

GRANTON WATERFRONT CHARACTER APPRAISAL

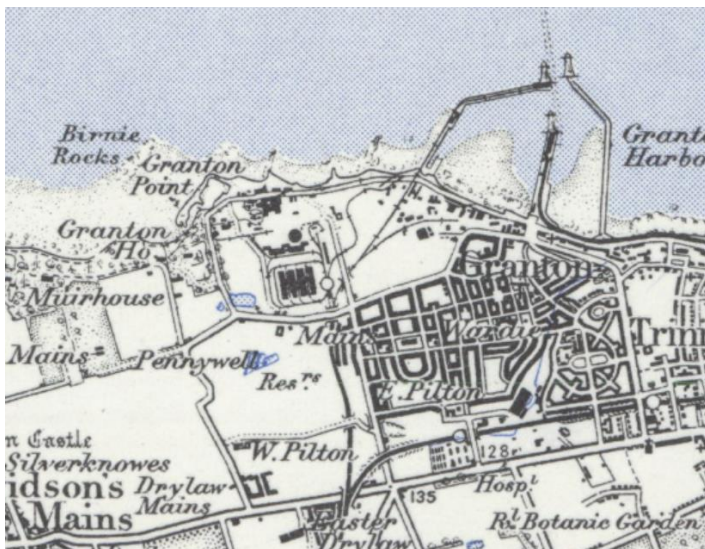
DEVELOPMENT AND OVERVIEW



1865



1904



1941



Granton is first recorded in 1478 in association with Granton Castle, and its division into Easter and Wester Granton dates from before 1612. The name is Anglian gran tun, farm place at the gravel or sand. Granton Castle was an L-plan tower house which stood on a rocky coastal outcrop overlooking the Forth. It was derelict by the mid-

eighteenth century and was demolished in the 1920s. The walled garden which was attached to Granton Castle survives and has been cultivated over the centuries

'The principal feature at Granton is in its well- planned, extensive, massively built, and in every respect magnificent pier, constructed at the expense of the Duke of Buccleuch, and forming decidedly the noblest harbour in the Firth of Forth. It was commenced in the November of 1835, and partially opened on the Queen's coronation day, 28th of June, 1838, by the duke's brother, Lord John Scott, in presence of an immense crowd of spectators, and in commemoration of the day, one portion of it is called the Victoria Jetty. The pier can be approached by vessels of the largest class. A commodious and handsome hotel has been erected by the duke near it, at the foot of the Granton Road, and on the opposite side of the way are the Custom-house and other edifices, the nucleus of an expanding seaport and suburb.

The stone used in the construction of the pier was chiefly quarried from the duke's adjacent property, and the engineers were Messrs. Walker and Burgess of London. The length of the pier is 1,700 feet, and its breadth is from 80 to 160 feet. Four pairs of jetties, each running out 90 feet, were designed to go off at intervals of 350 feet, and two slips, each 325 feet long, to facilitate the shipping and loading of cattle.

A strong high wall, with a succession of thoroughfares, runs along the centre of the entire esplanade. A light-house rises at its extreme point, and displays a brilliant red light. All these works exhibit such massive and beautiful masonry, and realise their object so fully, that every patriotic beholder must regard them in the light of a great national benefit. The depth of the water at spring tides is twenty nine feet. The Duke of Buccleuch is entitled to levy certain dues on passengers, horses, and carriages.

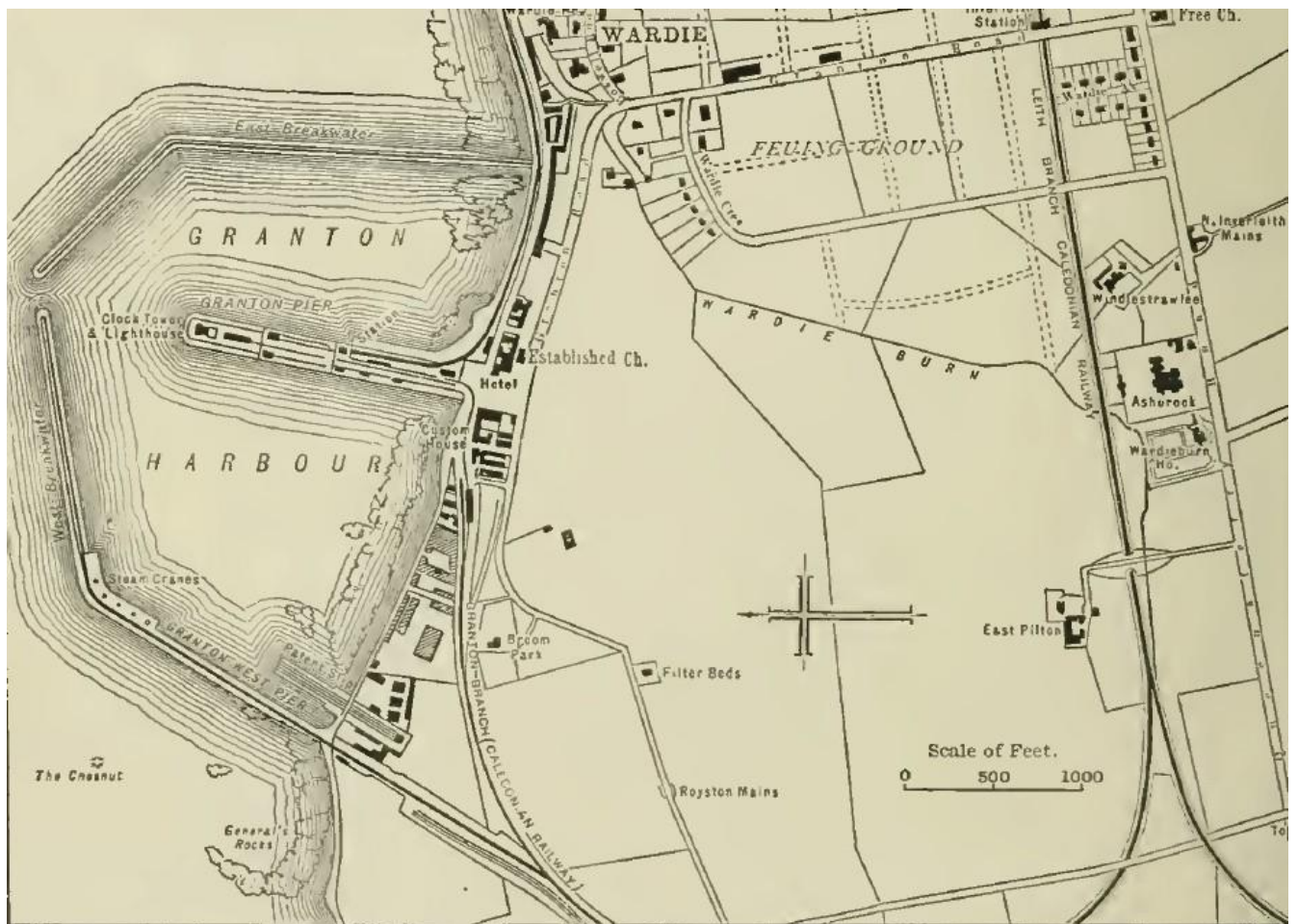
Eastward of this lies a noble breakwater more than 3,000 feet in length; westward of it lies another, also more than 3,000 feet in length, forming two magnificent pools — one 1,000 feet in breadth, and the other averaging 2,500. At the west pier, or breakwater, are the steam cranes, and the patent slip which was constructed in the year 1852; since that time a number of vessels have been built at Granton, where the first craft was launched in January, 1853, and a considerable trade in the repair of ships of all kinds, but chiefly steamers of great size, has been carried on. Through the efforts of the Duke of Buccleuch and Sir John Gladstone a ferry service was established between the new piers of Granton and Burntisland, and they retained it until it was taken over by the Edinburgh and Northern, afterwards called the

