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# SAVH **method** 2024

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## **University of Edinburgh**

Edinburgh, GB

### **'Decoding the City'**

*Method description by Ruxandra-Iulia Stoica, University of Edinburgh*

"This project aims to introduce an integrated urban conservation approach and methodology. The focus is to convey an understanding of cultural values within the historic urban environment, and their role for truly sustainable development. This understanding enables the identification, analysis of development, and interpretation of the cultural significance of the many elements, tangible and intangible, that make up the historic urban fabric. This exercise will provide first-hand experience in understanding the particularity of an urban area as a complex organism, therefore the emphasis will be as much on the nature of the community and its needs, as on the physical form within which its life takes place. These are inseparable and also in continuous change, their interplay being the essence of an urban area's character.

The project will analyse the history of an area, its topography, use, streetscape and architectural character (all graphically illustrated), as well as assess its overall development and relationships within the city. The particular strengths and weaknesses of the area will be discussed, resulting in recommendations for the enhancement of the character of the area."

*(edited for length by JW, SAVH)*



MSc Architectural  
Conservation (23-24)

AC1  
Urban  
conservation

ZONE  
1A

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Presented by:  
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## SITE HISTORY & CULTURAL SIGNIFICANCE

### Residents Timeline

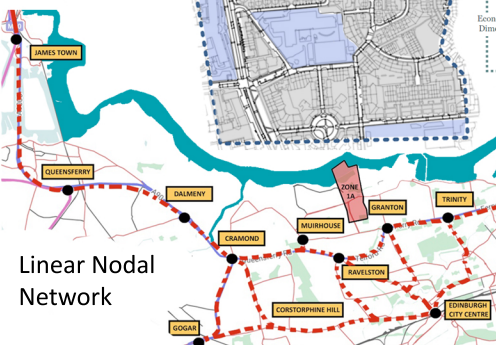
The evolution in landuse of this zone since past few decades had been growing from the Granton harbour. Lands were reclaimed to create more recreational spaces in 1950. Significance of the listed buildings are the Craighroyston House (2) and the old sandstone quarry (8) are clouded by this drastic change.

### Site Evolution

Flow of change in landuse pattern can be noticed from 1910 when the industries spread towards the left of the Granton Harbour.

The crucial demand for more residential spaces, shape the site to what it is today.

Open Spaces  
Industries  
Institutions  
Residential Zone  
Major Routes  
Minor Routes  
Inner Circulation  
Railway Line



Linear Nodal  
Network



1200  
Grendun

1479  
Granton Castle  
Category: A  
Sir John Melville



1585  
Craighroyston House  
Category: A  
Andrew Logan



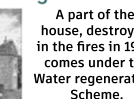
1610  
Muir House  
Category: A  
William Davidson



1683  
Caroline Park  
Category: A  
Sir George Mackenzie



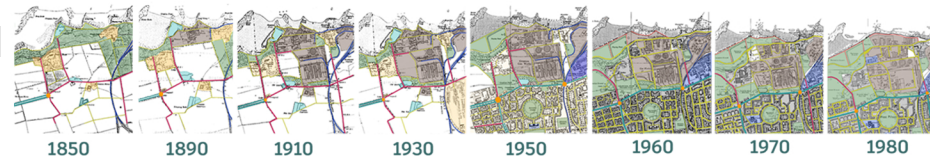
1807  
Granton House  
Now demolished  
Earl of Hopetown



1836  
Granton Harbour  
Category: A  
Duke of Buccleuch's estate of Caroline Park



1846  
Veterans Housing  
Category: B  
Salvesen



### Communities

There are about 12 communities that participate in the activities taking place in Granton. The following communities that come under Zone 1 are:  
- West pilton Neighbourhood Centre  
- Granton Gaswork Community

The idea for Sustainable development proposed by the Granton waterfront regeneration project involves integration of this communities and their needs without disturbing the authenticity of the place.



### Demography

In the 1900s, with the loss in jobs, the communities faced discrimination in jobs, housing and nationalities. Many natives were driven out of the place. Today a very few houses belong to families who have been living in this area since the 20th Century.



The current image of Granton has been considered to be economically deprived and unsafe areas to live in Edinburgh. But the rents of housing being low, the diversity in population has increased.

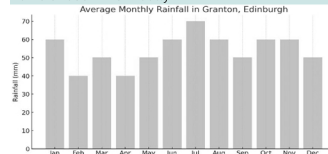


## Granton's dun = Granton

Granton was first spotted in John Adair's Map of Mid-Lothian (17th Century)

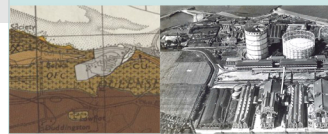
### Climate & Geography

Granton faces mild winters and cool summers, but the prevailing cold so westerly winds from north atlantic current bring in heavy rains of 685mm annually.



