year that the square is open to the general public. George Street is a cultural space that attracts people and invites them to interact with nature and history, thereby embodying the essence of a living cultural heritage environment.

George Street, with its centuries of authentic heritage held intact in its original context, is precious to the cultural heritage of the city of Edinburgh, to Scotland, and to the world because it is constantly being re-experienced, recreated, and re-transmitted as part of the identity of the Scottish people through its

Heritage Statement: George Street and First New Town, Edinburgh

connection to the Scottish Enlightenment. This is what makes it special to the WHS and also what makes it very sensitive to change.

7.2 George Street: Key Views and the Skyline Study

The topography of the Old and New Towns of Edinburgh has been deliberately utilised by planners, developers, architects and engineers from the eighteenth century onwards to shape and mould a townscape, skyline, and urban landscape that has resulted in OUV that enabled these intrinsically linked areas of Edinburgh in 1995 to achieve inscription as a WHS. The integrity of the OUV is fragile and linked to the skyline, as explicitly identified by the WHSMP as follows:

“The combination of the topography and the buildings upon it creates a spectacular urban landscape which is punctuated with church spires, steeples and monuments. The integrity of the Site is fragile as it relies on the legibility of the skyline. The cumulative effect of the mass, height, form, design and materials of a proposed development could potentially damage the skyline and surrounding townscape, impacting landmark buildings, features in the urban area, and the landscape setting of the city. Development that fails to respect the skyline could introduce a form that detracts from the spectacular views, panoramas and iconic skyline that give Edinburgh its integrity. Irreversible change to the skyline has the potential to compromise the integrity of the site” (Old and New Towns of Edinburgh World Heritage Site Management Partners 2017, 67).

There are at least fifteen Key Views in the Skyline Study produced by CEC in 2009 identified in this Heritage Statement that feature George Street; within these views, which stretch across various areas of the City Centre, are several listed buildings of George Street that feature within the skyline. The relationship these heritage assets have to the skyline therefore has a direct bearing on the integrity of the WHS as a whole, as their visibility within the skyline is a major contribution to the OUV of the WHS. These are:

- C1b: Castle Ramparts: Inchkeith Island
- C2c: Junction of Ramsay Lane and Castlehill – Firth of Forth
- C3b: Milne’s Close – Firth of Forth
- C11d: Junction of George Street and Frederick Street – east to St Andrew Square column
- C11e: Junction of George Street and Frederick Street – west along George Street
- C12: East half of George Street – Firth of Forth
- C13: George Street at Charlotte Square – Firth of Forth
- E6c: Holyrood Park, Meadowbank Lawn and St Anthony’s Chapel – Calton Hill
- E8: London Road, Meadowbank – Calton Hill

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- E6c: Calton Hill from Lochend Park upper level, south of Lochend House
- E9c: Holyrood Park, Meadowbank Lawn and St Anthony's Chapel – Calton Hill
- N3b: Botanic Gardens, in front of Inverleith House – Castle, Hub spire and Charlotte Square dome
- N7e: Ferry Road opposite Clark Road and Eildon Street – Castle and Old Town skyline
- N12a: Leith Docks, west end – Castle and Hub spire
- W6b: Carrick Knowe railway footbridge – St Mary's spires

Map No	Ref	Type	Listed Building	Skyline Study Key View
G43	LB27283	A-LB	GEORGE STREET, ST ANDREW AND ST GEORGE'S CHURCH WITH RAILINGS AND LAMP STANDARDS	<ul style="list-style-type: none"> • C1b: Inchkeith Island from Castle lower ramparts (skyline – George Street spire rises above this sightline against distant sea) • C11d: George Street x Frederick Street looking east to Andrew Square column (in view and skyline looking east from point of reference of image in map) • E6c: New Town with ground levels falling away to north west (George Street spire in the skyline) • E9c: South east path into Lochend Park at upper level. Monuments seen in silhouette against sky above tree canopy (George Street spire in the skyline) • N3b: New Town skyline on either side of George Street is critical to perception of skyline – spire is part of this • N7e: New Town roofline critical – spire is part of this • N12a: spire visible between the quay side at the west end of the development area and against the Pentland Hills and beyond • W4a: in the skyline with the sea in the background – extremely important view • W6b: spire in the background skyline
G39	LB28865	A-LB	26 GEORGE STREET AND 53 AND 55 HANOVER STREET	<ul style="list-style-type: none"> • C1b: Inchkeith Island from Castle lower ramparts (skyline – dome is visible) • C2c: Junction of Ramsay Lane and Castlehill - Firth of Forth (skyline – dome is visible) • C3b: Firth of Forth from Milne's Close off Lawnmarket (skyline B – dome is visible) • C11d: George Street x Frederick Street looking east to Andrew Square column (in view and skyline looking east from point of reference of image in map) • E8: Backdrop – monuments and tree canopy against the sky; rising sightlines,

Heritage Statement: George Street and First New Town, Edinburgh

				<ul style="list-style-type: none"> with less steep gradient at sides of hill (dome is visible) N3b: New Town skyline on either side of George Street is critical to perception of skyline – dome is part of this N7e: New Town roofline critical – dome is part of this W4a: in the skyline with the sea in the background – extremely important view
G37	LB27854	A-LB	GEORGE STREET AND HANOVER STREET, STATUE OF GEORGE IV	<ul style="list-style-type: none"> C2c: Junction of Ramsay Lane and Castlehill - Firth of Forth (skyline - low sightline from A2 down Hanover St over crest of coastal scarp, tree canopy and roofs, towards the sea) C3b: Firth of Forth from Milne's Close off Lawnmarket (view A1 – narrow view down Hanover Street from Milne's Close, a little north of Lawnmarket) C11d: George Street x Frederick Street looking east to Andrew Square column (in view and skyline looking east from point of reference of image in map; skyline notes state to 'note statue' for B and C, but which statue is not clear, as there are three in the image, three in the overall view, and two in the skyline)
G28	LB27868	A-LB	GEORGE STREET AND FREDERICK STREET, STATUE OF WILLIAM PITT	<ul style="list-style-type: none"> C11e: George Street x Frederick Street looking west (in both views and skyline; the notes state "a very special street view")
G16	LB27847	A-LB	GEORGE STREET AND CASTLE STREET, STATUE OF DR CHALMERS	<ul style="list-style-type: none"> C11e: George Street x Frederick Street looking west (in both views and in backdrop near Charlotte Square)

The Skyline Study emphasises that the rooflines, domes and spire of George Street and Charlotte Square are of particular importance to backgrounds across the city; the study proves that the overgrowth of trees and vegetation and the development of tall buildings would greatly negatively affect the views to these structures from long distances away. The Skyline Study also contains Key View 'C12: Firth of Forth from the east half of George Street and down Dublin Street'. C12's reference point A1 is at George Street x Frederick Street and George Street x Hanover Street; however, the Ordnance Survey map on which the views are drawn clearly indicates that the views were taken and assessed from the northern side of the statues. In the downloadable report for C12, the left-hand image depicts the location of the view as seen from the north side of the George IV statue at George Street and Hanover Street. However, the skyline view would feature a statue in the centre of the photograph if the location from which the view was assessed was on the southern side of the junction. The report for C12 does not mention statues, but this should not be taken to indicate that the statues at Hanover Street and Frederick Street do not bear a key relationship to the Edinburgh skyline when looking towards the Firth of Forth at those junctions.

The importance of the statue of George IV to the Edinburgh skyline, particularly as related to the OUV of the WHS, is in any case better represented by key view C2c, which demonstrates how the statue

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relates to the view of the skyline when looking towards the Firth of Forth all the way from Milne's Close (or Milne's Court) just north of Lawnmarket in Old Town. The view from the close is extremely narrow as is to be expected for a medieval street, thus the appearance of the statue in the near-centre of the view is both dramatic and a little startling, as the king looks towards the viewer from approximately 475m away to the north, on a tall plinth, seemingly out of nowhere. He is actually quite deliberately and carefully placed to take full advantage of the topography and to emphasise the relationship between the Old and New Towns. It is an example of the OUV of the WHS – of the relationship of the Old and New Towns of Edinburgh town planning – in action.

Key View C11e demonstrates the relationship of the statues of William Pitt and Dr Chalmers when looking towards the west along George Street, especially in relation to the backdrop of Charlotte Square and the skyline. The statue of Dr Chalmers is the final of the Category A Listed three bronzes that sit in alignment along the centre ridgeline of George Street at its intersections, however this one has the distinction of being the only one depicting a Scottish person by a Scottish artist, Sir John Robert Steell. The choice of its location was carefully chosen to complete the symmetry of the other statues of George Street, and echo the earlier Chantrey statues on the east end of the street, where the Dundas monument at St Andrew Square complements his slightly later George IV statue installed at the crossroads of Hanover Street and George Street. Steell's Consort Memorial, also known as the Albert Memorial, in Charlotte Square, thus complements his statue of Dr Chalmers at the crossroads of Castle Street and George Street.

8. Summary

The Heritage Statement defined a 150m Study Area centred around George Street that closely correlates to James Craigs' 1768 'Plan of the New Streets and Squares intended for the City of Edinburgh', in which George Street is the principal street and central axis of the First New Town.

Chronologically, in considering the wider archaeological and historical context, it was found that the area is rich in archaeological material particularly from Bronze Age, pre-Roman Iron Age, the Roman period, and the medieval period, however no archaeological or historical material has been recovered from the Study Area itself prior to the post-medieval period.

The Study Area was found to contain the following designated heritage assets: 235 Category A listed buildings, 285 Category B listed buildings, and 44 Category C listed buildings, all of which fall within the boundaries of the WHS of The Old and New Towns of Edinburgh, the New Town Gardens, and the New Town Conservation Area, respectively.

George Street is authentic, as evidenced by *in situ* residential and commercial architecture, public buildings and monuments, and in association with pleasure gardens and designed landscapes of the Georgian and Victorian period onwards. These survive remarkably intact from the earliest period and reflect the attitudes and philosophies of the Scottish Enlightenment and the architects of the First New Town. George Street stands as proof of the enduring influence of the New Town architects who revolutionised town planning not only within Scotland and the rest of Britain, but throughout the world.

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George Street also expresses intangible heritage attributes in its role as a cultural space where people are invited to interact with each other and within their community in an authentic historic environment. Visitors to George Street nurture connections to each other through the street in respect to its acknowledged ongoing historical roles: as a destination for shopping and dining; as the traditional centre in the Scottish capital for administrative services; and as the surviving, historically authentic, living heart of the first New Town of modern town planning in the world. George Street embodies these as a living cultural heritage environment that is constantly being experienced by people from all over the world who come to the street to respond and interact with its historicity.

9. Conclusion

This Heritage Statement has considered the historic environment of George Street, Edinburgh, which is situated within the World Heritage Site (WHS) of The Old and New Towns of Edinburgh. The Heritage Statement has identified the heritage assets within George Street and an appropriated Study Area from which to establish a baseline about those heritage assets. It has established a contextual overview of the legislation, policies and non-statutory guidance that affect these heritage assets and discussed how George Street embodies Outstanding Universal Value (the 'OUV') within the WHS.

The Old and New Town of Edinburgh WHS represents a golden age of Scottish philosophy that peaked in the mid to late eighteenth century. George Street is the principal street of the First New Town of the WHS. George Street was meticulously planned out and executed as a complete set of new residences, public buildings and private gardens in a manner that was highly uniform and made to specific high standards of quality of build and materials. The baseline assessment, map regression and site survey demonstrated that George Street retains its neo-classical Georgian and Victorian built heritage and historic environment to a high degree of integrity and completeness. George Street and the First New Town embodies the philosophies of the Scottish Enlightenment through its heritage attributes. It influenced its immediate contemporaries in town planning and continues to inspire modern town design. It stands remarkably intact as the birthplace of modern town planning and this is a major part of the OUV that the street expresses.

George Street is also integral to key views within the skyline of Edinburgh as demonstrated by the Skyline Study commissioned by CEC in 2009. It is a vital part of the small but growing residential community within the Study Area. It represents intangible attributes of OUV as the historic street in New Town for shopping, dining and commercial and administrative services. George Street is a cultural space and a living cultural backdrop that immerses visitors in an experience of authentic Georgian town planning that has since been carefully enhanced by Victorian and early twentieth century architecture and design. The ongoing protection and maintenance of these heritage attributes *in situ* is vital to the integrity and authenticity of the OUV of the WHS.

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Appendices

Appendix A – Site Location

Legend

-  Study Area - 150m
-  George Street



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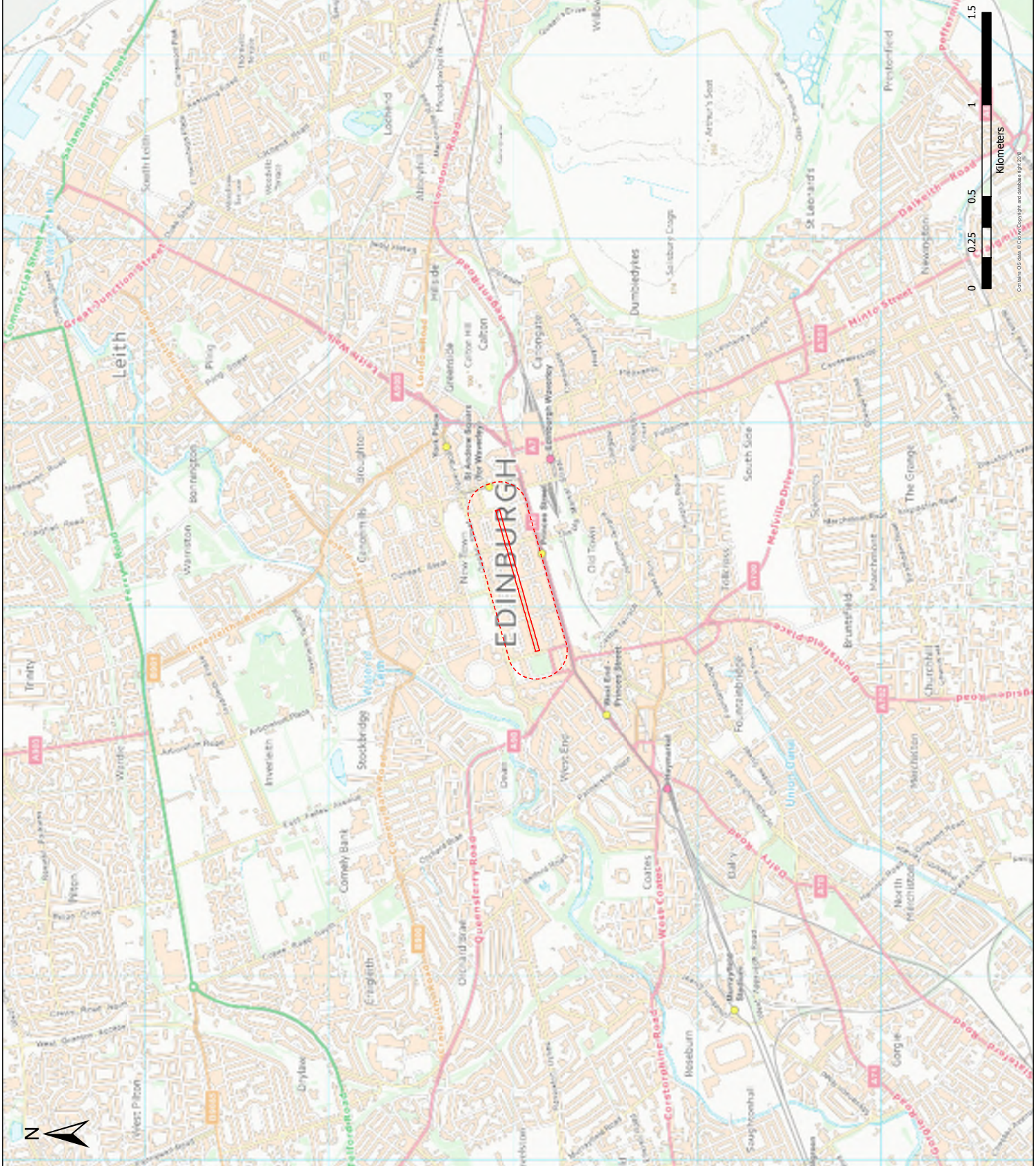
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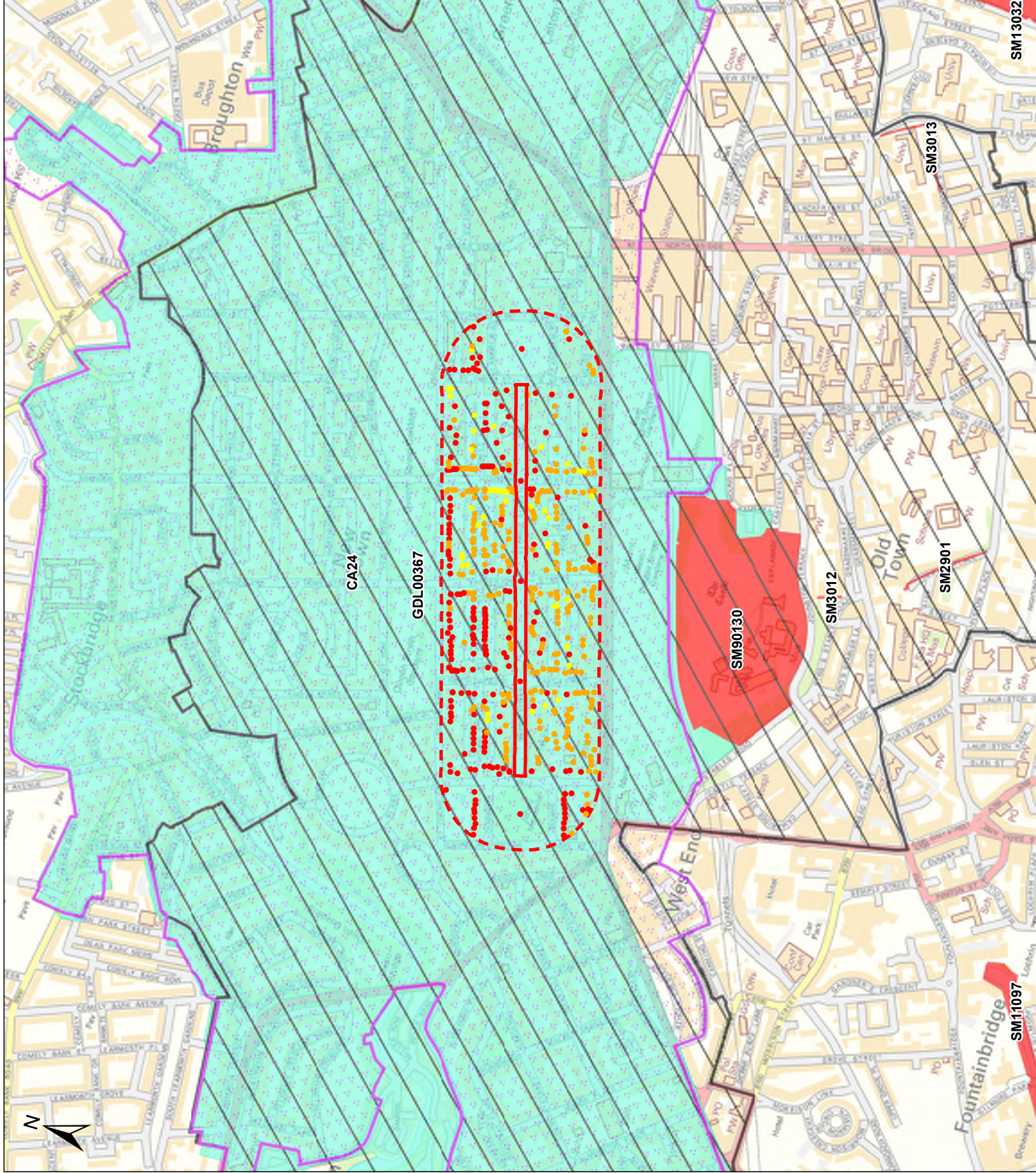
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George Street and First New Town