Edinburgh, Perth, and Dundee Railway Company, which was eventually merged in the North British Railway.' (Old and New Edinburgh, Grant, 1882).

Easter Granton was also known as Royston. In 1739, the Duke of Argyll built a new mansion on the site of Royston House, a late sixteenth century mansion. The new house was renamed Caroline Park for his daughter Caroline, the Countess of Dalkeith. At the same time Argyll transferred the Royston name to Granton Castle.

Unlike many places, including areas that are now part of Edinburgh, there was no long-standing village or settlement in the area.

Granton Harbour





Granton Harbour 1882

In 1834, there was a debate about the need for a deep water harbour to serve Edinburgh. Three options were considered : an extension to the existing Leith Docks; a new harbour at Trinity or a new harbour at Granton. The initial bid for Trinity did not receive parliamentary consent and in 1836 a second Bill promoting Granton was agreed. It received Royal Assent on 21 April 1837.

The 5th Duke of Buccleuch, who owned land in the area, saw the opportunity to build this new harbour on part of the estate he owned. Robert Stevenson, the lighthouse engineer and grandfather of Robert Louis Stevenson, advised on the harbour's design and it was built using stone from the Granton Sea Quarry. Construction was completed in 1863, although part of the harbour, the Central Pier, was opened much earlier on 28 June 1838. Granton Harbour could be used at all states of the tide, unlike the existing harbour and docks at Leith. Queen Victoria landed at the pier on 1 September 1842 on her first official visit to Edinburgh as queen.

Granton was a port for the export of coal, and import of esparto grass for making paper. The fishing fleet also grew considerably - some 80 fishing trawlers used the port before World War 2. During World War 2, Granton harbour was used as the base for mine-sweeping equipment: mainly Scottish trawlers and their crews, called into active service and conscripted as part of the Royal Navy Reserve.

From about 1850, the world's first train ferry operated between Granton and Burntisland. Railway wagons were run onto the ferries at one port and run off at the other, with no need for them to be unloaded for the voyage. To accomplish this, a specifically-designed vessel, the *Leviathan* – the first of its kind in the world – was needed. The ship, built on the Clyde, had two engines, mounted port and starboard

over the paddles, so the main deck had maximum stowage for the railway carriage cargo. The ferry was made obsolete by the opening of the Forth Bridge in 1890.



The Leviathan

Imports to the harbour included esparto grass, wood pulp and other paper manufacturing materials, motor spirit, asphalt, strawboards, and bog ore, while exports included coal, coke, and coke breeze.

Granton was also the base of the Northern Lighthouse Board with their boats taking lighthouse keepers and their supplies to and from lighthouses around the coast of Scotland. Granton also became the base for pilots from 1920, guiding ships into the Firth of Forth.

A range of industries developed in the area over the years, some connected with the harbour such as shipbuilding and some connected with the fishing industry based at Granton Harbour which was a substantial one. Later, some engineering businesses such as Bruce Peebles (who made electrical equipment) and United Wire Works came to the area and also some surprising ones such as car manufacture.

Granton Township

A township was required to cater for harbour workers and ferry passengers. By the late 1860s, this was centred on Granton Square. However, additional accommodation was needed, and the Duke of Buccleuch instigated an architectural competition to design a layout for its development. The winning plan proposed terraces fronting the sea with a church as a centrepiece. However, after Granton Square was completed very little else was built. Granton Square flourished and was taken over by harbour related offices. The Granton Hotel (1838) which was built to accommodate ferry passengers was the most significant building on the Square – it later became HMS Claverhouse. To the east of the hotel, two storey cottages were built to accommodate skilled harbour workers.