### Occupation 17th - 19th Century

Since the 17th century the site has been used by various industries, from Agriculture to Iron works - Paper and printing Ink - Mining of coal, sandstone and oil shale; these industries have shaped the landuse of the site today.



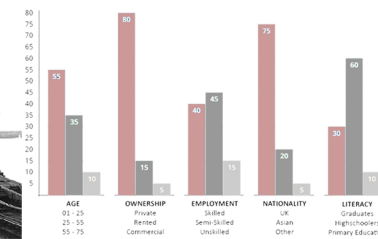
### 1930 West Pilton Housing Scheme

The early construction in this site was mostly in Sandstone. Later the West-Pilton housing scheme introduced pre-cast concrete and timber tenements for the communities.



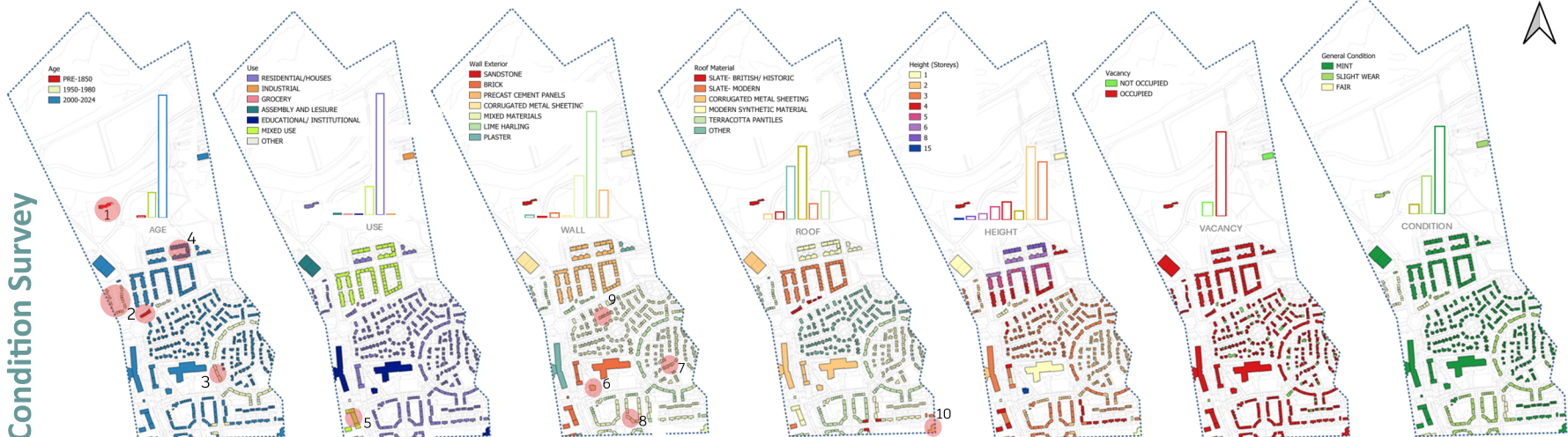
### Current Tenements

Ever since the decline in industries took place in the 1980s, massive riots on housing rent and taxes, pressurised the government to drive out the residents to build a new neighbourhood by the developers, who replaced these tenements with new timber housing based on the Scotland building regulations, since the decline in industries led to massive riots During this





## Condition Survey



Building -



Among all the building only 1% belong to before 19th Century, one of them being an A-listed building.

14% of these tenements were constructed in the 20th Century and the remaining tenements are recently built, including the sports complex and educational institutions.

Age



## Usage

83% of the zone is used for residence. Based on the residential zone, the ratio for groceries and other amenities were found to be less than 20%. Whereas, the contribution of educational areas for these communities are well provided, so are the recreational spaces. There is scope of more gathering spaces like Plaza and grocery store for this zone.



### Wall Exterior Material

This zone comprises of a very unique set of materials used for the exteriors. Sandstone, Brick, Metal sheets and pre cast cement for the newer construction. Whereas, the old tenements built after the world wars are lime harled and need **maintenance** since they are significant.