Title:
Site Location

Office: 4154	Project No: A104035-6	Figure No: 1
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Legend

- Study Area - 150m
- George Street

World Heritage Sites

- The Old and New Towns of Edinburgh (728)

Scheduled Monuments

Listed Buildings in Study Area (count)

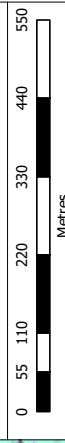
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- Category B (285)
- Category C (44)

Gardens and Designed Landscapes

- The New Town Gardens (GDL00367)

Conservation Areas

- New Town (CA24)



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Project: George Street and First New Town

Title: Designated Historic Environment

Office: 4154	Project No: A104035-6	Figure No: 2
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Legend

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-  George Street
- Listed Buildings (count)**
-  Category A (235)
-  Category B (285)
-  Category C (44)



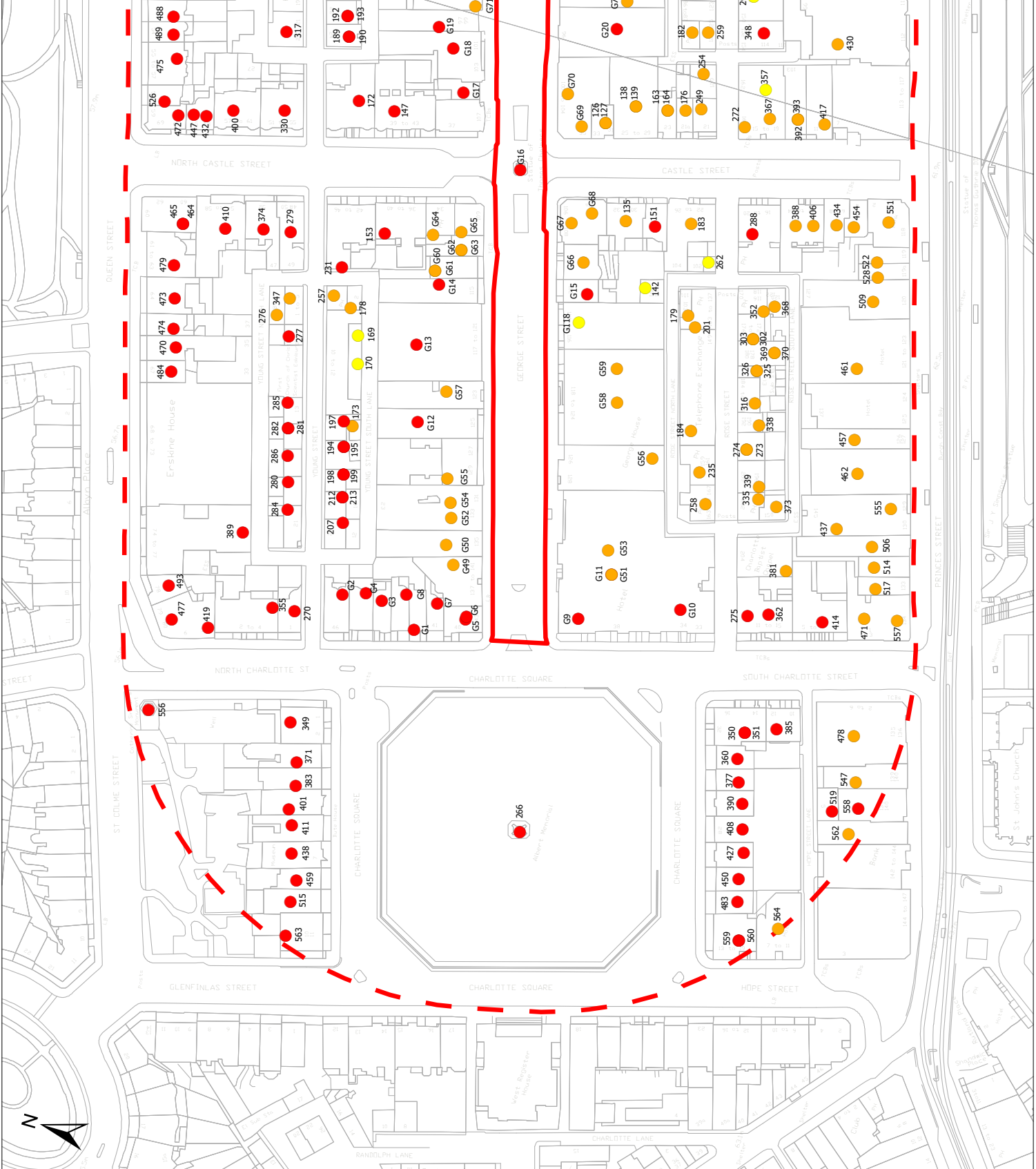
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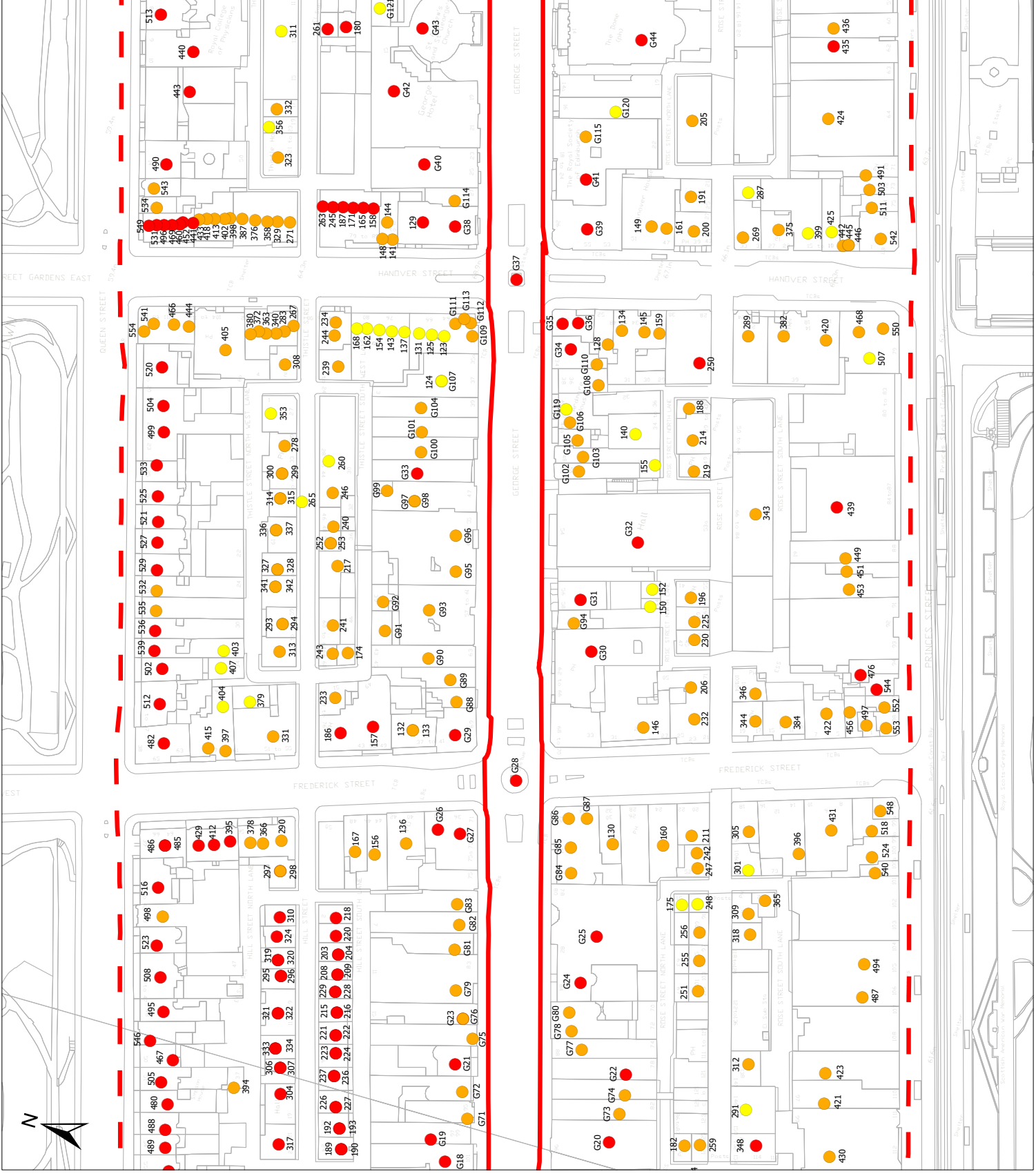
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Client:	The City of Edinburgh Council
Project:	George Street and First New Town
Title:	Listed Buildings





Legend

- Study Area (150m)
- George Street

Listed Buildings (count)

- Category A (235)
- Category B (285)
- Category C (44)

DGM	SM	Aug 2018	V1
Created:	Checked:	Date:	Version:

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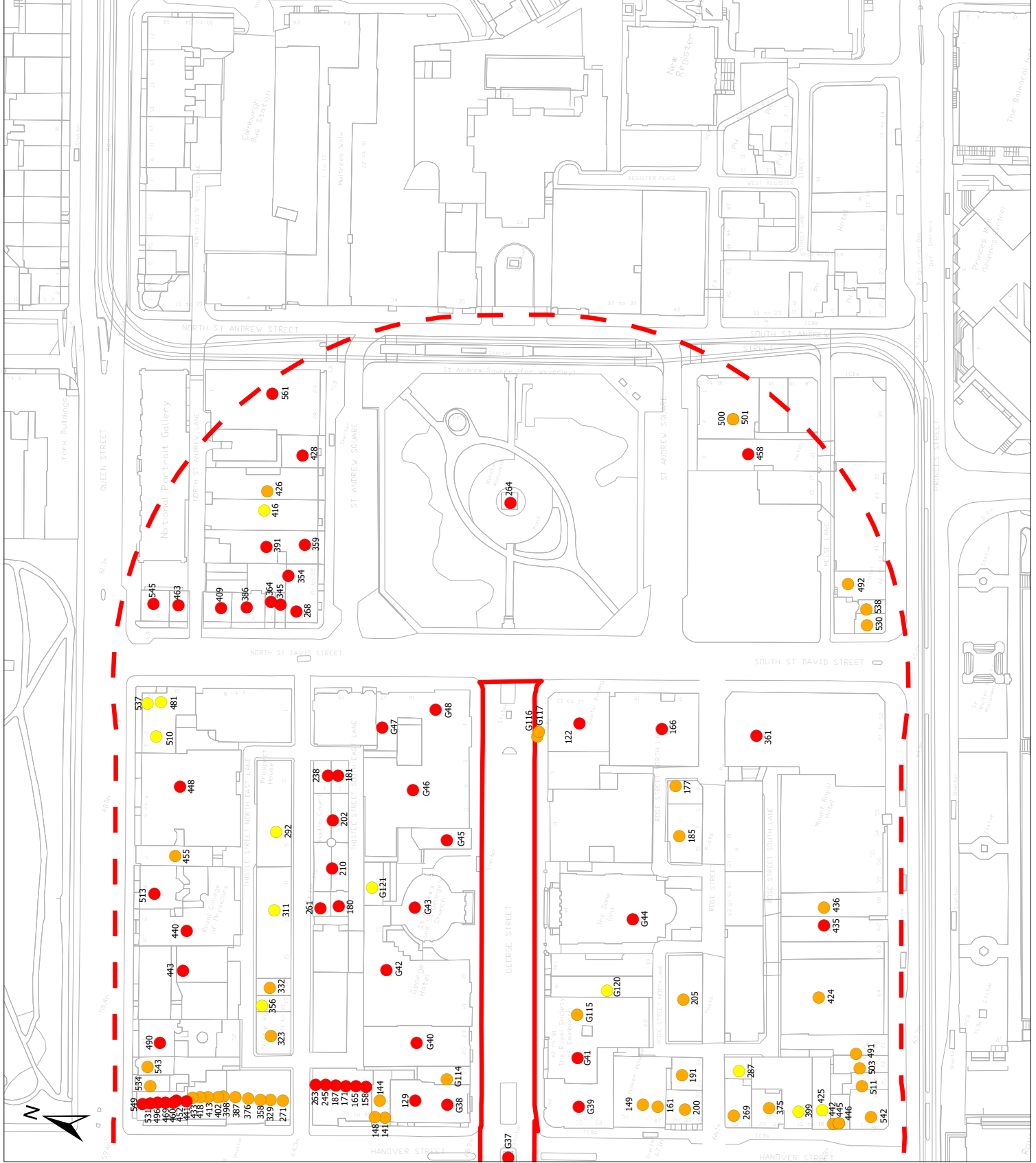
Scale of Original: **1:1,500**

Client: **The City of Edinburgh Council**

Project: **George Street and First New Town**

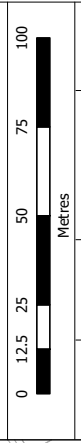
Title: **Listed Buildings**

Office: 4154 A104035-6	Project No: 3	Figure No: 2 of 3	Page: 2 of 3
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Legend

- Study Area (150m)
- George Street
- Listed Buildings (count)**
- Category A (235)
- Category B (285)
- Category C (44)



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Sheet Size: A3	Scale of Original: 1:1,500
Client: The City of Edinburgh Council	
Project: George Street and First New Town	

Listed Buildings			
Office: 4154	Project No: A104035-6	Figure No: 3	Page: 3 of 3
Title:			

Appendix B – Site Photos



Photograph 1: New Town terrace details, circa 1795, droved cream ashlar-faced sandstone with polished dressings. Taken from the W.



Photograph 2: New Town terrace details. Copyright CEC.



Photograph 3: The planned layout of the New Town. Copyright Guthrie Aerial Photography (commissioned by CEC).



Photograph 4: Formal streetscape of the New Town. Copyright CEC.



Photograph 5: Original detail of New Town streetscape. Copyright CEC.



Photograph 6: The New Town Gardens. Copyright Guthrie Aerial Photography (commissioned by CEC).



Photograph 7: The First New Town. The statue of William Pitt the Younger at the junction of Frederick Street and George Street is near the centre of the photograph. St Andrew Square is in the top left corner. Copyright Guthrie Aerial Photography (commissioned by CEC).