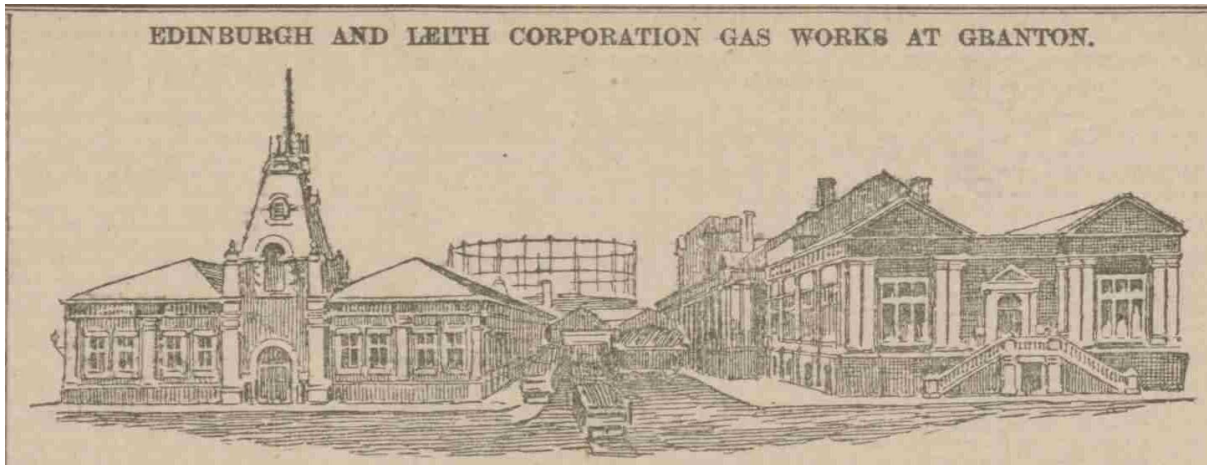


Granton Hotel

The construction of Granton Harbour also stimulated road developments from 1835 onwards. The main access to the harbour was originally along Lower Granton Road until Granton Road was completed around 1848.



Granton Gasworks were formerly one of Edinburgh waterfront's most prominent landmarks, comprising three blue gasometers which were clearly visible from Fife. Two of the structures, built in the 1930s and 1970s, have now been demolished. The third structure remains, and is listed as an example of Victorian industrial architecture.



Quarrying was undertaken at Granton in three phases – in the 1530s when construction at Holyrood was undertaken, in the 1550s when a bulwark was being constructed at Leith, and for about 70 years from the 1830s. The construction of Granton Harbour caused the excavation of Granton sea quarry which was 80 feet deep and eight acres in area. It was flooded by the sea in 1856 and became the base for the Scottish Marine Biological Station until it moved to the west coast. The quarry provided stone for the statue of Lord Nelson on Nelson's Column in Trafalgar Square, London.

Railways

In 1861, the Caledonian Railway opened a line to Granton from Dalry, providing a goods service to Granton harbour. They agreed a contract to run passenger services to the new gas works from central Edinburgh. In 1864, the Caledonian built a line to Leith, with stations at Newhaven Road (near Trinity Academy), Granton Road, East Pilton, Craighleith, Murrayfield and Dalry Road running to Edinburgh Princes Street. One of the two connections between the Caledonian and the North British networks was on Granton Square. Passenger trains ran until 1962, and goods trains until 1968, when the lines were removed.

Post First World War Expansion



East Pilton Farm

At the start of the twentieth century, much of the area was still used for farms and nurseries. After World War I, the boundaries of Edinburgh were extended, by the amalgamation of Leith with Edinburgh in 1920 and by the city taking in parts of Midlothian. The whole of the Granton area became part of the city, at a time when there was a significant need for new houses. At this time, new legislation made it much easier for local authorities to build houses for rent and a large area of housing was built by Edinburgh Corporation, starting at Boswall Parkway and eventually including West Granton, East and West Pilton, Muirhouse and Pennywell. Houses were also built in various parts of the area for owner-occupation and for private rent, for example by Gumley in the Boswall and Crewe Road North areas.

The end of the twentieth century saw major changes, with traditional industries closing, the harbour ceasing to be a centre for fishing and cargo vessels and generally fewer local places of work. A large part of the harbour was reclaimed to provide land firstly for commercial use but more recently for other developments.

DESIGNATED HERITAGE ASSETS



Granton Parish Church

55/55a Boswall Parkway, Granton Parish Church and Church Hall, Including War Memorial (LB45645). Category B. Well-constructed Scottish Arts and Crafts cruciform-plan Church of Scotland building by John F Matthew (of Lorimer and Matthew), dating from 1936. Adjoining hall to north east, churchyard enclosed by low coped coursed rubble wall and World War I Memorial to east.



61 Boswall Parkway, Granton Congregational Church (Now Seventh Day Adventist) (LB45646). Category C. A rectangular plan late Gothic design congregational church dating from 1937 by Frank F MacDonald.



St Mary's

83/85 Boswall Parkway, St Margaret Mary's Roman Catholic Church (LB45647). Category B. Cruciform-plan Roman Catholic church dating from 1938 by Reginald Fairlie. Originally intended as a church hall but plans for a large adjacent church were abandoned shortly after the construction of the hall (instead a small church hall

of timber construction was erected to the west in the 1950s and the church hall became the church).

7 Boswall Parkway, St Margaret Mary's Presbytery (LB45648). Category C. Single storey, 9-bay, U-plan presbytery dating from 1939 by Reginald Fairlie.



174 Granton Road and 2 Wardie Crescent, Granton (LB30111). Category B. Two storey asymmetrical L-plan villa dating from 1855. Converted to flats mid-20th century.