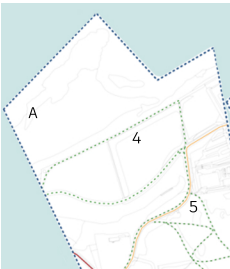


Roof Material

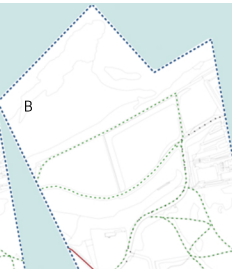
Majority of the residences and mix-use buildings, upto 40% are covered with modern sythetic materials. The old tenements (20%) have terra-cotta pantiles. A very few houses were covered with slate. Most of **these** roofs were in good condition.



Height



Vacancy



## General Condition



## Views & Recreational Spaces



- Reclaimed land from the marshy land near Bernie Rocks comes under the conservation area and has been proposed to be used for waterfront spaces for recreation.
- The residential zone on the other hand has a few pocket playgrounds for the community. There are 3 such playgrounds in the area.
- The schools and other educational institutions have well planned playgrounds for outdoor activities.

## Streetscape:

The site has well planned road network throughout. On the west is the Major road junction that is usually busy in the morning and evenings. The west pilton road is the busiest, as it connects to the harbour. Most of the residential areas have vehicular access.

Pedestrian routes:

The west junction in spite of being the busiest route lacks proper pedestrian paths, crosswalks and cycle routes.

Signages and street lights are in a good ratio except for a few places in the residential areas.





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1A  
GRANTON

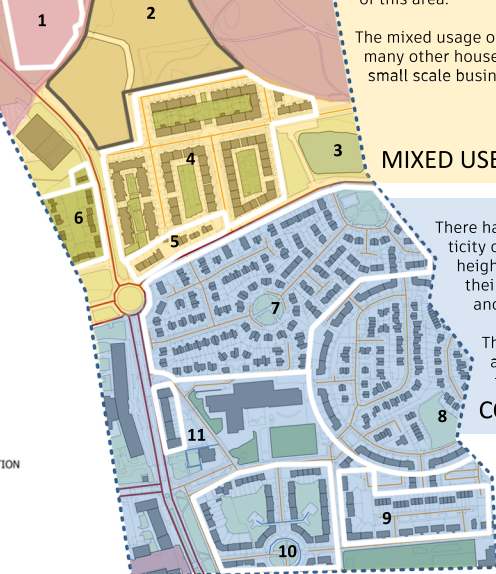
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- Site Boundary
- OUTLINEEE
- Buildings
- SITE PLAN
- Traffic Signal
- Signages - BUS
- Pedestrian Paths
- Cycle paths
- 2 way main
- 2 way road
- 1 way road
- 30 SP
- 20 SP
- Street Light 2
- Street Lights
- SCOPE
- M traffic density copy
- M traffic density
- H traffic density copy
- H traffic density
- ON-GOING CONSTRUCTION
- PvtGardens
- Plaza
- OLD QUARRY
- HIGH TIDE LEVEL
- Brown Field
- Park



**Granton** along with firth of forth is said to be a home to alot of dolphins. Overtime there havent been any spotted in this area. This opportunity can be used to regenerate the marine life at Granton, making the place lively once again.



Granton's coastal line has undergone multiple transitions that includes usage of the land for quarrying and industries to a conservation area for recreational purposes.

- The path from the Old quarry to the estate of new granton house park is highly significant and can be turned into a **historic trails** for people interested in the communities history.
- The economy of West Pilton can be developed by bringing the marine life back, and also introduce ferries for tourism purposes.

## COASTAL AND HARBOUR LINE

The transformation in the context of this site is very noticeable in this zone, which could be identified as the new character of this area.

The mixed usage of new tenements in West-pilton has encouraged many other houses towards the community housing zone to start small scale businesses in their residence.

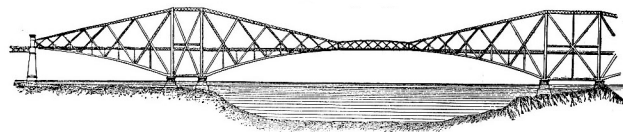
## MIXED USE TENEMENTS

There have been efforts made to maintain the authenticity of this area by not intervening much with the heights of the houses, the different materials used in their construction is was differs them from one another.

There are 5 different residential zones within this area that have their own character yet preserving its context.