Appendix C – Planning Policies

The City of Edinburgh Local Plan

Policy Des 11 Tall Buildings – Skyline and Key Views

Planning permission will only be granted for development which rises above the building height prevailing generally in the surrounding area where: a) a landmark is to be created that enhances the skyline and surrounding townscape and is justified by the proposed use b) the scale of the building is appropriate in its context c) there would be no adverse impact on important views of landmark buildings, the historic skyline, landscape features in the urban area or the landscape setting of the city, including the Firth of Forth.

166 Proposals for development that would be conspicuous in iconic views of the city will be subject to special scrutiny. This is necessary to protect some of the city's most striking visual characteristics, the views available from many vantage points within the city and beyond, of landmark buildings, the city's historic skyline, undeveloped hillsides within the urban area and the hills, open countryside and the Firth of Forth which create a unique landscape setting for the city. In addition, the height of new buildings may need to be suppressed where necessary so that the city's topography and valley features continue to be reflected in roofscapes. This policy will play an important role in protecting the setting of the World Heritage Sites.

167 A study undertaken for the Council identifies key public viewpoints and is used in assessing proposals for high buildings. Further advice is provided in Council guidance.

Policy Env 1 World Heritage Sites

Development which would harm the qualities which justified the inscription of the Old and New Towns of Edinburgh and/or the Forth Bridge as World Heritage Sites or would have a detrimental impact on a Site's setting will not be permitted.

172 This policy requires development to respect and protect the outstanding universal values of the World Heritage Sites and their settings. Setting may include sites in the immediate vicinity, viewpoints identified in the key views study and prominent landscape features throughout the city.

Policy Env 2 Listed Buildings - Demolition

Proposals for the total or substantial demolition of a listed building will only be supported in exceptional circumstances, taking into account: a) the condition of the building and the cost of repairing and maintaining it in relation to its importance and to the value to be derived from its continued use b) the adequacy of efforts to retain the building in, or adapt it to, a use that will safeguard its future, including its marketing at a price reflecting its location and condition to potential restoring purchasers for a reasonable period. c) the merits of alternative proposals for the site and whether the public benefits to be derived from allowing demolition to outweigh the loss.

Policy Env 3 Listed Buildings – Setting

Development within the curtilage or affecting the setting of a listed building will be permitted only if not detrimental to the architectural character, appearance or historic interest of the building, or to its setting.

Policy Env 4 Listed Buildings – Alterations and Extensions

Proposals to alter or extend a listed building will be permitted where a) those alterations or extensions are justified; b) there will be no unnecessary damage to historic structures or diminution of its interest; and c) where any additions are in keeping with other parts of the building.

173 In determining applications for planning permission or listed building consent, the Council is required to have special regard to the desirability of preserving the building, its setting or any features of special architectural or historic interest that it possesses. Applications for the demolition or substantial alteration of a listed building must be accompanied by a thorough structural condition report demonstrating that the proposals are necessary or justified. Information must be provided on the

proposed replacement building; these should be of comparable quality in terms of construction and design. The loss of a listed building will only be justified in exceptional circumstances. Scottish Historic Environment Policy (SHEP) and Council guidance provide further advice for applications relating to listed buildings.

Policy Env 6 Conservation Areas – Development

Development within a conservation area or affecting its setting will be permitted which: a) preserves or enhances the special character or appearance of the conservation area and is consistent with the relevant conservation area character appraisal b) preserves trees, hedges, boundary walls, railings, paving and other features which contribute positively to the character of the area and c) demonstrates high standards of design and utilises materials appropriate to the historic environment.

Planning applications should be submitted in a sufficiently detailed form for the effect of the development proposal on the character and appearance of the area to be assessed.

174 The purpose of the above policies is to protect and, where possible, enhance the character and appearance of Edinburgh's many conservation areas. By controlling the demolition of buildings and ensuring new development is of appropriate design and quality, their aim is to protect the City's heritage for future generations.

175 Applications for demolition will be permitted only where this does not erode the character and appearance of the conservation area. The general presumption will be in favour of retaining buildings that make a positive contribution to the conservation area, particularly where it can be demonstrated that the building is able to support a new viable use, or might be capable of such in the future. Conservation Area Consent may be subject to conditions or a legal agreement to link demolition works to the provision of the proposed replacement building or, in exceptional circumstances, to require temporary landscaping.

176 Design statements are required for new developments in a conservation area. This statement should include reference to the relevant Conservation Area Character Appraisal and Council guidance on Conservation Areas and Listed Buildings and show how these have informed the proposed design.

Policy Env 7 Historic Gardens and Designed Landscapes

Development will only be permitted where there is no detrimental impact on the character of a site recorded in the Inventory of Gardens and Designed Landscapes, adverse effects on its setting or upon component features which contribute to its value. Elsewhere, adverse effects on historic landscape features should be minimised. Restoration of Inventory sites and other historic landscape features is encouraged.

177 This policy aims to protect sites included in the national Inventory of Gardens and Designed Landscapes (shown on the Proposals Map) and other historic landscape features elsewhere across the Council area. An understanding of how the landscape has evolved can help inform a development proposal. A historical landscape appraisal may be requested from applicants to allow full assessment of the implications of development and identify restoration opportunities.

Policy Env 8 Protection of Important Remains

Development will not be permitted which would: a) adversely affect a scheduled monument or other nationally important archaeological remains, or the integrity of their setting b) damage or destroy non-designated archaeological remains which the Council considers should be preserved in situ.

Policy Env 9 Development of Sites of Archaeological Significance

Planning permission will be granted for development on sites of known or suspected archaeological significance if it can be concluded from information derived from a desk-based assessment and, if requested by the Council, a field evaluation, that either: a) no significant archaeological features are likely to be affected by the development or b) any significant archaeological features will be preserved in situ and, if necessary, in an appropriate setting with provision for public access and interpretation or c) the benefits of allowing the proposed development outweigh the importance of preserving the

remains in situ. The applicant will then be required to make provision for archaeological excavation, recording, and analysis, and publication of the results before development starts, all to be in accordance with a programme of works agreed with the Council.

178 The objective of the above policies is to protect and enhance archaeological remains, where possible by preservation in situ in an appropriate setting. In some cases, depending on the nature of the remains and character of the site, the Council may require provision for public access and interpretation as part of the proposed development. When preservation in situ is not possible, recording and/or excavation followed by analysis and publication of the results will be required.

179 Developers should seek early advice from the Council's Archaeologist for sites where historic remains are known or thought likely to exist. Where a development may affect a scheduled monument or its setting, early contact should be made with Historic Environment Scotland.

The City of Edinburgh Key Views Policy



Key View Policy Map, Copyright CEC

The City of Edinburgh Street Design Guidance 2018

Design Principles – World Heritage Site, Conservation Areas, Listed Buildings, Natural heritage and biodiversity designations

Key Principles

- Reinforce the character of the Place
- Seek to use traditional materials

These principles will be achieved by applying the following supplementary objectives:

- Innovative and creative solutions (artistic interventions)
- Create flexible spaces that allow a range of activities (future proof)
- Maintain the design philosophy of original scheme (especially with materials and details)
- Include facilities for events and city dressing etc

Edinburgh has a considerable number of areas that are specially protected. Edinburgh's network of streets pass through many of these protected areas which means that the choice of layout, the materials used and street furniture / features, such as street lighting, have to take into account the character and potential impact of any changes being made.

World Heritage Site (WHS) status is protected through the combination of its conservation area designation, the considerable number of listed buildings and natural environment designations.

Conservation areas have special architectural or historic interest. There are 49 in Edinburgh and details can be found in each report. The Council must protect these areas, and there are extra rules to control building work. Conservation area management plans include more information to help protect conservation areas. The two management plans are for the Leith and Inverleith conservation areas.

Listed Buildings protect both the internal as well as the external features of the building. This will include features that interface with streets, such as outbuildings, boundary walls and features such as lighting, gateways and materials such as paving and settled surfaces. Listed buildings are afforded statutory protection, which means that changes that take place that could affect its character as a building of architectural or historic interest are controlled.

Design Principles – Designed Landscapes, Tree Preservation Orders (TPOs), SSSI's, LNR's, etc protect special landscapes and areas of biodiversity. Changes to the landscape as well as the timing of work can be harmful to some habitats and species.

All of these specially protected places are mapped on the Council's GIS system and many are shown on the maps in the Local Development Plan for Edinburgh. The following Principles will apply:

- **Identify** constraints or requirements that may apply if you are within or adjacent to a designated place or feature (protect, retain, preserve and enhance etc)
- **Retain and protect** historic and natural features, with reference to:
 - Natural stone paving or setts, kerbs and channels, mounting stones or lighting plinths, stone chutes, lighting columns, boundary walls, entrance stones, railings and original light fittings
 - Areas of natural habitat, landscape and trees
 - Vulnerable features and species

- **Preserve and enhance** the character of the place, with reference to:
 - The setting to buildings, landscape and topography
 - Use natural materials in the WHS and key streets in Conservation Areas
 - Consider reproductive lighting (in the WHS or key locations) or conservation lighting
 - Repair original lighting
 - Repair settled streets or add new settled streets and features
 - Replace railings/gates and improve boundary treatments
 - Historic information and interpretation / wayfinding
- **Respect and contribute to local character** – layout and overall design arrangement and detailing with reference to:
 - Proportion
 - Materials
 - Recognisable street pattern, building, footway, road
- Careful consideration will need to be given to introducing new trees in the World Heritage Site and Conservation Areas, including the use of temporary planting measures.

Design Principles – Squares and significant streets, key nodes / intersections and spaces around public buildings and attractions

These special locations tend to have 24 hour activity. Designs should take account of requirements for flexibility of use and night time lighting etc. These areas will have an overriding place function. They will provide a non-transport function, such as sitting and relaxing, although will sometimes feature priority routes for through movements by foot or bike.

Edinburgh has few urban squares and its public spaces are either gardens or significant streets.

Squares and **significant streets** have an important role in the city for events and activities and have pedestrian priority. It is important that squares are well connected with routes and have ground floor activity to maintain surveillance at all times of the day.

Key nodes / intersections often feature key buildings and are where people naturally meet and gather together. They can have a greater amount of space than in the adjoining street network. They will provide interesting spaces including seating, vegetation, art and / or enhanced footway fabric treatments or detail.

Public Buildings and attractions will have high numbers of pedestrians. Often distinctive buildings, they will benefit from additional space around their entrances and facilities such as cycle parking and high quality / hard wearing footway fabric.

Design Principles – Streets fronting water (coastal or river) and important greenspaces (parks and gardens)

These places will also require special consideration, with careful choice of night time lighting, particularly for waterfront areas. Many of these places will have a bespoke character and may also be protected, which will require appropriate use of street furniture to maintain the unique character of these areas.

Edinburgh has an extensive network (parks, gardens and green corridors) and blue network (rivers, canals and the waterfront).

Streets and Paths adjacent to these spaces should:

- Respond to the character of the area with details and boundary treatments;
- Ensure streets provide for pedestrian connectivity and access to these places at suitable locations.

Design Principles – Cycle Paths

Cycle paths between places such as neighbourhood facilities and local transport services should be safe and easy. Supporting facilities such as cycle parking will need to be well-designed, easy and attractive to use, and fit-for-purpose to encourage their use by cyclists.

Accessibility considerations:

- Provision: dedicated paths or shared paths with pedestrians
- Gradient: free of abrupt changes (eg slopes, steps, kerbs) and as shallow as possible
- Width: adequate (eg 3m minimum for a shared-used path, at least 3.5m when adjacent to carriageway)
- Directness: Cycle shortcuts and routes to respect desire lines (filtered permeability) minimising detours. Routes unimpeded by “no cycling” regulations
- Continuity: continuous without gaps
- Passage: Routes unimpeded by permanent barriers or abrupt/sudden changes in direction
- Crossings: Well-designed, efficient/well-timed and direct cycle crossing opportunities Toucan crossings allowing cyclists to cross roads mounted
- Speeds: Appropriate design speeds on dedicated/off-road cycle routes for a mix of riders (eg 8-20+mph)
- Surfacing: Cohesive/stable, level/well-maintained (including road margins)
- Parking: Nearby off-site cycle parking and at local designations (eg post office / convenience store)
- Conspicuity: Cycling routes easy to find and follow
- Way-Finding: Presence of accurate, continuous, legible directional information/signage/milestones (including designations, distances in time, and symbols and pictures where appropriate)

Appendix D – Old and New Towns of Edinburgh World Heritage Site: Statement of Outstanding Universal Value

Old and New Towns of Edinburgh World Heritage Site: Statement of Outstanding Universal Value

Adopted by UNESCO World Heritage Committee Thirty-seventh session, Phnom Penh, Cambodia, June 2013

<http://whc.unesco.org/en/list/728>

Property	Old and New Towns of Edinburgh
State Party	United Kingdom of Great Britain and Northern Ireland
Id. N°	728rev
Date of inscription	1995

Brief synthesis

The remarkable juxtaposition of two clearly articulated urban planning phenomena. The contrast between the organic medieval Old Town and the planned Georgian New Town of Edinburgh, Scotland, provides a clarity of urban structure unrivalled in Europe. The juxtaposition of these two distinctive townscapes, each of exceptional historic and architectural interest, which are linked across the landscape divide, the "great arena" of Sir Walter Scott's Waverley Valley, by the urban viaduct, North Bridge, and by the Mound, creates the outstanding urban landscape.

The Old Town stretches along a high ridge from the Castle on its dramatically situated rock down to the Palace of Holyrood. Its form reflects the burgh plots of the Canongate, founded as an "abbatial burgh" dependent on the Abbey of Holyrood, and the national tradition of building tall on the narrow "tofts" or plots separated by lanes or "closes" which created some of the world's tallest buildings of their age, the dramatic, robust, and distinctive tenement buildings. It contains many 16th and 17th century merchants' and nobles' houses such as the early 17th century restored mansion house of Gladstone's Land which rises to six storeys, and important early public buildings such as the Canongate Tolbooth and St Giles Cathedral.

The Old Town is characterized by the survival of the little-altered medieval "fishbone" street pattern of narrow closes, wynds, and courts leading off the spine formed by the High Street, the broadest, longest street in the Old Town, with a sense of enclosed space derived from its width, the height of the buildings lining it, and the small scale of any breaks between them.

The New Town, constructed between 1767 and 1890 as a collection of seven new towns on the glacial plain to the north of the Old Town, is framed and articulated by an uncommonly high concentration of planned ensembles of ashlar-faced, world-class, neo-classical buildings, associated with renowned architects, including John and Robert Adam (1728-92), Sir William Chambers (1723-96), and William Playfair (1790-1857). Contained and integrated with the townscape are gardens, designed to take full advantage of the topography, while forming an extensive system of private and public open spaces. The New Town is integrated with large green spaces. It covers a very large area of 3,288 ha, is consistent to an unrivalled degree, and survives virtually intact.

Some of the finest public and commercial monuments of the New-classical revival in Europe survive in the city, reflecting its continuing status as the capital of Scotland since 1437, and a major centre of thought and learning in the 18th century Age of Enlightenment, with its close cultural and political links with mainland Europe.

The successive planned extensions from the first New Town, and the high quality of the architecture, set standards for Scotland and beyond, and exerted a major influence on the development of urban architecture and town planning throughout Europe.

The dramatic topography of the Old Town combined with the planned alignments of key buildings in both the Old and the New Town, results in spectacular views and panoramas and an iconic skyline.

The renewal and revival of the Old Town in the late 19th century, and the adaptation of the distinctive Baronial style of building for use in an urban environment, influenced the development of conservation policies for urban environments.

Criterion (ii): The successive planned extensions of the New Town, and the high quality of its architecture, set standards for Scotland and beyond, and exerted a major influence on the development of urban architecture and town planning throughout Europe, in the 18th and 19th centuries.

Criterion (iv): The Old and New Towns together form a dramatic reflection of significant changes in European urban planning, from the inward looking, defensive walled medieval city of royal palaces, abbeys and organically developed burgh plots in the Old Town, through the expansive formal Enlightenment planning of the 18th and 19th centuries in the New Town, to the 19th century rediscovery and revival of the Old Town with its adaptation of a distinctive Baronial style of architecture in an urban setting.

Integrity

The property encompasses significant town-planning components, including layout, buildings, open spaces and views, that demonstrate the distinctiveness between the organic growth of the Old Town and the planned terraces and squares of the New Town with the wide landscaped valley between. Overall the property forms a remarkably consistent and coherent entity which has developed and adapted over time. It has largely preserved its skyline and extensive views in and out of the property, although as with any modern, living city these have altered and developed over time, while preserving the key attributes of Outstanding Universal Value within the property. The vulnerability of the skyline and the views in and out of the property has been addressed by the introduction of a Skyline Policy.