1 Lufra Bank, off Granton View, Lufra House (LB45657). Category C. Two storey and basement asymmetrical villa dating from 1845. Lufra House is thought to have been built by the Duke of Buccleuch as his boating lodge (overlooking his new developments at Granton Harbour). Named after the Duke's yacht, the Lufra

2 Lufra Bank, off Granton View, Lufra Cottage including Walled Yard (LB45658). Category C. Symmetrical single storey double-fronted cottage dating from 1845. Lufra Cottage is thought to have been built by the Duke of Buccleuch to accommodate his boatsman when he was in residence at the adjacent Lufra House, which was his boating lodge. Both buildings are named after the Duke's yacht, the Lufra.



East Cottages

110-112 (consecutive nos) Lower Granton Road, East Cottages (LB29886).

Category C. Two-storey terrace of one 2-bay and two 3-bay cottages, dating from circa 1848-49. Brick with stone dressings. Contemporary with the construction of Granton Harbour (1836-63) whose workers it was presumably intended to accommodate.



113-118 (consecutive nos) Lower Granton Road (LB29887). Category C. Single storey and attic terrace of six 2-bay cottages dating from circa 1855. Brick with stone dressings. Stone sills to windows. Contemporary with the construction of Granton Harbour (1836-63) whose workers it was presumably intended to accommodate.



119-144 (consecutive nos) Lower Granton Road (LB29888). Category C. A mid-19th century. Long, curved 2-storey terrace of 59 bays built in 5 sections: comprising 17 2-bay and 7 3-bay cottages and 2 tenements; each section defined by coping to gable or dividing wall. Contemporary with the construction of Granton Harbour (1836-63) whose workers it was presumably intended to accommodate. The 'tenement section' (nos 140-41) may have originally had a public function eg a school or have been used for cottage industry. Of interest as a long brick terrace with a sweeping curved plan in a prominent seafront position.



1-6 (consecutive nos) Wardie Square including boundary wall (LB29889). Category C. Terrace of six single fronted cottages stepped up slope in three stages and dating from 1850. Single storey and attic with piended dormers. Brick with droved ashlar dressings. Stone sills to ground floor windows. Contemporary with the construction of Granton Harbour (1836-63) whose workers it was presumably intended to accommodate.

8-20 (consecutive nos) Wardie Square (LB29884). Category C. Terrace of 13 cottages dating from circa 1850. Single storey and attic with piended dormers. Harled brick (painted white/cream/grey/brown) with stone dressings. Contemporary with the construction of Granton Harbour (1836-63) whose workers it was presumably intended to accommodate.



21-23 (consecutive nos) Wardie Square (LB29885). Category C. Terrace of two 2-bay cottages and one 3-bay cottage, each successively stepped up slope, dating from circa 1853. Brick painted white with ashlar dressings. Pavement in front of cottages is of small, very closely spaced cobbles and probably original. Contemporary with the construction of Granton Harbour (1836-63) whose workers it was presumably intended to accommodate.

24-30 (consecutive nos) Wardie Square (LB29890). Category C. Terrace of seven 2-storey, 2-bay cottages. Brick with droved stone dressings. Stone sills to windows. Dating from circa 1855. Contemporary with the construction of Granton Harbour (1836-63) whose workers it was presumably intended to accommodate.

152-55 (consecutive nos) Lower Granton Road, including Gatepiers and rear outbuildings (LB30213). Category B. Circa 1840. Two-storey and attic. 8-bay classical terrace of tenements and shop (with rear wing and industrial outbuildings). Part of the developments adjacent to the Duke of Buccleuch's new harbour of the 1830s and 4's. The rear outbuildings (also contemporary) would probably have been workshops.

158a Lower Granton Road (LB30214). Category C. Circa 1840 with alterations. Originally the building stretched back much further from street elevation. Listed for group value of street elevation.



The Granton Tap

160 Lower Granton Road, The Granton Tap (LB30215). Category B. Circa 1840 with mid-20th century addition to west and late 20th century pub front. Two-storey, L-shaped, classical style public house with moulded pediment to principal elevation. Erected as 'Tap Room' (public bar) of the adjacent Granton Hotel to which it was connected by the Duke of Buccleuch, who was developing a new harbour opposite.

The C listed items at 1-6, 8-20, 21-23 and 24-30 Wardie Square and 110-112, 113-118 and 119-144 Lower Granton Road form a B Listed group.



8 Granton Square, former Granton Hotel and HMS Claverhouse, including lamp standards (LB45655). Category B. Three-storey and basement, seven-bay; symmetrical, rectangular-plan hotel in classical tradition dating from 1838. The principal elevations are largely unaltered and retain a number of early/original fixtures and fittings, including the main entrance and lamp standards. Most of the alterations date from its later 20th century occupation by the MOD/Marine Cadets when it became HMS Claverhouse.



The Anchorage

7 Granton Square, The Anchorage (LB28931). Category C. Circa 1840. Single storey and basement; small 3-bay, L-plan house with classical details. Almost certainly directly associated with former hotel and adjacent stables, all of which were erected for the Duke of Buccleuch at the entrance to his newly-constructed harbour in the late 1830s and 1840s. This building appears on the first edition OS map and was probably constructed shortly after the adjacent hotel. May have originally housed the stablemaster of the adjoining stables.



1-4 (inclusive nos) Granton Square, including railings (LB28930). Category B. John Henderson, circa 1838. Three-storey and basement. Terrace of four tenements; 11 bays (3-5-3). Classical symmetrical design. No 1 was originally the Harbourmaster's house and office.

Granton Harbour, Eastern Breakwater (LB30220). Category B. 1853-63. L-plan breakwater; 3170ft long. Battered rubble sides capped by large ashlar kerb blocks; interlocked rubble surface. World War II concrete lookout post at north tip, two rectangular concrete pillboxes at intervals along west (harbour) side; flat-roofed and supported on stilts over sloping embankment wall; 1 and 2 entrances and gun embrasures respectively. Constructed for the Duke of Buccleuch as part of developments at Granton Harbour. The World War II defence fortifications were constructed to defend against an enemy landing in the harbour.