## COMMUNITY HOUSING

- High Significance (1)
- Neutral Significance (128)
- New Construction







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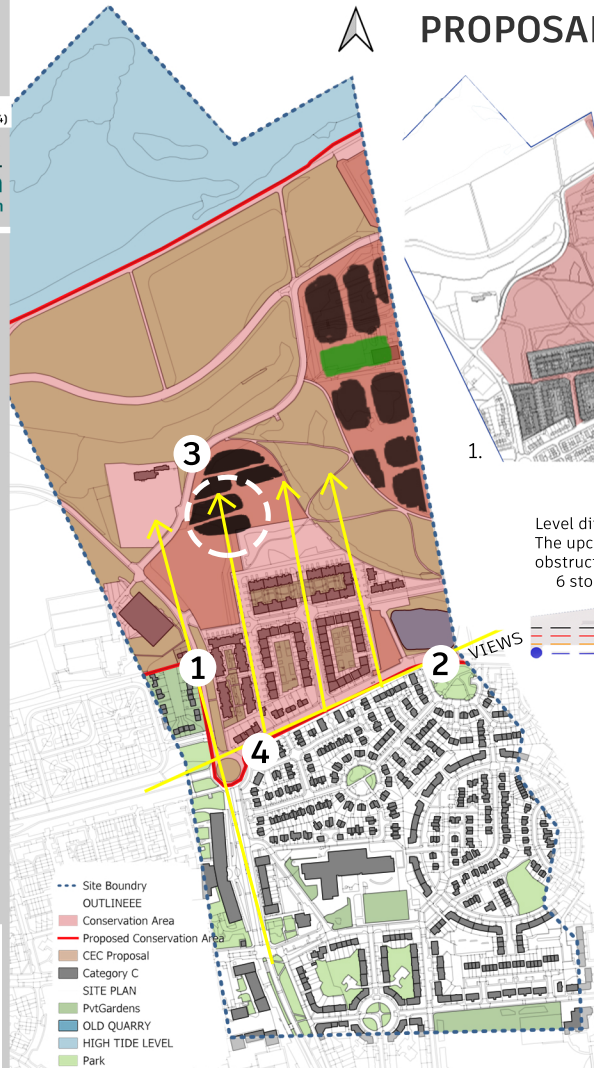
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# PROPOSAL ANALYSIS



1.

2.

Level difference from the lowest to highest point = 41m  
The upcoming buildings by the CEC in the brown field area can obstruct the views from the road, even if the tenements are of 6 storeys

1 2 3 4 VIEWS

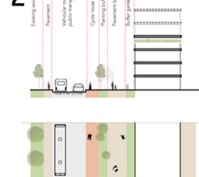
These proposals also include construction of new pedestrian, cycle paths and bus routes as shown in the sections below.

**Green roofs** over the building indeed helps moderating the heat island effect, but dampness being the major problems in this area where rainfalls are 685mm a year, can cause more damage to the buildings. Instead implementation of traditional slate on slanted roofs seems to be a better option for such locations.

1



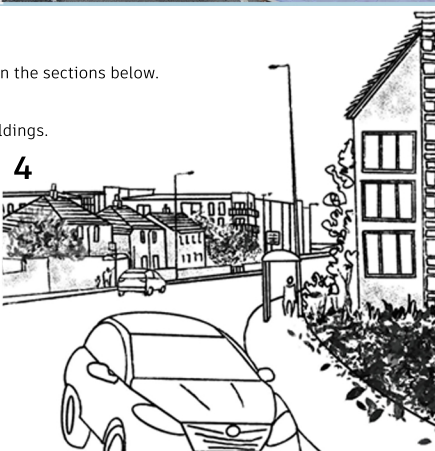
2



3



4



1. Edinburgh Local Development Proposal
2. Current ownership & other development proposals

According to these proposals, only the north part of the site (above west-pilton road) is designated under conservation area.

Based on the criteria for a conservation area, the community plays an important role as a part of intangible resources that contribute to the economy of the site and should be given equal importance.

## RECOMMENDATIONS

**WATER ACTIVITIES**  
Elevated platforms for views



**PLAZA/ HUB**



# CONSERVATION PLAN



**Change in proposed bus route**  
This route from the estates of Royston House and demolished new granton house is historically significant and serene for the pedestrians. This proposal can be replaced by ferry routes from the shore.



**New Building listing: Category C**  
Among all the building in this zone, only one is A-listed, whereas 128 of them should fall under Category C to be protected and given importance, since they belong to a certain era and style of construction.



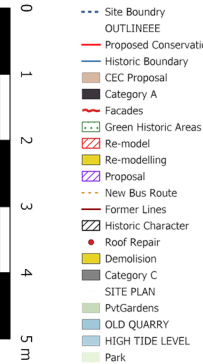
The new building materials guideline by the CEC includes Brick blocks, which might not be advisable for the humidity that builds up near the shore. Instead, lime-harled facades can be encouraged to compliment the older tenements of this area that signify its history. According to the residents, majority have expressed their disapproval of the modernisation of the neighbourhood.