Authenticity

The level of authenticity in Edinburgh is high. Individually the high-quality buildings of all dates have been conserved to a high standard and the layout of streets and squares maintain their intactness. The property also continues to retain its historic role as the administrative and cultural capital of Scotland, while remaining a vibrant economic centre. Protection and management requirements World Heritage properties in Scotland are protected through the following legislation. The Town and Country Planning (Scotland) Act 1997 and The Planning etc. (Scotland) Act 2006 provide a framework for local and regional planning policy and act as the principal primary legislation guiding planning and development in Scotland. Additionally, individual buildings, monuments and areas of special archaeological or historic interest are designated and protected under The Planning (Listed Building and Conservation Areas) (Scotland) Act 1997 and the 1979 Ancient Monuments and Archaeological Areas Act. The Old Town, New Town, Dean Village and West End Conservation Areas provide adequate protection by covering the majority of the World Heritage property, whilst around 75% of buildings within the property are category A, B or C listed buildings.

The Scottish Historic Environment Policy (SHEP) is the primary policy guidance on the protection and management of the historic environment in Scotland. Scottish Planning Policy (SPP) sits alongside the SHEP and includes the Government's national planning policy on the historic environment. It provides for the protection of World Heritage properties by considering the impact of development on the Outstanding Universal Value, authenticity and integrity. Local policies specifically protecting the property are contained within The City of Edinburgh Local Plan and cite the Management Plan as a material consideration for decisions on planning matters. The immediate setting of the property is protected by a Skyline Policy that has been adopted by CEC. This defines key views across the city with the aim of providing planning control that will safeguard them. This control of tall buildings that might impact on the city centre provides appropriate protection to the setting of the property, safeguarding its world-renown silhouette and views from the property outwards to such crucial topographic features as Arthur's Seat and the Firth of Forth. The Skyline policy combined with existing listed buildings and conservation area designations provides a comprehensive and sophisticated tool to protect the Outstanding Universal Value of the property. This method of protection is being monitored on an ongoing basis.

Management of the property is indirectly influenced by a large number of organisations, communities and interest groups. The Management Plan was the subject of detailed stakeholder engagement, the results of which informed its vision, objectives and actions. The property is a living capital city centre. It has a rich cultural and intellectual life, which is part of its Outstanding Universal Value and which is vital to sustain. This rich cultural life, in such a magnificent setting, attracts tourists in great numbers. An Edinburgh Tourism Strategy acknowledges the value of World Heritage status in its strategic priorities for managing a world class city.

Historic Scotland and CEC work closely on the management of the property. Edinburgh World Heritage was established by CEC and Historic Scotland through a merger between the Edinburgh New Town Conservation Committee and the Edinburgh Old Town Renewal Trust. Its role includes promoting the property, grant dispersal and community engagement across the property. It is also a key partner in the execution of the Management Plan. The World Heritage Site Co-ordinator is responsible for coordinating the implementation of the Management Plan.

Appendix E – Designated Heritage Sites

Designated Heritage Sites

Abbreviations

GDL	Gardens and Designed Landscapes
CA	Conservation Area
A-LB	Category A Listed Building
B-LB	Category B Listed Building
C-LB	Category C Listed Building

The following table lists assets from west to east, in order of the Abbreviation listing above, and in increasing distances from George Street as it is delineated in Appendix A, Figure 3. Map numbers (Map No) that begin with 'G' indicate that George Street is part of its name or address as shown in the legal part of its listing. All remaining Heritage Assets are within the 150m Study Area that is the focus of the Heritage Statement.

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
N/A	GDL00367	GDL	THE NEW TOWN GARDENS	0
N/A	CA24	CA	NEW TOWN	0
G1	LB28507	A-LB	40-46 (INCLUSIVE NOS) CHARLOTTE SQUARE AND 143 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G2	LB28507	A-LB	40-46 (INCLUSIVE NOS) CHARLOTTE SQUARE AND 143 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G3	LB28507	A-LB	40-46 (INCLUSIVE NOS) CHARLOTTE SQUARE AND 143 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G4	LB28507	A-LB	40-46 (INCLUSIVE NOS) CHARLOTTE SQUARE AND 143 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G5	LB28507	A-LB	40-46 (INCLUSIVE NOS) CHARLOTTE SQUARE AND 143 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G6	LB28507	A-LB	40-46 (INCLUSIVE NOS) CHARLOTTE SQUARE AND 143 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G7	LB28507	A-LB	40-46 (INCLUSIVE NOS) CHARLOTTE SQUARE AND 143 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G8	LB28507	A-LB	40-46 (INCLUSIVE NOS) CHARLOTTE SQUARE AND 143 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G9	LB28506	A-LB	33-39 (INCLUSIVE NOS) CHARLOTTE SQUARE AND 142-146 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G10	LB28506	A-LB	33-39 (INCLUSIVE NOS) CHARLOTTE SQUARE AND 142-146 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
G11	LB28506	A-LB	33-39 (INCLUSIVE NOS) CHARLOTTE SQUARE AND 142-146 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G12	LB28856	A-LB	125 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G13	LB28855	A-LB	117 TO 121 GEORGE STREET, CHURCH OF SCOTLAND OFFICES	0
G14	LB28854	A-LB	115 GEORGE STREET WITH RAILINGS	0
G15	LB28883	A-LB	112 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G16	LB27847	A-LB	GEORGE STREET AND CASTLE STREET, STATUE OF DR CHALMERS	0
G17	LB28850	A-LB	97-105 (ODD NOS) GEORGE STREET, BANK OF SCOTLAND	0
G18	LB28850	A-LB	97-105 (ODD NOS) GEORGE STREET, BANK OF SCOTLAND	0
G19	LB28850	A-LB	97-105 (ODD NOS) GEORGE STREET, BANK OF SCOTLAND	0
G20	LB30024	A-LB	96 GEORGE STREET, FREEMASONS' HALL	0
G21	LB28847	A-LB	91 AND 91A GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G22	LB30107	A-LB	90 AND 90A GEORGE STREET AND 78 ROSE STREET LANE NORTH	0
G23	LB43287	A-LB	87 GEORGE STREET AND 15 HILL STREET LANE SOUTH	0
G24	LB28877	A-LB	84 GEORGE STREET, NORTHERN LIGHTHOUSE BOARD, WITH RAILINGS	0
G25	LB28876	A-LB	78 AND 80 GEORGE STREET, NATIONAL WESTMINSTER BANK	0
G26	LB30102	A-LB	71 GEORGE STREET AND 36 AND 38 FREDERICK STREET	0
G27	LB30102	A-LB	71 GEORGE STREET AND 36 AND 38 FREDERICK STREET	0
G28	LB27868	A-LB	GEORGE STREET AND FREDERICK STREET, STATUE OF WILLIAM PITT	0
G29	LB28844	A-LB	69 AND 69A GEORGE STREET	0
G30	LB28873	A-LB	62-66 (EVEN NOS) GEORGE STREET, BANK OF SCOTLAND, INCLUDING 48 ROSE STREET NORTH LANE	0
G31	LB28870	A-LB	56 AND 58 GEORGE STREET WITH RAILINGS	0
G32	LB27567	A-LB	54 GEORGE STREET AND 53A ROSE STREET, ASSEMBLY ROOMS AND MUSIC HALL	0
G33	LB28836	A-LB	45 GEORGE STREET	0
G34	LB28866	A-LB	30, 30A AND 32 GEORGE STREET AND 54 AND 56 HANOVER STREET	0
G35	LB28866	A-LB	30, 30A AND 32 GEORGE STREET AND 54 AND 56 HANOVER STREET	0
G36	LB28866	A-LB	30, 30A AND 32 GEORGE STREET AND 54 AND 56 HANOVER STREET	0

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
G37	LB27854	A-LB	GEORGE STREET AND HANOVER STREET, STATUE OF GEORGE IV	0
G38	LB28831	A-LB	29 AND 31 GEORGE STREET AND 69 HANOVER STREET, CLYDESDALE BANK WITH RAILINGS	0
G39	LB28865	A-LB	26 GEORGE STREET AND 53 AND 55 HANOVER STREET	0
G40	LB28830	A-LB	19-25 (ODD NOS) GEORGE STREET, GEORGE HOTEL	0
G41	LB28864	A-LB	22 AND 24 GEORGE STREET, THE ROYAL SOCIETY	0
G42	LB28830	A-LB	19-25 (ODD NOS) GEORGE STREET, GEORGE HOTEL	0
G43	LB27283	A-LB	GEORGE STREET, ST ANDREW AND ST GEORGE'S CHURCH WITH RAILINGS AND LAMP STANDARDS	0
G44	LB28862	A-LB	14 GEORGE STREET, FORMER COMMERCIAL BANK, INCORPORATING BOUNDARY WALLS, RAILINGS AND BALUSTRADES, FLANKING GATEWAYS AND PAVILIONS, AND LAMP STANDARDS	0
G45	LB28829	A-LB	3 GEORGE STREET (INCORPORATING FORMER NO 13), STANDARD LIFE	0
G46	LB28829	A-LB	3 GEORGE STREET (INCORPORATING FORMER NO 13), STANDARD LIFE	0
G47	LB28829	A-LB	3 GEORGE STREET (INCORPORATING FORMER NO 13), STANDARD LIFE	0
G48	LB28829	A-LB	3 GEORGE STREET (INCORPORATING FORMER NO 13), STANDARD LIFE	0
G49	LB28860	B-LB	137, 137A, 139 AND 141 GEORGE STREET WITH RAILINGS	0
G50	LB28859	B-LB	135 GEORGE STREET	0
G51	LB28887	B-LB	134-138 (EVEN NOS) GEORGE STREET, ROXBURGHE HOTEL, WITH RAILINGS (FORMERLY 134-142)	0
G52	LB28858	B-LB	131, 133 AND 133A GEORGE STREET	0
G53	LB28887	B-LB	134-138 (EVEN NOS) GEORGE STREET, ROXBURGHE HOTEL, WITH RAILINGS (FORMERLY 134-142)	0
G54	LB28858	B-LB	131, 133 AND 133A GEORGE STREET	0
G55	LB28857	B-LB	127 AND 129 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G56	LB28886	B-LB	126 AND 128 GEORGE STREET	0
G57	LB30104	B-LB	123 GEORGE STREET WITH RAILINGS	0
G58	LB28885	B-LB	120-124 (EVEN NOS) GEORGE STREET, TSB OFFICES, WITH RAILINGS	0
G59	LB28884	B-LB	118 GEORGE STREET WITH RAILINGS	0

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
G60	LB28852	B-LB	109 GEORGE STREET AND 34 AND 34A NORTH CASTLE STREET WITH RAILINGS	0
G61	LB43288	B-LB	111, 113 AND 113A GEORGE STREET WITH RAILINGS	0
G62	LB28852	B-LB	109 GEORGE STREET AND 34 AND 34A NORTH CASTLE STREET WITH RAILINGS	0
G63	LB43288	B-LB	111, 113 AND 113A GEORGE STREET WITH RAILINGS	0
G64	LB28852	B-LB	109 GEORGE STREET AND 34 AND 34A NORTH CASTLE STREET WITH RAILINGS	0
G65	LB28852	B-LB	109 GEORGE STREET AND 34 AND 34A NORTH CASTLE STREET WITH RAILINGS	0
G66	LB28881	B-LB	106-110 (EVEN NOS) GEORGE STREET AND 32A CASTLE STREET	0
G67	LB28881	B-LB	106-110 (EVEN NOS) GEORGE STREET AND 32A CASTLE STREET	0
G68	LB28881	B-LB	106-110 (EVEN NOS) GEORGE STREET AND 32A CASTLE STREET	0
G69	LB30272	B-LB	100-104 (EVEN NOS) GEORGE STREET AND 35 CASTLE STREET, PEARL ASSURANCE BUILDING	0
G70	LB30272	B-LB	100-104 (EVEN NOS) GEORGE STREET AND 35 CASTLE STREET, PEARL ASSURANCE BUILDING	0
G71	LB28849	B-LB	95 AND 95A GEORGE STREET, REFUGE BUILDING	0
G72	LB28848	B-LB	93 GEORGE STREET	0
G73	LB30109	B-LB	94 AND 94A GEORGE STREET AND 82 ROSE STREET LANE NORTH	0
G74	LB30108	B-LB	92 GEORGE STREET AND 80 ROSE STREET LANE NORTH	0
G75	LB30103	B-LB	89 GEORGE STREET	0
G76	LB28846	B-LB	81-85 (ODD NOS) GEORGE STREET	0
G77	LB28880	B-LB	88 AND 88A GEORGE STREET	0
G78	LB28879	B-LB	86 AND 86A GEORGE STREET	0
G79	LB28846	B-LB	81-85 (ODD NOS) GEORGE STREET	0
G80	LB28879	B-LB	86 AND 86A GEORGE STREET	0
G81	LB28846	B-LB	81-85 (ODD NOS) GEORGE STREET	0
G82	LB28845	B-LB	77 AND 79 GEORGE STREET	0
G83	LB28845	B-LB	77 AND 79 GEORGE STREET	0
G84	LB28874	B-LB	72-76 (EVEN NOS), AND 72A GEORGE STREET AND 34 FREDERICK STREET WITH RAILINGS	0
G85	LB28874	B-LB	72-76 (EVEN NOS), AND 72A GEORGE STREET AND 34 FREDERICK STREET WITH RAILINGS	0

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
G86	LB28874	B-LB	72-76 (EVEN NOS), AND 72A GEORGE STREET AND 34 FREDERICK STREET WITH RAILINGS	0
G87	LB28874	B-LB	72-76 (EVEN NOS), AND 72A GEORGE STREET AND 34 FREDERICK STREET WITH RAILINGS	0
G88	LB28843	B-LB	67 GEORGE STREET	0
G89	LB28842	B-LB	65 GEORGE STREET, PHILLIPS, AND 43-45 SOUTH WEST THISTLE STREET LANE	0
G90	LB28841	B-LB	63 GEORGE STREET	0
G91	LB28840	B-LB	57-61 (ODD NOS) GEORGE STREET AND 39-41A SOUTH WEST THISTLE STREET LANE	0
G92	LB28840	B-LB	57-61 (ODD NOS) GEORGE STREET AND 39-41A SOUTH WEST THISTLE STREET LANE	0
G93	LB28840	B-LB	57-61 (ODD NOS) GEORGE STREET AND 39-41A SOUTH WEST THISTLE STREET LANE	0
G94	LB28872	B-LB	60 AND 60A GEORGE STREET	0
G95	LB28838	B-LB	49-55 (ODD NOS) GEORGE STREET	0
G96	LB28838	B-LB	49-55 (ODD NOS) GEORGE STREET	0
G97	LB28837	B-LB	47 GEORGE STREET AND 25A SOUTH WEST THISTLE STREET LANE	0
G98	LB28838	B-LB	49-55 (ODD NOS) GEORGE STREET	0
G99	LB28837	B-LB	47 GEORGE STREET AND 25A SOUTH WEST THISTLE STREET LANE	0
G100	LB28835	B-LB	43 GEORGE STREET	0
G101	LB28834	B-LB	39 AND 41 GEORGE STREET	0
G102	LB28869	B-LB	48-52 (EVEN NOS) GEORGE STREET	0
G103	LB28869	B-LB	48-52 (EVEN NOS) GEORGE STREET	0
G104	LB28834	B-LB	39 AND 41 GEORGE STREET	0
G105	LB28868	B-LB	44, 46 AND 46A GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G106	LB28868	B-LB	44, 46 AND 46A GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G107	LB28833	B-LB	35A, 37 AND 37A GEORGE STREET	0
G108	LB28867	B-LB	34-38 (EVEN NOS) AND 38A GEORGE STREET	0
G109	LB28832	B-LB	33 AND 35 GEORGE STREET AND 60-66 (EVEN NOS) HANOVER STREET WITH RAILINGS	0
G110	LB28867	B-LB	34-38 (EVEN NOS) AND 38A GEORGE STREET	0
G111	LB28832	B-LB	33 AND 35 GEORGE STREET AND 60-66 (EVEN NOS) HANOVER STREET WITH RAILINGS	0
G112	LB28832	B-LB	33 AND 35 GEORGE STREET AND 60-66 (EVEN NOS) HANOVER STREET WITH RAILINGS	0