Granton Harbour, Mid Pier including Slipways, Wharves and Lamp Standards (LB30216). Category A. James Walker and A Burgess of London, 1835-45 with later additions, to initial designs by Robert Stevenson. 1700ft pier. Two slipways added to south east angle of pier by Sir Thomas Bouch in 1846-48. Five cast iron gas lamp standards remain, variously intact and mostly on later stone bases; with 'Granton Pier' in embossed letters. Mid pier is significant as the first 'Ro-Ro' railway ferry terminus; it was from here that loaded railway trucks were directly transferred into large steamers (saving the need for them to be unloaded and loaded again); this was managed by means of moveable stages and powerful stationary engines, designed by Thomas Bouch. Appearance of pier has been altered by reclamation of foreshore between here and western breakwater pier circa 1970.



Granton Harbour, Mid Pier, Leading Light (LB30218). Category B.J Hannay Thompson (General Superintendent Engineer for Granton Harbour Co) with Yorkshire Hennebique Co, 1936. Leading light. Reinforced concrete pillar surmounted by lantern cupola with latticed glazing in steel framework with conical roof. Leading light of modernist design constructed along with developments marking a century of Granton Harbour.

Granton Harbour, Sea Wall and Embankment to East of Mid Pier (LB45651). Category C. Mainly circa 1860 (although facing of embankment is probably slightly later) with some visible remnants of circa 1840. Constructed for Duke of Buccleuch as part of developments at Granton Harbour. Railway from Edinburgh constructed along south side of wall in mid-1840s. The south side of the embankment was altered and landscaped in late 20th century (following the removal of the railway tracks).



Granton Harbour, Mid Pier, Stone-Built Warehouse (LB30217). Category B. James Walker and A Burgess (London), circa 1840 with alterations. 2-storey, 3-bay rectangular-plan warehouse. Symmetrical classical design. One of four matching and symmetrically located buildings in existence on the pier at its opening in 1842. It appears to have been originally a single storey building, with the second storey being added at an early date. Already by 1845 the pier is described as having eleven warehouses (New Statistical Account) and it is likely that this building took its present form at around this time.

This building is the sole surviving historic structure on the middle pier. It was built with extra-thick walls to ensure it was safe to store gunpowder

Granton Harbour, Western Breakwater Pier and Esparto Wharf (LB30219). Category B. 1842-63 with some rebuilding. Dog-leg shaped breakwater/pier; 3100ft long. Coursed sandstone blocks with timber wharf along harbour-facing side. Constructed for the Duke of Buccleuch as part of developments at Granton Harbour. A breakwater which also served as a pier with extensive wharfage. Formerly used for the shipment of coal, esparto grass and later petrol and oil. Lower section of pier altered by land reclamation between here and mid pier circa 1970.

The B Listed items at 8 Granton Square, Granton Harbour Mid Pier, its stone-built warehouse and 1-4 Granton Square (all part of the original planned waterside developments of the Duke of Buccleuch of the late 1830s) form an A listed group.

20 West Harbour Road, including rear Outbuildings (LB45659). Category C. Later 19th century. Single storey, symmetrical, 3-bay, square-plan cottage built as part of adjacent lighthouse yard complex. Built as part of 'Northern Lighthouse Stores and Buoy Yard'. The cottage was probably for the keeper of the yard. Listed as part of complex, which has remained largely unaltered.



22 West Harbour Road, Northern Lighthouse Board Engineering, Storage and Testing Facility, including Outhouses (LB29925). Category C. Later 19th century, altered earlier 20th century (when most of upper floor was added). Two storey, 15-bay warehouse with corner tower surmounted by lighthouse lantern cupola. Built as part of 'Northern Lighthouse Stores and Buoy Yard' (as 20 West Harbour Road); the complex has remained largely unaltered.

The Northern Lighthouse Board was created by an Act of Parliament in 1786. From 1802 until 1852, the Board's main store was in Leith but in 1852 it took a 5-year lease on this site in Granton from the Duke of Buccleuch for £110. The Board relocated its stores and from 1874, the ship *Pharos*, the lighthouse supply tender, was docked in Granton Harbour. Between 1868-1869, the Board built the red-brick store. The experimental tower was added in 1874. Though the tower was built as a lighthouse, it never served as one. Instead, lighting and optical equipment was tested on this site before it was taken out on the ship to the main lighthouses around Britain. Granton was an ideal site for the stores and in 1907 they were improved and extended, with a railway siding and a travelling crane added. The engineering storage and test facility remained until November 2001, when it moved to a modern site at Oban and ended the Northern Lighthouse Board presence in Granton.

24-26 (inclusive nos) West Harbour Road (LB29926). Category C. Circa 1870. Two storey, 11-bay, symmetrical warehouse. Red brick with contrasting yellow brick dressings. Stone sills to windows; projecting brick eaves course. Built for the Duke of Buccleuch as part of his harbour-associated developments. Of interest for townscape value and as part of 19th century harbour developments.



37 Granton Park Avenue, Former Madelvic Works, Office, Production Block, and Generating Block (LB45654). Category B.1899. Two-storey; original symmetrical three bays, now extended by one bay to west and three bays to east. Red brick with red sandstone dressings; grey slate roof. Production Block 1899. Located immediately to W of office. 2 ranges of 2 storeys linked by central single storey range to form rectangular plan. Engineering brick with red sandstone dressings. Generating Block 1899. Single storey; 12-bay by 4-bay. Detailed as production block. The buildings designed for the Madelvic Motor Carriage Co Ltd are probably the earliest purpose-built motor works in Britain (Collins and Stratton). The company assembled battery-electric carriages propelled by a fifth central wheel on the road (as depicted above the entrance to the office). Madelvic went bankrupt in 1900, and the premises were first sold to the Kingsburgh Motor Construction Co, and then in 1902 to Stirling Motor Carriages Ltd, which produced mainly buses and lorries here until 1912. The production block was described in 1903 as housing a machine shop, an erecting department for the engines, and all the sections for integrated coachbuilding. The buildings appear in original form on 1906 OS map, and with some extensions on 1938 OS map.

In 1898, William Peck, the City Astronomer, founded the Madelvic Motor Carriage Company in Granton. It was one of the first Scottish motor brands and the first purpose-built motor works in Britain. The company assembled battery-electric carriages propelled by a fifth central wheel on the road (as depicted above the entrance to the office). Madelvic went bankrupt in 1900, and the premises were first sold to the Kingsburgh Motor Construction Co, and then in 1902 to Stirling Motor Carriages Ltd, which produced mainly buses and lorries here until 1912. During World War 2, the factory was used for storing torpedoes. United Wire, a wirecloth manufacturer, moved into Madelvic House in 1925.



'Electric Motor Car Service for Edinburgh. By the introduction of an electric motor mail van for service between the General Post Office, Edinburgh and Leith, the Post Office authorities have made a departure, because not only are these the first motor vans used by the Postal Department in Scotland, but the method of construction and the system of motive power are both now seen for the first time. The Madelvic Motor

Company, Granton are the contractors. The main features of the van are a powerful frame made of steel tubes and the use of electric power working directly on the leading axle, without any belt or chains, and as the vehicle is not rear driven it steers and passes over obstructions in much the same way as a horse-drawn one. The wheels are soft steel and have bicycle spokes, and in front of the driver of the accumulators. The steering is very easy. The weight of 18 cwt., and the vans are guaranteed to carry half a tonne of mails at the required speed up Leith Street. This new service was successfully inaugurated yesterday, when the first van left the General Post Office for Leith at 4 p.m., and worked back within the hour, picking up bags all the way from the pillar boxes.' (Edinburgh Evening News, 15 May 1899).

5 Caroline Park, Caroline Park House including Royston House (LB28040).

Category A. 1683-96 remodelling of circa 1585 mansion; NW range added 1740-41 by William Adam. NW RANGE (ROYSTON HOUSE): adjoins via short narrow connecting passage at right angles to far left of W elevation of main block. Very important late 17th century house with sophisticated French-influenced principal (S) elevation and some very fine intact internal features and 18th century room schemes by William Adam, with landscape panels by the Norie family (this was their most extensive commission). Built for Sir George Mackenzie, Viscount Tarbat over Andrew Logans late 16th century mansion (thought to have been L-plan). It had assumed its quadrangular plan by 1685, although until 1693 the main entrance was to N side. In 1739 it was sold to the 2nd Duke of Argyll, who renamed it Caroline Park (it was originally known as Royston House) in honour of his daughter, the Countess of Dalkeith. It passed by descent to Henry, Duke of Buccleuch in 1793. Latin inscription (now removed) above north front recorded that George and Anne, Viscount and Viscountess Tarbat built this 'cottage' for their own amusement and that of their friends. Subsequent tenants of the house have included Lord Cockburn and Lady John Scott, who produced the standard version of 'Annie Laurie'. In private ownership and partially subdivided.



Dooicot, boundary wall, and walled garden to Caroline Park (and to former Granton Castle), Excluding Glass Houses to North and Centre of Walled Garden, Caroline Park and West Shore Road, Edinburgh (LB28139). Category B. Probably early to mid-18th century (possibly earlier) and incorporating 16th and 17th century fabric with 20th century alterations. Former Granton Castle policies buildings, including large, rectangular plan walled garden, coursed sandstone rubble lectern doocot with adjoining boundary wall. The walled garden together with the doocot are located to the northwest of and directly adjacent to Caroline Park House and became ancillaries of this estate from around 1740.

The doocot, boundary wall and walled garden to Caroline Park (and former Granton Castle), possibly dating to the 16th or 17th centuries, but certainly before the mid 18th century are early surviving examples of their building type and they remain important ancillary components of a significant 17th century house and to some extent, its later estate landscape. The pre-18th century footprint and fabric of the garden walls forming a castle/garden enclosure and the survival of the doocot is of interest.

The walled garden was originally built as part of the former Granton Castle (Granton House) policies. The castle, demolished in 1921, was previously integrated into the western section of the walled garden which likely incorporates some fabric of the castle's former east elevation. The walls and the doocot directly adjacent to the south of the walled garden were also built as part of the former Granton Castle estate. Following the disuse of the castle, the garden walls and the doocot became significant ancillaries for Caroline Park House itself, one of Scotland's most important surviving 17th century houses, and they continue to form a significant group with this house.

Granton Castle, originally called Granton House, was known to have been built for John Melville of Carnbee (of Fife) from 1479. There is an account that the castle was reputedly ruined circa 1544 during the Earl of Hertford's local insurgences and was subsequently restored for occupation (see A B Fleming: 1896). The castle was altered significantly after Sir Thomas Hope of Craighall (d. 1646) acquired the property in 1619 and several accounts of the garden were recorded in Sir Thomas's diaries (see A B Fleming: 1896). John Adair's map of 1683 clearly shows a defined garden boundary around the Granton Castle. The castle was later bought by John Campbell, 2nd Duke of Argyll, in 1740, a year after he purchased Royston House and its estate, amalgamating the two baronies of Easter and Wester Granton to form an expansive estate which was renamed Caroline Park, after his daughter Caroline who was married to the son of the Duke of Buccleuch. The neighbouring Royston House/Caroline Park House, was built directly on the other side of the Granton Burn for Sir George Mackenzie, Viscount Tarbat, in 1683-96 incorporating an earlier mansion for Andrew Logan dating to around 1585. Significant alterations to the house by William Adam took place in 1740-41 after it was acquired by the Duke of Argyll.