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
G113	LB28832	B-LB	33 AND 35 GEORGE STREET AND 60-66 (EVEN NOS) HANOVER STREET WITH RAILINGS	0
G114	LB43286	B-LB	27 GEORGE STREET	0
G115	LB28863	B-LB	18 AND 20 GEORGE STREET	0
G116	LB30248	B-LB	GEORGE STREET, AT ST ANDREW SQUARE, PAIR OF K6 TELEPHONE KIOSKS	0
G117	LB30248	B-LB	GEORGE STREET, AT ST ANDREW SQUARE, PAIR OF K6 TELEPHONE KIOSKS	0
G118	LB43290	C-LB	114 AND 116 GEORGE STREET WITH RAILINGS AND LAMP STANDARDS	0
G119	LB43289	C-LB	40 AND 42 GEORGE STREET WITH RAILINGS	0
G120	LB30106	C-LB	16 GEORGE STREET	0
G121	LB43285	C-LB	13A GEORGE STREET, KNOWN AS CRIPPLED AID BUILDING	0
122	LB29697	A-LB	12, 12A AND 13 ST ANDREW SQUARE, GUARDIAN ROYAL EXCHANGE	18
123	LB29009	C-LB	68-82 (EVEN NOS) HANOVER STREET, INCORPORATING HOBART HOUSE (NO 80)	20
124	LB43350	C-LB	3 SOUTH WEST THISTLE STREET LANE	21
125	LB29009	C-LB	68-82 (EVEN NOS) HANOVER STREET, INCORPORATING HOBART HOUSE (NO 80)	25
126	LB28463	B-LB	21 AND 21A CASTLE STREET WITH RAILINGS	25
127	LB43282	B-LB	31 AND 33 CASTLE STREET	25
128	LB29008	B-LB	34-52 (EVEN NOS) HANOVER STREET WITH RAILINGS	27
129	LB28999	A-LB	71 HANOVER STREET WITH RAILINGS	27
130	LB43283	B-LB	30-32 (EVEN NOS) FREDERICK STREET	29
131	LB29009	C-LB	68-82 (EVEN NOS) HANOVER STREET, INCORPORATING HOBART HOUSE (NO 80)	30
132	LB28784	B-LB	37-41 (ODD NOS) FREDERICK STREET WITH RAILINGS	31
133	LB28784	B-LB	37-41 (ODD NOS) FREDERICK STREET WITH RAILINGS	31
134	LB29008	B-LB	34-52 (EVEN NOS) HANOVER STREET WITH RAILINGS	32
135	LB28475	B-LB	30 AND 32 CASTLE STREET WITH RAILING	33
136	LB28793	B-LB	40 AND 42 FREDERICK STREET, VICTORIA CHAMBERS	33
137	LB29009	C-LB	68-82 (EVEN NOS) HANOVER STREET, INCORPORATING HOBART HOUSE (NO 80)	36
138	LB28463	B-LB	21 AND 21A CASTLE STREET WITH RAILINGS	37
139	LB43281	B-LB	25-29 (ODD NOS) AND 29A CASTLE STREET	37

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
140	LB43344	C-LB	34 AND 36 ROSE STREET NORTH LANE	38
141	LB29000	B-LB	73-77 (ODD NOS) HANOVER STREET WITH RAILINGS	39
142	LB43346	C-LB	108 AND 110 ROSE STREET NORTH LANE	40
143	LB29009	C-LB	68-82 (EVEN NOS) HANOVER STREET, INCORPORATING HOBART HOUSE (NO 80)	40
144	LB29000	B-LB	73-77 (ODD NOS) HANOVER STREET WITH RAILINGS	42
145	LB29008	B-LB	34-52 (EVEN NOS) HANOVER STREET WITH RAILINGS	42
146	LB28783	B-LB	27-31 (ODD NOS) FREDERICK STREET	42
147	LB28464	A-LB	39-43 (ODD NOS) NORTH CASTLE STREET WITH RAILINGS	42
148	LB29000	B-LB	73-77 (ODD NOS) HANOVER STREET WITH RAILINGS	43
149	LB43294	B-LB	45-49 (ODD NOS) HANOVER STREET	44
150	LB43345	C-LB	42 AND 44 ROSE STREET NORTH LANE	44
151	LB28474	A-LB	28 CASTLE STREET WITH RAILINGS AND LAMP STANDARDS	44
152	LB43345	C-LB	42 AND 44 ROSE STREET NORTH LANE	45
153	LB28476	A-LB	36-40 (EVEN NOS) NORTH CASTLE STREET WITH RAILINGS	45
154	LB29009	C-LB	68-82 (EVEN NOS) HANOVER STREET, INCORPORATING HOBART HOUSE (NO 80)	45
155	LB43344	C-LB	34 AND 36 ROSE STREET NORTH LANE	46
156	LB28794	B-LB	44-46 (EVEN NOS) FREDERICK STREET	46
157	LB28785	A-LB	43-49 (ODD NOS) FREDERICK STREET WITH RAILINGS AND 49 SW THISTLE STREET LANE	47
158	LB29001	A-LB	79-89 (ODD NOS) HANOVER STREET	47
159	LB29008	B-LB	34-52 (EVEN NOS) HANOVER STREET WITH RAILINGS	48
160	LB28792	B-LB	24-28 (EVEN NOS) AND 24A FREDERICK STREET	50
161	LB43294	B-LB	45-49 (ODD NOS) HANOVER STREET	50
162	LB29009	C-LB	68-82 (EVEN NOS) HANOVER STREET, INCORPORATING HOBART HOUSE (NO 80)	50
163	LB28463	B-LB	21 AND 21A CASTLE STREET WITH RAILINGS	50
164	LB43280	B-LB	23 CASTLE STREET	50
165	LB29001	A-LB	79-89 (ODD NOS) HANOVER STREET	51
166	LB43349	A-LB	9 AND 10 ST ANDREW SQUARE	52

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
167	LB43284	B-LB	48, 48A FREDERICK STREET	54
168	LB29009	C-LB	68-82 (EVEN NOS) HANOVER STREET, INCORPORATING HOBART HOUSE (NO 80)	54
169	LB30006	C-LB	10 AND 12 YOUNG STREET, SOVEREIGN HOUSE	55
170	LB30006	C-LB	10 AND 12 YOUNG STREET, SOVEREIGN HOUSE	55
171	LB29001	A-LB	79-89 (ODD NOS) HANOVER STREET	56
172	LB28465	A-LB	45, 45A, 47, 49 AND 49A NORTH CASTLE STREET WITH RAILINGS	56
173	LB43371	B-LB	6 YOUNG STREET LANE SOUTH	57
174	LB29845	B-LB	66-68 (EVEN NOS) THISTLE STREET	57
175	LB29638	C-LB	85 AND 87 ROSE STREET AND 51 ROSE STREET NORTH LANE	58
176	LB28463	B-LB	21 AND 21A CASTLE STREET WITH RAILINGS	58
177	LB30151	B-LB	3-9 (ODD NOS) ROSE STREET, INCLUDING THE ABBOTSFORD BAR	58
178	LB30005	B-LB	8 AND 8A YOUNG STREET, THE OXFORD BAR, AND 2 YOUNG STREET LANE SOUTH	58
179	LB43333	B-LB	133A TO 137 (ODD NOS) ROSE STREET AND 101 AND 103 ROSE STREET NORTH LANE	58
180	LB43351	A-LB	THISTLE STREET, 3 AND 4 THISTLE COURT WITH LAMP BRACKETS, BOUNDARY WALLS, GATES AND RAILINGS	58
181	LB29836	A-LB	THISTLE STREET, 1 AND 2 THISTLE COURT WITH LAMP BRACKETS, BOUNDARY WALLS, GATES AND RAILINGS	59
182	LB29645	B-LB	125, 127 AND 127A ROSE STREET	59
183	LB28473	B-LB	22-26 (EVEN NOS) CASTLE STREET WITH RAILINGS	59
184	LB27724	B-LB	149 ROSE STREET, FORMER TELEPHONE EXCHANGE	59
185	LB30151	B-LB	3-9 (ODD NOS) ROSE STREET, INCLUDING THE ABBOTSFORD BAR	59
186	LB28785	A-LB	43-49 (ODD NOS) FREDERICK STREET WITH RAILINGS AND 49 SW THISTLE STREET LANE	59
187	LB29001	A-LB	79-89 (ODD NOS) HANOVER STREET	60
188	LB29632	B-LB	37-49 (ODD NOS) ROSE STREET	60
189	LB29083	A-LB	2 AND 4 HILL STREET	60
190	LB43305	A-LB	24 HILL STREET	60
191	LB28998	B-LB	35-43 (ODD NOS) HANOVER STREET AND 25-27 (ODD NOS) ROSE STREET WITH RAILINGS AND LAMP STANDARDS	60

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
192	LB29083	A-LB	2 AND 4 HILL STREET	61
193	LB43304	A-LB	22 HILL STREET	61
194	LB30007	A-LB	14 YOUNG STREET	61
195	LB43367	A-LB	16 YOUNG STREET	61
196	LB29633	B-LB	55 AND 57 ROSE STREET AND 41 ROSE STREET NORTH LANE, ROSE STREET BREWERY	61
197	LB30007	A-LB	14 YOUNG STREET	61
198	LB30007	A-LB	14 YOUNG STREET	61
199	LB43368	A-LB	18 YOUNG STREET AND 10 YOUNG STREET LANE SOUTH	61
200	LB28998	B-LB	35-43 (ODD NOS) HANOVER STREET AND 25-27 (ODD NOS) ROSE STREET WITH RAILINGS AND LAMP STANDARDS	61
201	LB43333	B-LB	133A TO 137 (ODD NOS) ROSE STREET AND 101 AND 103 ROSE STREET NORTH LANE	61
202	LB29836	A-LB	THISTLE STREET, 1 AND 2 THISTLE COURT WITH LAMP BRACKETS, BOUNDARY WALLS, GATES AND RAILINGS	61
203	LB29083	A-LB	2 AND 4 HILL STREET	61
204	LB43299	A-LB	6 AND 8 HILL STREET	61
205	LB43330	B-LB	ROSE STREET, EAGLE BUILDINGS	61
206	LB29636	B-LB	71 AND 73 ROSE STREET	61
207	LB30008	A-LB	22 YOUNG STREET AND 12 YOUNG STREET LANE SOUTH	61
208	LB29083	A-LB	2 AND 4 HILL STREET	61
209	LB43299	A-LB	6 AND 8 HILL STREET	61
210	LB43351	A-LB	THISTLE STREET, 3 AND 4 THISTLE COURT WITH LAMP BRACKETS, BOUNDARY WALLS, GATES AND RAILINGS	61
211	LB28791	B-LB	20 AND 22 FREDERICK STREET (AND 77 ROSE STREET)	61
212	LB30007	A-LB	14 YOUNG STREET	61
213	LB43369	A-LB	20 YOUNG STREET, CAMBRIDGE BAR	61
214	LB29632	B-LB	37-49 (ODD NOS) ROSE STREET	61
215	LB29083	A-LB	2 AND 4 HILL STREET	62
216	LB43301	A-LB	12 HILL STREET	62

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
217	LB43364	B-LB	54-58 THISTLE STREET WITH WAREHOUSES IN SW THISTLE STREET LANE	62
218	LB29083	A-LB	2 AND 4 HILL STREET	62
219	LB29632	B-LB	37-49 (ODD NOS) ROSE STREET	62
220	LB29083	A-LB	2 AND 4 HILL STREET	62
221	LB29083	A-LB	2 AND 4 HILL STREET	62
222	LB43302	A-LB	14 AND 16 HILL STREET	62
223	LB29083	A-LB	2 AND 4 HILL STREET	62
224	LB43302	A-LB	14 AND 16 HILL STREET	62
225	LB29634	B-LB	59-63 (ODD NOS) ROSE STREET	62
226	LB29083	A-LB	2 AND 4 HILL STREET	62
227	LB43303	A-LB	18 AND 20 HILL STREET	62
228	LB29083	A-LB	2 AND 4 HILL STREET	62
229	LB43300	A-LB	10 HILL STREET	62
230	LB29635	B-LB	65 AND 67 ROSE STREET AND 45 AND 47 ROSE STREET NORTH LANE	62
231	LB28477	A-LB	42-46 (EVEN NOS) NORTH CASTLE STREET WITH RAILINGS AND LAMP STANDARD	62
232	LB28782	B-LB	21-25 (ODD NOS) FREDERICK STREET	62
233	LB29846	B-LB	72-76 (EVEN NOS) THISTLE STREET	62
234	LB29012	B-LB	84-90 (EVEN NOS) HANOVER STREET AND 18-24 (EVEN NOS) THISTLE STREET	63
235	LB43334	B-LB	159, 161 AND 161A ROSE STREET	63
236	LB29083	A-LB	2 AND 4 HILL STREET	63
237	LB43303	A-LB	18 AND 20 HILL STREET	63
238	LB29836	A-LB	THISTLE STREET, 1 AND 2 THISTLE COURT WITH LAMP BRACKETS, BOUNDARY WALLS, GATES AND RAILINGS	63
239	LB29012	B-LB	84-90 (EVEN NOS) HANOVER STREET AND 18-24 (EVEN NOS) THISTLE STREET	63
240	LB29843	B-LB	46 AND 48 THISTLE STREET	63
241	LB29844	B-LB	60-64 (EVEN NOS) THISTLE STREET	64
242	LB29637	B-LB	77-81 (ODD NOS) ROSE STREET AND 52 ROSE STREET NORTH LANE	64

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
243	LB29845	B-LB	66-68 (EVEN NOS) THISTLE STREET	64
244	LB29012	B-LB	84-90 (EVEN NOS) HANOVER STREET AND 18-24 (EVEN NOS) THISTLE STREET	64
245	LB29001	A-LB	79-89 (ODD NOS) HANOVER STREET	64
246	LB29842	B-LB	40-44 (EVEN NOS) THISTLE STREET	64
247	LB29637	B-LB	77-81 (ODD NOS) ROSE STREET AND 52 ROSE STREET NORTH LANE	64
248	LB29638	C-LB	85 AND 87 ROSE STREET AND 51 ROSE STREET NORTH LANE	64
249	LB28463	B-LB	21 AND 21A CASTLE STREET WITH RAILINGS	64
250	LB29007	A-LB	28 AND 30 HANOVER STREET	64
251	LB29641	B-LB	101-105 (ODD NOS) ROSE STREET	64
252	LB29843	B-LB	46 AND 48 THISTLE STREET	64
253	LB43363	B-LB	50-52 (EVEN NOS) THISTLE STREET	64
254	LB43331	B-LB	129 AND 131 ROSE STREET	65
255	LB29640	B-LB	95-99 (ODD NOS) ROSE STREET	65
256	LB29639	B-LB	89-93 (ODD NOS) ROSE STREET	65
257	LB30005	B-LB	8 AND 8A YOUNG STREET, THE OXFORD BAR, AND 2 YOUNG STREET LANE SOUTH	65
258	LB43335	B-LB	163-167 (ODD NOS) ROSE STREET	65
259	LB29645	B-LB	125, 127 AND 127A ROSE STREET	65
260	LB29841	C-LB	32-38 (EVEN NOS) THISTLE STREET	65
261	LB43351	A-LB	THISTLE STREET, 3 AND 4 THISTLE COURT WITH LAMP BRACKETS, BOUNDARY WALLS, GATES AND RAILINGS	66
262	LB43332	C-LB	133 ROSE STREET	66
263	LB29001	A-LB	79-89 (ODD NOS) HANOVER STREET	68
264	LB27816	A-LB	ST ANDREW SQUARE, MELVILLE MONUMENT WITH BOUNDARY WALLS AND RAILINGS	73
265	LB43362	C-LB	26 THISTLE STREET	76
266	LB27840	A-LB	CHARLOTTE SQUARE, ALBERT MEMORIAL AND WALLS AND RAILINGS OF GARDEN	77
267	LB29013	B-LB	92-102 (EVEN NOS) HANOVER STREET WITH RAILINGS	80
268	LB29698	A-LB	21 AND 22 ST ANDREW SQUARE AND 1-5 (ODD NOS) NORTH ST DAVID STREET WITH RAILINGS, IBM LTD	80

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
269	LB28997	B-LB	29-33 (ODD NOS) HANOVER STREET	80
270	LB28508	A-LB	1 NORTH CHARLOTTE STREET WITH RAILINGS AND BOUNDARY WALLS	81
271	LB29002	B-LB	91-99 (ODD NOS) HANOVER STREET WITH RAILINGS	81
272	LB28462	B-LB	15-19 (ODD NOS) CASTLE STREET WITH RAILINGS	82
273	LB29653	B-LB	190-192 (EVEN NOS) ROSE STREET AND ROSE STREET SOUTH LANE EDC CLEANSING STORE	82
274	LB43343	B-LB	194 ROSE STREET	82
275	LB28515	A-LB	15 and 17 South Charlotte Street and railing and lamp standard	82
276	LB29999	B-LB	1-5 (ODD NOS) YOUNG STREET AND 38 YOUNG STREET LANE NORTH	83
277	LB30000	A-LB	7 YOUNG STREET	83
278	LB29838	B-LB	33 THISTLE STREET	83
279	LB28478	A-LB	48-52 (EVEN NOS) NORTH CASTLE STREET WITH RAILINGS AND BLOCK FACING YOUNG STREET LANE NORTH	83
280	LB30003	A-LB	19 YOUNG STREET	83
281	LB30001	A-LB	13 YOUNG STREET	83
282	LB43366	A-LB	15 YOUNG STREET AND 24 YOUNG STREET LANE NORTH	83
283	LB29013	B-LB	92-102 (EVEN NOS) HANOVER STREET WITH RAILINGS	84
284	LB30004	A-LB	21 YOUNG STREET	84
285	LB30001	A-LB	13 YOUNG STREET	84
286	LB30002	A-LB	17 YOUNG STREET AND 22 YOUNG STREET LANE NORTH	84
287	LB43336	C-LB	32 ROSE STREET	84
288	LB28472	A-LB	16-20 (EVEN NOS) AND 20A CASTLE STREET WITH RAILINGS AND CONNERY'S BAR, ROSE STREET	84
289	LB29006	B-LB	20 AND 22 HANOVER STREET WITH RAILINGS, INCORPORATING THE MERCHANTS HALL AND 39 ROSE STREET SOUTH LANE	84
290	LB28795	B-LB	52-56 (EVEN NOS) FREDERICK STREET WITH RAILINGS	84
291	LB29650	C-LB	144-150 (EVEN NOS) ROSE STREET, DEBENHAMS	84
292	LB43354	C-LB	5-15 (ODD NOS) THISTLE STREET	84