Granton Castle

The most significant period of development of the gardens and landscape at Caroline Park took place from 1740 to the 1760s under the influence of Lady Caroline and included the incorporation of this walled garden into an elaborate planned estate landscape with several park enclosures (see plan entitled *Estates of Caroline Park and Oyster Scalp and Island of Inchkeith*, dated 1768). Caroline Park House was leased from the 1760s onward and the ownership of the estate fell to the Buccleuchs at the death of Lady Caroline in 1794 until various parts were sold off from the late 19th century. Granton Castle too was leased out for a brief period until the late 18th century when it became disused and soon fell in to ruin. The castle was designated as a scheduled monument in 1920 but was subsequently demolished in 1921.

The 1874 memoirs of Lord Henry Cockburn reveal that the castle, although partially in ruins in the early 19th century was occupied by the estate gardener (Lord Cockburn's father leased the land from circa 1801). Cockburn's account also notes that by the early 19th century many of the park enclosures had been given over to agricultural use. Another late 19th century account of the landscape (Warrender, 1895) refers to the garden to the west of Caroline Park and noted that it contained an enchanting tangle of flowers, fruit trees and shady bowers and is a likely reference to the walled garden as it was at this date.

From the 1830s, the parkland estate surrounding Caroline Park gradually became diminished with the encroaching industrial interests of the Buccleuchs, including the development of Granton Harbour, the quarry to the shore, the railway connecting Edinburgh to Perth via Granton, and most notably in terms of scale, the large gasworks to the west from 1897. No significant changes to the garden at Caroline Park were seen until the end of the 19th century and early 20th century when two long ranges of glass houses were built, with the earliest being the lean-to range against the north wall as found on the 2nd Edition Ordnance Survey map published 1895. The last significant physical change to the site was the demolition around 1921

of Granton Castle itself which has been gradually undermined by quarrying leaving a gap in the north east section of the walled garden (and never in-filled). Up to this date, the castle had been frequently depicted as a picturesque ruin in several 19th century paintings, as well as early photographs and postcards, and it can be presumed that its Romantic qualities as a ruin were regarded by the successive owners of Caroline Park House itself during the 18th and 19th centuries.

Dovecots or pigeon-houses (known as doocots in Scotland) provided shelter, protection from vermin and nesting facilities for pigeons and feature prominently in these early gardens. The doocot at Caorline Park/Granton Castle appears on 18th century estate maps (as noted above). Within the history of doocots the example at Caroline Park/Granton Castle is of particular interest for its age. Pre-18th century examples of surviving doocots are rare, the majority of surviving examples date from the 18th century onwards.

A map of the estate *A Plan of Caroline Parke*, not dated, likely dating to the 1760s (probably 1768) after Granton House policies was incorporated into those of Caroline Park House, shows that the plan form of the walled garden has not changed significantly since this period. This map and others dating around the same period were drawn up shortly before and after the Duke of Argyll acquired Caroline Park and the neighbouring barony to the immediate east of the Granton Burn and indicates that a walled garden was likely well established here before the early 18th century. It may be therefore reasonable to suggest that the walled garden was developed during Sir Thomas Hope's ownership as he is known to have made significant changes to the castle in the early 17th century. While early in date, the design of the Caroline Park/Granton Castle walled garden is typical for a walled garden of this period. It is functional in its simple rectangular layout and is plain with no architectural embellishments which may be found in 16th and 17th century walled gardens (such as bee boles, finials of dressed stone), comprising roughly right angled walls to the north and west with an undulating profile to the east to follow the contour of the small burn.

Gatepiers to northeast of Caroline Park House, West Shore Road, Edinburgh (LB28041). Category B.



ENTRANCE TO ROYSTON (NOW CAROLINE PARK), 1851. (After a Drawing by William Cl)

Circa 1690 with alterations and additions, pair of sandstone ashlar gatepiers with classical detailing to the northeast of Caroline Park House. This pair of circa 1690 gatepiers are an imposing and a sophisticated example of late 17th century gatepier design. The gatepiers have well detailed stonework with alternating pulvinated bands between bands with fielded panels. They are an important ancillary component of Caroline Park House that evidence the development of the estate and are a reminder of an earlier 'sea-gate'.

Incorporating fabric of a 1585 mansion, Royston House (later Caroline Park House) was extensively extended and remodelled between 1685-96 for the politician and polymath, Sir George Mackenzie of

Tarbat, 1st Earl of Cromarty (1631-1714). From 1693 the main approach to the house was moved from the north to the south and a new, grand south elevation to the house was created.

To the northeast of the house are a pair of gatepiers that mark the location of a former 'sea-gate' to Caroline Park House from the north. When the main approach was moved to the south the north gate was maintained as a useful commercial route into the policies from the Forth coast road until the 19th century, and this access is evident on Edgar's circa 1739 plan of the estate.

The gatepiers are similar in design to a pair of giant pilasters with alternating pulvinating bands that clasp the corners of the slightly advanced central entrance bay on the south elevation of Caroline Park House. It is likely that the gatepiers date from around the 1693-6 remodelling of the south elevation. The remodelling of the south elevation may have been to designs by the renowned Scottish architect, William Bruce, because of its similarity to the Palace of Holyroodhouse (listed at category A, LB28022), which Bruce rebuilt in 1671, along with mastermason, Robert Mylne. Bruce was a friend of Tarbat and there is a bond for a sum of money to Robert Mylne, however, there is no evidence for this being a payment for work (Clough, 1990, p.132). The gatepiers therefore might be the work of William Bruce and/or Robert Mylne.

It is unclear whether these gatepiers were built as part of the main southern entrance approach and moved to their current location at a later date (Currie 2001, p13) or whether they were intended to be an imposing rear approach to the house. The gatepiers are not shown on the 6 inch 1st Edition Ordnance Survey map (published 1855), however a map of this scale would not always depict small ancillary structures such as gatepiers. They are shown in their present location on the 25 inch 2nd Edition Ordnance Survey Map (published 1895).

In 1739 John Campbell, 2nd Duke of Argyll (1678-1743) purchased Royston House. He gifted it to his daughter, Lady Caroline Campbell, on her marriage into the Buccleuch family, and named the estate after her. It remained in the Buccleuch

family's ownership until 1872-1966 when it was bought by the printing ink firm Fleming & Co.

The former gate was described by Lord Cockburn, who lived here in his youth as "a composition of strong iron filigree, [...] the grandest gate in Scotland" (see MacGibbon and Ross, 1887, p.462). In the early 19th century the iron gates were removed by Lord Cockburn's father to the entrance of Gogar House.

A variety of 19th century drawings and photographs of the gatepiers (including MacGibbon and Ross, 1887, p.455) show each pier topped by a carved, crocketed and scrolled finial which is surmounted by small ball with a crown. These finials were removed around the mid-20th century. They are still evident in a photograph by B. C. Clayton which is understood to date from circa 1950 as well as photograph by Ian G. Lindsay which is likely to be of a similar date (both of these photographs are held in the National Record for the Historic Environment). The finials do not appear in a photograph in Fenwick's 1966 article for Edinburgh Tatler. The removal of these finials as well as the blocked infilling to the gateway has had an impact on the historic character and authenticity of these gatepiers.

The gatepiers are an important ancillary component of Caroline Park House and make a contribution to the wider estate. Their survival within an area of major industry and rapid built development in the 19th century is noteworthy. It is not known if these gatepiers remain in their original location or have been moved. However, they are an important reminder of an earlier 'sea-gate' and a visual relationship between Caroline Park House and these gatepiers has been maintained. The principal central vehicular access has been blocked by brick infill and this entrance is now inaccessible from the road below.

Gas Works

Gas was produced in Edinburgh for many years at New Street near to Waverley Station. There were also gas works at Baltic Street in Leith and Pipe Street in Portobello. Although, Edinburgh and Leith were separate burghs at the time, gas production and supply were managed by a joint board, the Edinburgh and Leith Corporations Gas Commissioners (ELCGC). By the 1890s these works were operating at full capacity and room for expansion was limited. In 1898, a 106 acres (43.4 hectares) site at Granton was acquired from the Duke of Buccleuch for a new gas works, which was producing gas by October 1902. The complex of buildings was carefully laid out and included a railway station. The massive gas holders were a significant landmark. The Manufacture of gas at Granton came to an end in 1987 and the site was largely cleared. The remaining column guided gasholder and railway station are now listed buildings. The site is to be redeveloped as the Forth Quarter, a mixed-use development of housing, offices, local services, a park, and a new campus for Edinburgh College.

4 Marine Drive And 11 West Shore Road, Granton Gasworks, Former Station/Office, Including Railway Platform (LB45794). Category B. W R Herring, 1898-1904 (with later 20th century alterations). 2-storey, 7-bay rectangular former railway station and office block for gasworks. Plain Edwardian classical design with

Baroque pediment. B group with other contemporary buildings on gasworks site: No 1 Gasholder and the main gates/gatehouse. Unusual works station building with internal route taken by workers going to and from work still intact (external footbridge to and from gasworks site missing). A good example of stately corporation architecture applied to an industrial site. The work was commenced in 1898 to supply much needed extra gas to the City of Edinburgh. The manufacture of gas was commenced in 1902 and the first section officially opened in 1903.



Gasworks No 1 4 Marine Drive and 11 West Shore Road, Granton Gasholder (LB45793). Category B.W R Herring, 1898-1902. Column guided gasholder, circular-plan; external framework constructed of riveted rolled steel; comprising 24 vertical posts with finials (each formerly carrying gas flame) divided into 4 tiers by horizontal tie beams; latticework bracing between. Drum-shaped steel tank to centre above 252ft diameter shaft of brick with cement mortar sunk 37ft into ground. Turn-of-the century gasholder still in use during peak periods. Originally intended as one of row of eight gasholders (this was the only one built to the original design). The works were commenced in 1898 to supply much needed extra gas to the City of Edinburgh. The manufacture of gas was commenced in 1902 and the first section officially opened in 1903.

PILTON



West Pilton

Pilton is recorded from 1337. The name is Anglian *pyll tun*, farm town or place beside the small stream – the Wardie Burn.

Before the development of the housing schemes at Pilton, the area was largely farmland.

East Pilton is a 1930's slum-clearance solution to the prevalent problem at that time of overcrowded housing in central Edinburgh and Leith. It was laid out by EJ MacRae, the City Architect, in 1930, on the east-west axis of Boswall Parkway using traditional methods of house design and construction in a mixture of two and three storey houses and flats. The area to the north was almost wholly council housing, while the area to the south was private rented housing built by McTaggart and Mickel.

West Pilton, between Granton and Ferry Road, was developed from 1937, with two and three-room housing built in terraced and maisonette configurations.

The housing at Pilton was a substantial improvement on the slum dwellings from which many of the tenants had been re-housed. East Pilton, in particular, was planned as a 'garden suburb' with houses set in substantial gardens.

However, there was a lack of shopping and social facilities in the development and, in the 1970s, the reduction in the nearby gas and electronics industries affected local employment prospects.



West Pilton Lea



Royston Mains Crescent