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
293	LB29838	B-LB	33 THISTLE STREET	84
294	LB43361	B-LB	59 AND 61 THISTLE STREET	84
295	LB29080	A-LB	1 AND 3 HILL STREET	84
296	LB43296	A-LB	5-9 (ODD NOS) HILL STREET	84
297	LB29080	A-LB	1 AND 3 HILL STREET	84
298	LB43295	B-LB	1A HILL STREET	84
299	LB29838	B-LB	33 THISTLE STREET	84
300	LB43356	B-LB	35-39 (ODD NOS) THISTLE STREET WITH BOUNDARY WALL TO REAR	84
301	LB43338	C-LB	108 ROSE STREET	85
302	LB29652	B-LB	170 ROSE STREET AND 116-122 (EVEN NOS) ROSE STREET SOUTH LANE	85
303	LB43340	B-LB	172-176 (EVEN NOS) ROSE STREET	85
304	LB29081	A-LB	17, 19 AND 19A HILL STREET, EDINBURGH LODGE NO 1	85
305	LB28790	B-LB	18 AND 18A FREDERICK STREET AND 106 ROSE STREET	85
306	LB29080	A-LB	1 AND 3 HILL STREET	85
307	LB43298	A-LB	15 HILL STREET	85
308	LB29837	B-LB	25 AND 25A-C THISTLE STREET AND 2 NORTH WEST THISTLE STREET LANE	85
309	LB29647	B-LB	110-114 (EVEN NOS) ROSE STREET AND 72 ROSE STREET SOUTH LANE	85
310	LB29080	A-LB	1 AND 3 HILL STREET	85
311	LB43354	C-LB	5-15 (ODD NOS) THISTLE STREET	85
312	LB29649	B-LB	138-142 (EVEN NOS) ROSE STREET	85
313	LB29839	B-LB	63-67 (ODD NOS) THISTLE STREET	85
314	LB29838	B-LB	33 THISTLE STREET	85
315	LB43357	B-LB	41-45 (ODD NOS) THISTLE STREET	85
316	LB43342	B-LB	184-188 (EVEN NOS) ROSE STREET	85
317	LB29082	A-LB	21 AND 23 HILL STREET	85
318	LB29648	B-LB	116 ROSE STREET	85
319	LB29080	A-LB	1 AND 3 HILL STREET	86

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
320	LB43296	A-LB	5-9 (ODD NOS) HILL STREET	86
321	LB29080	A-LB	1 AND 3 HILL STREET	86
322	LB43297	A-LB	11 AND 13 HILL STREET	86
323	LB30301	B-LB	21 AND 23 THISTLE STREET	86
324	LB29080	A-LB	1 AND 3 HILL STREET	86
325	LB29652	B-LB	170 ROSE STREET AND 116-122 (EVEN NOS) ROSE STREET SOUTH LANE	86
326	LB43341	B-LB	178-182 (EVEN NOS) ROSE STREET	86
327	LB29838	B-LB	33 THISTLE STREET	86
328	LB43359	B-LB	47A AND 49 THISTLE STREET AND 21 NORTH WEST THISTLE STREET LANE	86
329	LB29002	B-LB	91-99 (ODD NOS) HANOVER STREET WITH RAILINGS	86
330	LB28466	A-LB	51-55 (ODD NOS) NORTH CASTLE STREET WITH RAILINGS AND BOUNDARY WALLS TO REAR	86
331	LB28786	B-LB	51-55 (ODD NOS) AND 55A FREDERICK STREET WITH RAILINGS	86
332	LB43352	B-LB	17 THISTLE STREET	87
333	LB29080	A-LB	1 AND 3 HILL STREET	87
334	LB43297	A-LB	11 AND 13 HILL STREET	87
335	LB29655	B-LB	202 ROSE STREET AND 150 ROSE STREET SOUTH LANE	87
336	LB29838	B-LB	33 THISTLE STREET	87
337	LB43358	B-LB	47 THISTLE STREET AND 19 NORTH WEST THISTLE STREET LANE	87
338	LB29653	B-LB	190-192 (EVEN NOS) ROSE STREET AND ROSE STREET SOUTH LANE EDC CLEANSING STORE	87
339	LB29654	B-LB	196-200 (EVEN NOS) ROSE STREET AND WALL TO REAR	87
340	LB29013	B-LB	92-102 (EVEN NOS) HANOVER STREET WITH RAILINGS	87
341	LB29838	B-LB	33 THISTLE STREET	87
342	LB43360	B-LB	51-55 (ODD NOS) THISTLE STREET	87
343	LB43337	B-LB	HANOVER BUILDINGS, 56-68 (EVEN NOS) ROSE STREET (FORMER JOHN MENZIES PLC), EDINBURGH	87
344	LB28781	B-LB	17 AND 19 FREDERICK STREET AND 104A ROSE STREET	87

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
345	LB29698	A-LB	21 AND 22 ST ANDREW SQUARE AND 1-5 (ODD NOS) NORTH ST DAVID STREET WITH RAILINGS, IBM LTD	87
346	LB29646	B-LB	100-104 (EVEN NOS) ROSE STREET	87
347	LB29999	B-LB	1-5 (ODD NOS) YOUNG STREET AND 38 YOUNG STREET LANE NORTH	88
348	LB29651	A-LB	152 AND 154 ROSE STREET, KENILWORTH BAR, AND 112-114 (EVEN NOS) ROSE STREET LANE SOUTH	88
349	LB28502	A-LB	1-11 (INCLUSIVE NOS) CHARLOTTE SQUARE WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	88
350	LB28505	A-LB	24-32 (INCLUSIVE NOS) CHARLOTTE SQUARE, 13-19 (ODD NOS) HOPE STREET AND 14 AND 16 SOUTH CHARLOTTE STREET WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	88
351	LB28505	A-LB	24-32 (INCLUSIVE NOS) CHARLOTTE SQUARE, 13-19 (ODD NOS) HOPE STREET AND 14 AND 16 SOUTH CHARLOTTE STREET WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	88
352	LB29652	B-LB	170 ROSE STREET AND 116-122 (EVEN NOS) ROSE STREET SOUTH LANE	89
353	LB43355	C-LB	27 THISTLE STREET, NAPIER HOUSE	89
354	LB29698	A-LB	21 AND 22 ST ANDREW SQUARE AND 1-5 (ODD NOS) NORTH ST DAVID STREET WITH RAILINGS, IBM LTD	89
355	LB28509	A-LB	2-4 (INCLUSIVE NOS) NORTH CHARLOTTE STREET WITH RAILINGS AND LAMP STANDARDS	90
356	LB43353	C-LB	19 THISTLE STREET	90
357	LB43339	C-LB	162 ROSE STREET	90
358	LB29002	B-LB	91-99 (ODD NOS) HANOVER STREET WITH RAILINGS	90
359	LB29700	A-LB	23 AND 23A ST ANDREW SQUARE WITH RAILINGS	91
360	LB28505	A-LB	24-32 (INCLUSIVE NOS) CHARLOTTE SQUARE, 13-19 (ODD NOS) HOPE STREET AND 14 AND 16 SOUTH CHARLOTTE STREET WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	91
361	LB29505	A-LB	47-52 (INCLUSIVE NOS) PRINCES STREET AND SOUTH ST DAVID STREET, JENNERS DEPARTMENT STORE, INCLUDING GOTHIC STREETLIGHT	91
362	LB28514	A-LB	11 AND 13 SOUTH CHARLOTTE STREET WITH RAILINGS AND LAMP STANDARD	91
363	LB29013	B-LB	92-102 (EVEN NOS) HANOVER STREET WITH RAILINGS	91
364	LB29698	A-LB	21 AND 22 ST ANDREW SQUARE AND 1-5 (ODD NOS) NORTH ST DAVID STREET WITH RAILINGS, IBM LTD	91

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
365	LB29647	B-LB	110-114 (EVEN NOS) ROSE STREET AND 72 ROSE STREET SOUTH LANE	91
366	LB28795	B-LB	52-56 (EVEN NOS) FREDERICK STREET WITH RAILINGS	91
367	LB28462	B-LB	15-19 (ODD NOS) CASTLE STREET WITH RAILINGS	92
368	LB29652	B-LB	170 ROSE STREET AND 116-122 (EVEN NOS) ROSE STREET SOUTH LANE	93
369	LB29652	B-LB	170 ROSE STREET AND 116-122 (EVEN NOS) ROSE STREET SOUTH LANE	93
370	LB43341	B-LB	178-182 (EVEN NOS) ROSE STREET	93
371	LB28502	A-LB	1-11 (INCLUSIVE NOS) CHARLOTTE SQUARE WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	94
372	LB29013	B-LB	92-102 (EVEN NOS) HANOVER STREET WITH RAILINGS	94
373	LB29655	B-LB	202 ROSE STREET AND 150 ROSE STREET SOUTH LANE	94
374	LB28478	A-LB	48-52 (EVEN NOS) NORTH CASTLE STREET WITH RAILINGS AND BLOCK FACING YOUNG STREET LANE NORTH	95
375	LB43293	B-LB	21-27 (ODD NOS) HANOVER STREET	95
376	LB29002	B-LB	91-99 (ODD NOS) HANOVER STREET WITH RAILINGS	95
377	LB28505	A-LB	24-32 (INCLUSIVE NOS) CHARLOTTE SQUARE, 13-19 (ODD NOS) HOPE STREET AND 14 AND 16 SOUTH CHARLOTTE STREET WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	96
378	LB28795	B-LB	52-56 (EVEN NOS) FREDERICK STREET WITH RAILINGS	96
379	LB43312	C-LB	38-40 NORTH WEST THISTLE STREET LANE	97
380	LB29013	B-LB	92-102 (EVEN NOS) HANOVER STREET WITH RAILINGS	97
381	LB43329	B-LB	ROSE STREET, CHARLOTTE STREET BAPTIST CHAPEL	98
382	LB29006	B-LB	20 AND 22 HANOVER STREET WITH RAILINGS, INCORPORATING THE MERCHANTS HALL AND 39 ROSE STREET SOUTH LANE	98
383	LB28502	A-LB	1-11 (INCLUSIVE NOS) CHARLOTTE SQUARE WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	99
384	LB28780	B-LB	9-15 (ODD NOS) FREDERICK STREET	100
385	LB28516	A-LB	12 SOUTH CHARLOTTE STREET WITH RAILINGS	100
386	LB29698	A-LB	21 AND 22 ST ANDREW SQUARE AND 1-5 (ODD NOS) NORTH ST DAVID STREET WITH RAILINGS, IBM LTD	100
387	LB29002	B-LB	91-99 (ODD NOS) HANOVER STREET WITH RAILINGS	100

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
388	LB28471	B-LB	10, 10A-14 (EVEN NOS) CASTLE STREET WITH RAILINGS	101
389	LB29571	A-LB	74-77 (INCLUSIVE) QUEEN STREET	102
390	LB28505	A-LB	24-32 (INCLUSIVE NOS) CHARLOTTE SQUARE, 13-19 (ODD NOS) HOPE STREET AND 14 AND 16 SOUTH CHARLOTTE STREET WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	103
391	LB29700	A-LB	23 AND 23A ST ANDREW SQUARE WITH RAILINGS	103
392	LB28461	B-LB	9-13 (ODD NOS) AND 13A CASTLE STREET WITH RAILINGS	103
393	LB28461	B-LB	9-13 (ODD NOS) AND 13A CASTLE STREET WITH RAILINGS	103
394	LB43306	B-LB	37 HILL STREET LANE NORTH	104
395	LB28796	A-LB	58-62 (EVEN NOS) AND 62A FREDERICK STREET WITH RAILINGS AND LAMP STANDARDS	105
396	LB28789	B-LB	12-16 (EVEN NOS) FREDERICK STREET	105
397	LB28787	B-LB	57-61 (ODD NOS) FREDERICK STREET WITH RAILINGS	105
398	LB29003	B-LB	101-109 (ODD NOS) HANOVER STREET WITH RAILINGS	106
399	LB43292	C-LB	11-19 (ODD NOS) HANOVER STREET	107
400	LB28467	A-LB	57-61 (ODD NOS) NORTH CASTLE STREET WITH RAILINGS	107
401	LB28502	A-LB	1-11 (INCLUSIVE NOS) CHARLOTTE SQUARE WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	107
402	LB29003	B-LB	101-109 (ODD NOS) HANOVER STREET WITH RAILINGS	108
403	LB43309	C-LB	32 NORTH WEST THISTLE STREET LANE	108
404	LB43311	C-LB	36 NORTH WEST THISTLE STREET LANE	108
405	LB29014	B-LB	104-112 (EVEN NOS) HANOVER STREET AND 4 NORTH WEST THISTLE STREET LANE	108
406	LB28471	B-LB	10, 10A-14 (EVEN NOS) CASTLE STREET WITH RAILINGS	109
407	LB43310	C-LB	34 NORTH WEST THISTLE STREET LANE	109
408	LB28505	A-LB	24-32 (INCLUSIVE NOS) CHARLOTTE SQUARE, 13-19 (ODD NOS) HOPE STREET AND 14 AND 16 SOUTH CHARLOTTE STREET WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	110
409	LB29698	A-LB	21 AND 22 ST ANDREW SQUARE AND 1-5 (ODD NOS) NORTH ST DAVID STREET WITH RAILINGS, IBM LTD	110
410	LB28479	A-LB	54-58 (EVEN NOS) AND 58A NORTH CASTLE STREET WITH RAILINGS	110

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
411	LB28502	A-LB	1-11 (INCLUSIVE NOS) CHARLOTTE SQUARE WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	111
412	LB28796	A-LB	58-62 (EVEN NOS) AND 62A FREDERICK STREET WITH RAILINGS AND LAMP STANDARDS	111
413	LB29003	B-LB	101-109 (ODD NOS) HANOVER STREET WITH RAILINGS	112
414	LB28512	A-LB	5-9 (ODD NOS) SOUTH CHARLOTTE STREET WITH RAILINGS	112
415	LB28787	B-LB	57-61 (ODD NOS) FREDERICK STREET WITH RAILINGS	112
416	LB29701	C-LB	24 ST ANDREW SQUARE WITH RAILINGS	112
417	LB28461	B-LB	9-13 (ODD NOS) AND 13A CASTLE STREET WITH RAILINGS	114
418	LB29003	B-LB	101-109 (ODD NOS) HANOVER STREET WITH RAILINGS	115
419	LB29574	A-LB	79, 79A AND 80 QUEEN STREET AND 5 AND 6 NORTH CHARLOTTE STREET	115
420	LB29005	B-LB	14-18 (EVEN NOS) HANOVER STREET	116
421	LB30147	B-LB	109,110 AND 111 PRINCES STREET	116
422	LB28779	B-LB	5, 7 AND 7A FREDERICK STREET (FORMERLY QUEEN'S CLUB)	116
423	LB30147	B-LB	109,110 AND 111 PRINCES STREET	116
424	LB51249	B-LB	64 PRINCES STREET, BRITISH HOME STORES	116
425	LB43292	C-LB	11-19 (ODD NOS) HANOVER STREET	117
426	LB29702	B-LB	25 ST ANDREW SQUARE WITH RAILINGS	117
427	LB28505	A-LB	24-32 (INCLUSIVE NOS) CHARLOTTE SQUARE, 13-19 (ODD NOS) HOPE STREET AND 14 AND 16 SOUTH CHARLOTTE STREET WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	117
428	LB29703	A-LB	26 ST ANDREW SQUARE WITH RAILINGS	117
429	LB28796	A-LB	58-62 (EVEN NOS) AND 62A FREDERICK STREET WITH RAILINGS AND LAMP STANDARDS	118
430	LB29512	B-LB	112 PRINCES STREET, DEBENHAM'S (FORMER CONSERVATIVE CLUB)	118
431	LB28788	B-LB	6-10 (EVEN NOS) FREDERICK STREET	118
432	LB28468	A-LB	63-69 (ODD NOS) NORTH CASTLE STREET AND 59 QUEEN STREET WITH RAILINGS	118
433	LB29003	B-LB	101-109 (ODD NOS) HANOVER STREET WITH RAILINGS	118
434	LB28470	B-LB	6 AND 8 CASTLE STREET	118
435	LB29506	A-LB	61-2 PRINCES STREET, ROMANES AND PATERSON	119

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
436	LB30145	B-LB	60 PRINCES STREET	119
437	LB29517	B-LB	130 PRINCES STREET	119
438	LB28502	A-LB	1-11 (INCLUSIVE NOS) CHARLOTTE SQUARE WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	119
439	LB43322	A-LB	84-87 (INCLUSIVE NOS) PRINCES STREET, INCORPORATING THE NEW CLUB	120
440	LB27732	A-LB	9 AND 10 QUEEN STREET, ROYAL COLLEGE OF PHYSICIANS, WITH FRONT WALL AND LAMP STANDARDS	121
441	LB29004	A-LB	113-123 (ODD NOS, INCLUDING 117A) HANOVER STREET AND 16A QUEEN STREET WITH RAILINGS	121
442	LB43291	B-LB	3-9 (ODD NOS) HANOVER STREET	121
443	LB29536	A-LB	11-13 (INCLUSIVE NOS) QUEEN STREET WITH FRONT WALLS AND RAILINGS	122
444	LB29541	B-LB	114 AND 118 HANOVER STREET AND 17 AND 17A QUEEN STREET WITH RAILINGS	122
445	LB43291	B-LB	3-9 (ODD NOS) HANOVER STREET	123
446	LB43291	B-LB	3-9 (ODD NOS) HANOVER STREET	123
447	LB28468	A-LB	63-69 (ODD NOS) NORTH CASTLE STREET AND 59 QUEEN STREET WITH RAILINGS	123
448	LB29532	A-LB	4-6 (INCLUSIVE NOS) QUEEN STREET, BBC SCOTLAND (KNOWN AS NO 5)	124
449	LB43323	B-LB	88-90 (INCLUSIVE NOS) PRINCES STREET	124
450	LB28505	A-LB	24-32 (INCLUSIVE NOS) CHARLOTTE SQUARE, 13-19 (ODD NOS) HOPE STREET AND 14 AND 16 SOUTH CHARLOTTE STREET WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	124
451	LB43323	B-LB	88-90 (INCLUSIVE NOS) PRINCES STREET	124
452	LB29004	A-LB	113-123 (ODD NOS, INCLUDING 117A) HANOVER STREET AND 16A QUEEN STREET WITH RAILINGS	125
453	LB43323	B-LB	88-90 (INCLUSIVE NOS) PRINCES STREET	125
454	LB28469	B-LB	4 CASTLE STREET	125
455	LB29534	B-LB	7 QUEEN STREET	125
456	LB29508	B-LB	97, 97A AND 98 PRINCES STREET AND 1 AND 3 FREDERICK STREET	126
457	LB29514	B-LB	125A AND 126 PRINCES STREET	126
458	LB29696	A-LB	3 AND 3A ST ANDREW SQUARE	126

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
459	LB28502	A-LB	1-11 (INCLUSIVE NOS) CHARLOTTE SQUARE WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	126
460	LB29004	A-LB	113-123 (ODD NOS, INCLUDING 117A) HANOVER STREET AND 16A QUEEN STREET WITH RAILINGS	126
461	LB29513	B-LB	123 PRINCES STREET	127
462	LB29515	B-LB	127 AND 128 PRINCES STREET	127
463	LB29727	A-LB	7 AND 9 NORTH ST DAVID STREET AND QUEEN STREET	127
464	LB29566	A-LB	60 QUEEN STREET AND 58A, 60 AND 62 NORTH CASTLE STREET	127
465	LB29566	A-LB	60 QUEEN STREET AND 58A, 60 AND 62 NORTH CASTLE STREET	127
466	LB29541	B-LB	114 AND 118 HANOVER STREET AND 17 AND 17A QUEEN STREET WITH RAILINGS	128
467	LB29559	A-LB	49, 49A, 50 AND 50A QUEEN STREET	128
468	LB43320	B-LB	78 PRINCES STREET AND 2-4 HANOVER STREET	129
469	LB29004	A-LB	113-123 (ODD NOS, INCLUDING 117A) HANOVER STREET AND 16A QUEEN STREET WITH RAILINGS	129
470	LB29570	A-LB	66 AND 67 QUEEN STREET INCLUDING RAILINGS AND LAMP STANDARDS, EDINBURGH	129
471	LB29521	B-LB	134 PRINCES STREET, AND 1 AND 3 SOUTH CHARLOTTE STREET	130
472	LB28468	A-LB	63-69 (ODD NOS) NORTH CASTLE STREET AND 59 QUEEN STREET WITH RAILINGS	130
473	LB29568	A-LB	64 QUEEN STREET WITH RAILINGS AND LAMP STANDARDS	130
474	LB29569	A-LB	65 QUEEN STREET WITH RAILINGS AND LAMP STANDARD	130
475	LB29563	A-LB	55-57 (INCLUSIVE NOS) QUEEN STREET WITH RAILINGS AND LAMP STANDARDS	130
476	LB29507	A-LB	94-96 (INCLUSIVE NOS) PRINCES STREET	130
477	LB29574	A-LB	79, 79A AND 80 QUEEN STREET AND 5 AND 6 NORTH CHARLOTTE STREET	130
478	LB29522	B-LB	135 AND 136 PRINCES STREET AND 2-8 (EVEN NOS) SOUTH CHARLOTTE STREET, CHARLOTTE HOUSE	130
479	LB29567	A-LB	61, 61A, 62 & 63 QUEEN STREET	131
480	LB29561	A-LB	52 AND 53 QUEEN STREET WITH RAILINGS	131
481	LB29530	C-LB	2, 2A AND 3 QUEEN STREET AND 12 NORTH ST DAVID STREET, SCOTTISH LIFE, WITH RAILINGS AND LAMPS	131
482	LB29553	A-LB	38 QUEEN STREET AND 63 AND 65 FREDERICK STREET WITH RAILINGS	131

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
483	LB28505	A-LB	24-32 (INCLUSIVE NOS) CHARLOTTE SQUARE, 13-19 (ODD NOS) HOPE STREET AND 14 AND 16 SOUTH CHARLOTTE STREET WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	131
484	LB29570	A-LB	66 AND 67 QUEEN STREET INCLUDING RAILINGS AND LAMP STANDARDS, EDINBURGH	131
485	LB29554	A-LB	39 AND 39A QUEEN STREET AND 64 AND 66 FREDERICK STREET WITH RAILINGS	131
486	LB29554	A-LB	39 AND 39A QUEEN STREET AND 64 AND 66 FREDERICK STREET WITH RAILINGS	131
487	LB43324	B-LB	106 PRINCES STREET	131
488	LB29561	A-LB	52 AND 53 QUEEN STREET WITH RAILINGS	131
489	LB29562	A-LB	54 QUEEN STREET WITH RAILINGS	131
490	LB29538	A-LB	14 QUEEN STREET WITH FRONT WALL AND LAMP STANDARDS	131
491	LB30146	B-LB	70 AND 71 PRINCES STREET	132
492	LB29504	B-LB	42-46 (INCLUSIVE NOS) AND 42A PRINCES STREET AND 1 SOUTH ST DAVID STREET, INCORPORATING THE OLD WAVERLEY HOTEL	132
493	LB29573	A-LB	78 AND 78A QUEEN STREET WITH RAILINGS	132
494	LB29511	B-LB	104 AND 105 PRINCES STREET	132
495	LB29558	A-LB	48 QUEEN STREET WITH RAILINGS AND LAMP STANDARDS	132
496	LB29004	A-LB	113-123 (ODD NOS, INCLUDING 117A) HANOVER STREET AND 16A QUEEN STREET WITH RAILINGS	132
497	LB29508	B-LB	97, 97A AND 98 PRINCES STREET AND 1 AND 3 FREDERICK STREET	132
498	LB27242	B-LB	QUEEN STREET CHURCH (ST ANDREW PARISH CHURCH HALLS) 42, 43 QUEEN STREET	133
499	LB29544	A-LB	22 QUEEN STREET WITH RAILINGS AND GARAGING TO LANE	133
500	LB29695	B-LB	1 AND 2 ST ANDREW SQUARE AND 16-22 (EVEN NOS) SOUTH ST ANDREW STREET, FORMER PRUDENTIAL ASSURANCE BUILDING, WITH RAILINGS	133
501	LB29695	B-LB	1 AND 2 ST ANDREW SQUARE AND 16-22 (EVEN NOS) SOUTH ST ANDREW STREET, FORMER PRUDENTIAL ASSURANCE BUILDING, WITH RAILINGS	133
502	LB29551	A-LB	34 QUEEN STREET WITH RAILINGS	133
503	LB43317	B-LB	72 AND 73 PRINCES STREET	133
504	LB29543	A-LB	21 QUEEN STREET WITH RAILINGS	133
505	LB29560	A-LB	51 QUEEN STREET WITH RAILINGS AND LAMP STANDARDS	133

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
506	LB29518	B-LB	131-133 (INCLUSIVE NOS) PRINCES STREET	133
507	LB43321	C-LB	79 AND 79A PRINCES STREET	133
508	LB29557	A-LB	45-47 (INCLUSIVE NOS) QUEEN STREET WITH RAILINGS AND LAMP STANDARD	133
509	LB43326	B-LB	119, 119A AND 120 PRINCES STREET	133
510	LB29530	C-LB	2, 2A AND 3 QUEEN STREET AND 12 NORTH ST DAVID STREET, SCOTTISH LIFE, WITH RAILINGS AND LAMPS	134
511	LB43318	B-LB	74-75 PRINCES STREET	134
512	LB29552	A-LB	35-37 (INCLUSIVE NOS) QUEEN STREET WITH RAILINGS	134
513	LB29535	A-LB	8 QUEEN STREET, ROYAL COLLEGE OF PHYSICIANS WITH RAILINGS	134
514	LB29518	B-LB	131-133 (INCLUSIVE NOS) PRINCES STREET	134
515	LB28502	A-LB	1-11 (INCLUSIVE NOS) CHARLOTTE SQUARE WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	134
516	LB29555	A-LB	40-42 (INCLUSIVE), WITH 40A AND 42A, QUEEN STREET WITH RAILINGS	134
517	LB29518	B-LB	131-133 (INCLUSIVE NOS) PRINCES STREET	135
518	LB29509	B-LB	99 AND 99A PRINCES STREET AND 2 AND 4 FREDERICK STREET	135
519	LB30149	A-LB	139 AND 140 PRINCES STREET AND 5 HOPE STREET LANE	135
520	LB29542	A-LB	18-20 (INCLUSIVE NOS) QUEEN STREET WITH RAILINGS	135
521	LB29546	A-LB	26, 26A AND 27 QUEEN STREET (INCLUDING STEWART HOUSE) WITH RAILINGS AND LAMP STANDARDS	135
522	LB43326	B-LB	119, 119A AND 120 PRINCES STREET	135
523	LB29556	A-LB	43, HOGARTH HOUSE, AND 44 QUEEN STREET WITH RAILINGS AND LAMP STANDARDS	135
524	LB29510	B-LB	99B, 100 AND 100A PRINCES STREET, INCORPORATING ROYAL OVERSEAS HOUSE	135
525	LB29546	A-LB	26, 26A AND 27 QUEEN STREET (INCLUDING STEWART HOUSE) WITH RAILINGS AND LAMP STANDARDS	135
526	LB29564	A-LB	58 QUEEN STREET WITH RAILINGS	135
527	LB29548	A-LB	28 AND 29 QUEEN STREET WITH RAILINGS AND LAMP STANDARDS	135
528	LB43326	B-LB	119, 119A AND 120 PRINCES STREET	135
529	LB29548	A-LB	28 AND 29 QUEEN STREET WITH RAILINGS AND LAMP STANDARDS	135

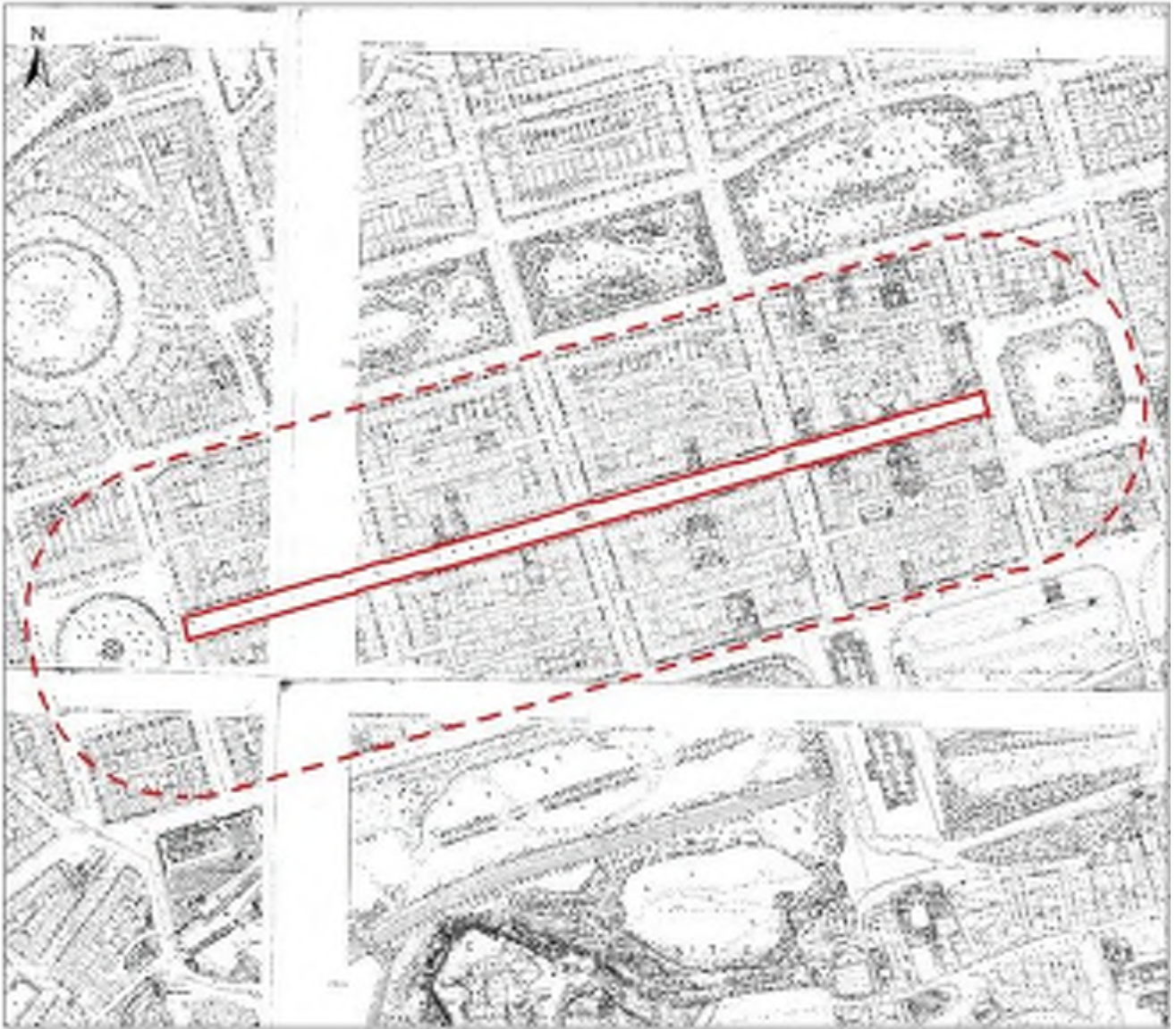
Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
530	LB29504	B-LB	42-46 (INCLUSIVE NOS) AND 42A PRINCES STREET AND 1 SOUTH ST DAVID STREET, INCORPORATING THE OLD WAVERLEY HOTEL	135
531	LB29004	A-LB	113-123 (ODD NOS, INCLUDING 117A) HANOVER STREET AND 16A QUEEN STREET WITH RAILINGS	135
532	LB29549	B-LB	30 AND 31 QUEEN STREET AND RAILINGS	135
533	LB29545	A-LB	23-25 (INCLUSIVE NOS) QUEEN STREET WITH RAILINGS	136
534	LB29540	B-LB	16 QUEEN STREET WITH RAILINGS	136
535	LB29549	B-LB	30 AND 31 QUEEN STREET AND RAILINGS	136
536	LB29550	A-LB	32 AND 33 QUEEN STREET WITH RAILINGS	136
537	LB29530	C-LB	2, 2A AND 3 QUEEN STREET AND 12 NORTH ST DAVID STREET, SCOTTISH LIFE, WITH RAILINGS AND LAMPS	136
538	LB29504	B-LB	42-46 (INCLUSIVE NOS) AND 42A PRINCES STREET AND 1 SOUTH ST DAVID STREET, INCORPORATING THE OLD WAVERLEY HOTEL	136
539	LB29550	A-LB	32 AND 33 QUEEN STREET WITH RAILINGS	136
540	LB29510	B-LB	99B, 100 AND 100A PRINCES STREET, INCORPORATING ROYAL OVERSEAS HOUSE	136
541	LB29541	B-LB	114 AND 118 HANOVER STREET AND 17 AND 17A QUEEN STREET WITH RAILINGS	136
542	LB43319	B-LB	76 AND 77 PRINCES STREET AND 1 HANOVER STREET	136
543	LB29539	B-LB	15 QUEEN STREET WITH RAILINGS	137
544	LB29507	A-LB	94-96 (INCLUSIVE NOS) PRINCES STREET	137
545	LB29727	A-LB	7 AND 9 NORTH ST DAVID STREET AND QUEEN STREET	137
546	LB29559	A-LB	49, 49A, 50 AND 50A QUEEN STREET	138
547	LB30148	B-LB	137 AND 138 PRINCES STREET	138
548	LB29509	B-LB	99 AND 99A PRINCES STREET AND 2 AND 4 FREDERICK STREET	138
549	LB29004	A-LB	113-123 (ODD NOS, INCLUDING 117A) HANOVER STREET AND 16A QUEEN STREET WITH RAILINGS	138
550	LB43320	B-LB	78 PRINCES STREET AND 2-4 HANOVER STREET	139
551	LB43325	B-LB	118 PRINCES STREET AND 2 CASTLE STREET	139
552	LB29508	B-LB	97, 97A AND 98 PRINCES STREET AND 1 AND 3 FREDERICK STREET	140
553	LB29508	B-LB	97, 97A AND 98 PRINCES STREET AND 1 AND 3 FREDERICK STREET	140

Map No	Ref	Type	Designated Heritage Asset	Distance to George Street (m)
554	LB29541	B-LB	114 AND 118 HANOVER STREET AND 17 AND 17A QUEEN STREET WITH RAILINGS	141
555	LB29516	B-LB	129 PRINCES STREET	141
556	LB27832	A-LB	QUEEN STREET AND NORTH CHARLOTTE STREET, CATHERINE SINCLAIR MONUMENT	142
557	LB29251	B-LB	17-25 (ODD NOS) LEITH STREET	143
558	LB30149	A-LB	139 AND 140 PRINCES STREET AND 5 HOPE STREET LANE	144
559	LB28505	A-LB	24-32 (INCLUSIVE NOS) CHARLOTTE SQUARE, 13-19 (ODD NOS) HOPE STREET AND 14 AND 16 SOUTH CHARLOTTE STREET WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	144
560	LB28505	A-LB	24-32 (INCLUSIVE NOS) CHARLOTTE SQUARE, 13-19 (ODD NOS) HOPE STREET AND 14 AND 16 SOUTH CHARLOTTE STREET WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	144
561	LB30160	A-LB	28 ST ANDREW SQUARE WITH BALUSTRADING AND 1 NORTH ST ANDREW LANE	145
562	LB30300	B-LB	141 PRINCES STREET	145
563	LB28502	A-LB	1-11 (INCLUSIVE NOS) CHARLOTTE SQUARE WITH RAILINGS, LAMP STANDARDS AND BOUNDARY WALLS	147
564	LB43308	B-LB	7-11 (ODD NOS) HOPE STREET	150

Appendix F – Selected Historic Mapping



James Craig. "Plan of the New Streets and Squares intended for the City of Edinburgh". 1768. National Library of Scotland, Edinburgh. EMS.s.647

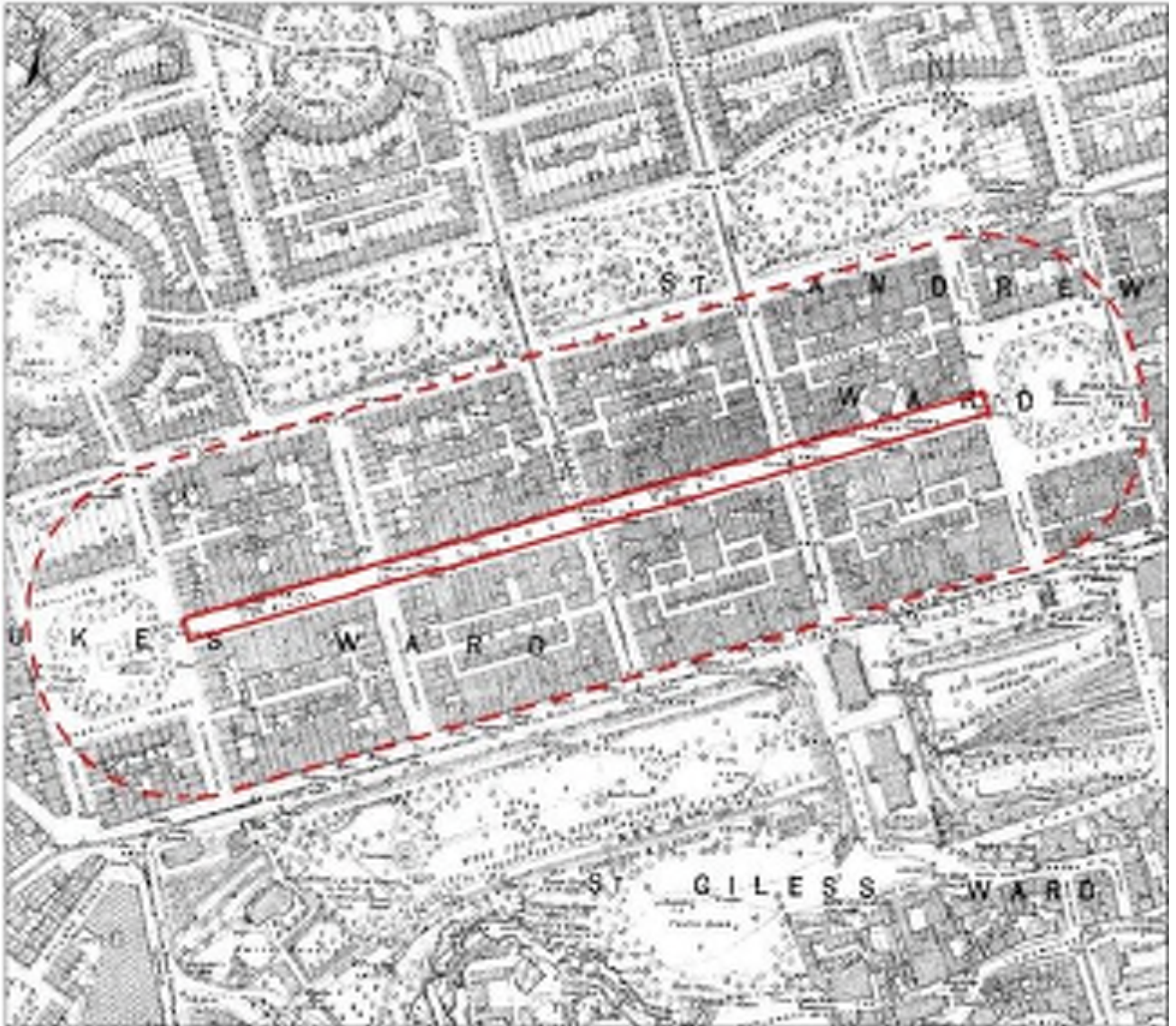


Ordnance Survey, 1853. The City of Edinburgh. Surveyed in 1851. *Edinburgh and its Environs*, Sheet 28, 1:1056. Southampton: Ordnance Survey.

Ordnance Survey, 1853. The City of Edinburgh. Surveyed in 1851. *Edinburgh and its Environs*, Sheet 29, 1:1056. Southampton: Ordnance Survey.

Ordnance Survey, 1853. City of Edinburgh. Surveyed in 1852. *Edinburgh and its Environs*, Sheet 34, 1:1056. Southampton: Ordnance Survey.

Ordnance Survey, 1854. No 5 Ward. Surveyed in 1852. *Edinburgh and its Environs*, Sheet 35, 1:1056. Southampton: Ordnance Survey.



Ordnance Survey, 1892. Edinburgh. Re-Surveyed 1893-94, First Edition 1896. *Edinburghshire [New Series]*, Sheet III.7, 1:2500. Southampton: Ordnance Survey.

Note the tramlines along Frederick Street, along Hanover Street, and on the east side of St Andrew Square. All of these tramlines connect with Princes Street. Note the insertion of a statue on the east end of George Street, at the junction between George Street and St Andrew Square, which was replaced by the William Gladstone Memorial (LB27856) in 1917. The Gladstone memorial was moved to Coates Crescent Gardens in 1955.



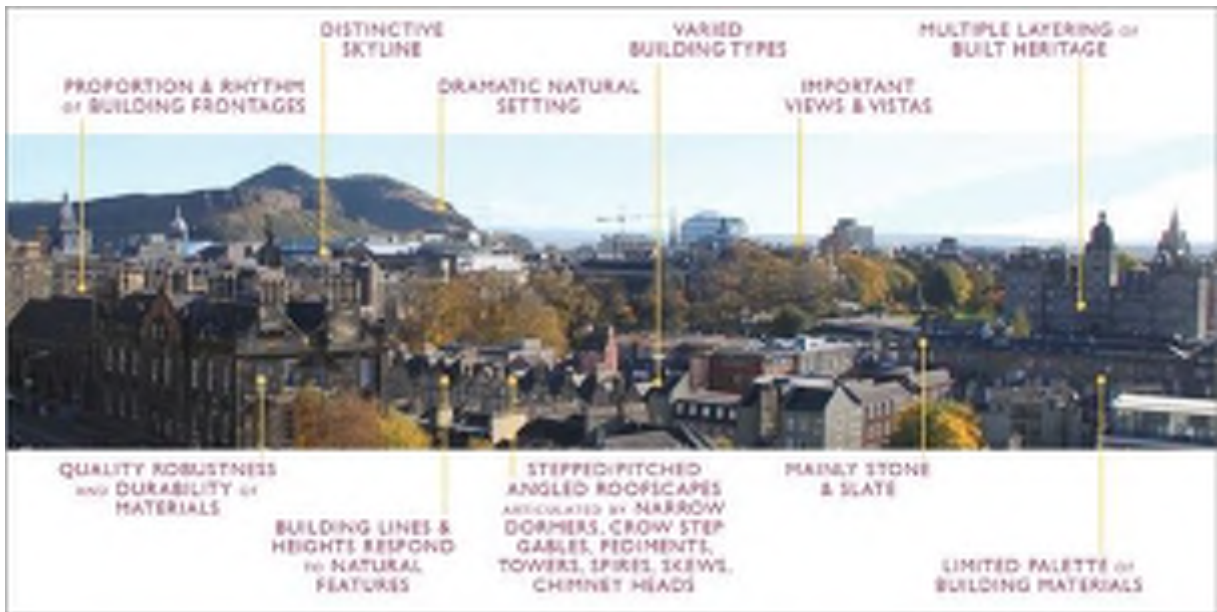
Ordnance Survey, 1949. NT2574SW – A (includes: Edinburgh) Surveyed: 1946. Scale 1:2500. Southampton: Ordnance Survey.

Ordnance Survey, 1949. NT2573NE – A (includes: Edinburgh) Surveyed: 1948. Scale 1:2500. Southampton: Ordnance Survey.

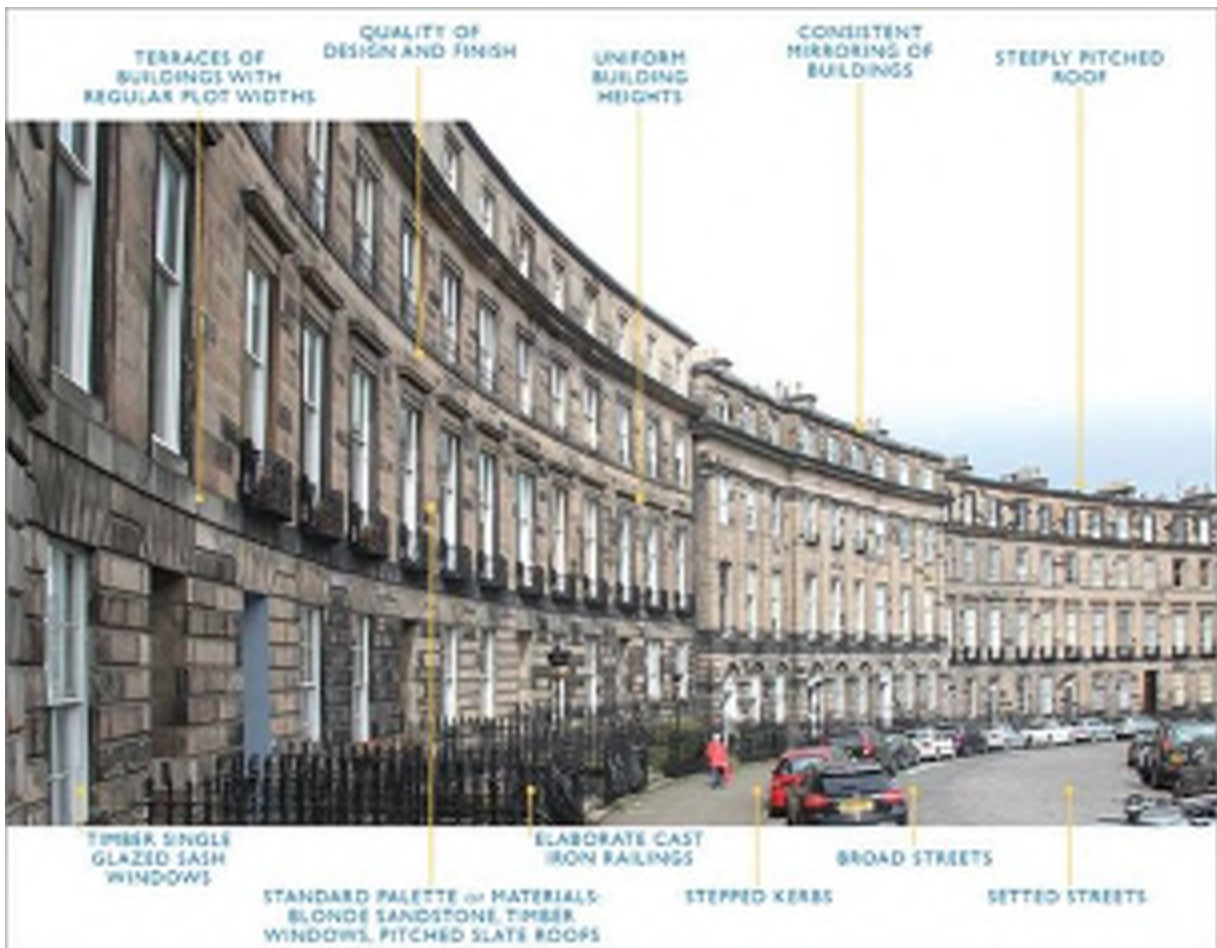
Ordnance Survey, 1950. NT2573NW – A (includes: Edinburgh) Surveyed: 1947. Scale 1:2500. Southampton: Ordnance Survey.

Note the tramlines along the south side of Charlotte Square, down George Street, along Frederick Street, along Hanover Street, and completely surrounding St Andrew Square. All tramlines disappear by 1956.

Appendix G – Attributes of the Old and New Towns of Edinburgh World Heritage Site



Attributes Figure 1: Certain key characteristics (attributes) of the WHS. Copyright CEC.



Attributes Figure 2: Certain key characteristics (attributes) of pertaining to the New Town architecture of the WHS. Copyright CEC.

Appendix H – Selected Historical Images



Porter, Fishwoman, & Journeyman Flesher,
AULD REEKIE.

Figure H1. 'Porter, fishwoman and journeyman flesher, Auld Reekie'. Illustration from 'Airy nothings' by Egerton, London, 1825 [Library reference: FB.m.150]. Image reproduced with permission from the National Library of Scotland, Creative Commons Attribution (CC-BY) 4.0 International License. <https://digital.nls.uk/recipes/themes/meat/traders.html>



Figure H2. 'Water Man', 'Salt Woman' and 'Fish Woman'. Water-colour drawings of Edinburgh street traders by David Allan, c. 1790. Images reproduced with permission from the National Library of Scotland, Creative Commons Attribution (CC-BY) 4.0 International License. <https://digital.nls.uk/learning/scottish-food-history/img/content/gallery/14-David-Allan.jpg>



Figure H3. 'Dr Balfour of Glasgow having taken lodgings in a questionable house' – a caricature by John Gibson Lockhart from an album from around 1810-1817 [Library reference: Acc.11480, f.5]. Image reproduced with permission from the National Library of Scotland, Creative Commons Attribution (CC-BY) 4.0 International License. <https://digital.nls.uk/recipes/themes/drinks/dr-balfour.html>



Figure H4. 'Vegetable and Fish Market from the 'Rainbow' Gallery' from 'Modern Athens' by Thomas Shepherd, 1829. Image reproduced with permission from the National Library of Scotland, Creative Commons Attribution (CC-BY) 4.0 International License. <https://digital.nls.uk/learning/scottish-food-history/img/content/gallery/3.vegetable-market.jpg>

Appendix I – Report Conditions

Heritage Statement: George Street and First New Town, Edinburgh

The material contained in this report was designed as a report for an individual client. Most of the reference material was provided by third parties. The material contained in this report does not necessarily stand on its own and is not intended to nor should it be relied upon by a third party. To the fullest extent permitted by law, Archaeology Matters will not be liable by reason of breach of contract, negligence, or otherwise for any loss or damage (whether direct, indirect or consequential) occasioned to any person acting or omitting to act or refraining from acting in reliance upon the material contained in the report. Archaeology Matters reserves the right to amend our opinions in relation to significance and impact in the event of additional information being made available at some future date.

August 2019

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