## RECOMMENDATIONS

### SWOT ANALYSIS

- Tangible Buildings
- Landscape
- Intangible Community
- Tourism

Strength	Weakness	Opportunity	Threats
<ul style="list-style-type: none"> <li>- Presence of Craigroyston house and traditional tenements adds value to the area.</li> <li>- Adaptive reuse and mix-usage of buildings</li> </ul>	<ul style="list-style-type: none"> <li>- Maintenance problems in the residential areas</li> <li>- Preservation challenges: Balancing the need for modernisation</li> <li>- Dampness in building</li> <li>- Need for proper pathways</li> </ul>	<ul style="list-style-type: none"> <li>- Heritage trails for history enthusiasts</li> <li>- Educational programs to create opportunities for guided tours, lectures and workshops on various subjects.</li> </ul>	<ul style="list-style-type: none"> <li>- Urban pressures</li> <li>- Gentrification</li> <li>- Lack of awareness in people about the value of the area leading to neglect of the buildings</li> </ul>
<ul style="list-style-type: none"> <li>- Multiple views of Cramond island</li> <li>- Abundant recreational space</li> <li>- Old quarry and bernie rocks being significant features</li> </ul>	<ul style="list-style-type: none"> <li>- Multiple views of Cramond island</li> <li>- Abundant recreational space</li> <li>- Old quarry and bernie rocks being significant features</li> </ul>	<ul style="list-style-type: none"> <li>- Ecotourism</li> <li>- Marine life regeneration of the dolphins</li> <li>- Water activities and trans- portations.</li> </ul>	<ul style="list-style-type: none"> <li>- Flood risk</li> <li>- Climate change impacting the flora and fauna of the area</li> <li>- New proposals causing disruption in views</li> </ul>
<ul style="list-style-type: none"> <li>- Existing community groups</li> <li>- Volunteerism and commu- nity involvement in decision making of the proposals</li> <li>- Cultural diversity</li> </ul>	<ul style="list-style-type: none"> <li>- Economic inequalities</li> <li>- Imbalance in the ratio of residential areas and that of essential services</li> <li>- Demographic shifts: Aging population and outmigration.</li> </ul>	<ul style="list-style-type: none"> <li>- Community led initiatives</li> <li>- Creating opportunities for economic growth in jobs through tourism and con- struction of the upcoming projects in/around the site.</li> </ul>	<ul style="list-style-type: none"> <li>- Rising housing costs</li> <li>- Redevelopment pressures</li> <li>- Political or social conflicts</li> <li>- Health crisis due to improper sanitation of the neighbourhood</li> </ul>
<ul style="list-style-type: none"> <li>- Granton's diverse landscape</li> <li>- Historical sites</li> <li>- Creating awareness among people</li> <li>- Boost in small scale industries</li> </ul>	<ul style="list-style-type: none"> <li>- Seasonal fluctuations</li> <li>- Improper infrastructure</li> <li>- Environmental degradation</li> <li>- Weak control of traffic</li> </ul>	<ul style="list-style-type: none"> <li>- Sustainable tourism initia- tives by introducing water activities;</li> <li>- Investing in social hubs and visitor centers</li> </ul>	<ul style="list-style-type: none"> <li>- Lack of awareness</li> <li>- Natural disasters</li> <li>- Competition from other waterfront destinations like Aberdeen beachfront development project.</li> </ul>





Pilton is recorded from 1337 onwards, its name derived from the Anglian “pyll tun”, meaning “farm toun” or “the place beside the small stream”.



Granton is a historic town on the Firth of Forth that has been incorporated into the City of Edinburgh. “Granton” is derived from the Anglican “gran tun”, meaning ‘farm place at the gravel or sand’



# History & Significance

Granton was first recorded in association with Granton Castle, which was first mentioned in 1479. The construction of Granton Castle, later demolished, and the emergence of Caroline Park House contributes to the area's historical richness.



The timeline of Maps of our Project Area portray the evolution and growth over a span of more than a century, from 1855 to 2024 (present). Initially characterized by rural landscapes, wild open fields with fewer structures like the Granton Castle, Caroline Park House and several structures clustered around the main quarry and Granton Reservoir. the area gradually transformed with the rise of industrialization. The development of industrial estates, such as the West Shore Industrial Estate, marked the shift towards urbanization, accompanied by the expansion of infrastructure like gasworks and railways. By the mid-20th century, rapid development ensued, with the establishment of additional industrial facilities and the construction of major housing schemes lead to the demolition of Granton Mains and Drylaw Main Cottages. This period also saw the demolition of older structures to make way for modern amenities, including schools and recreational spaces. The transformation culminated in a shift towards community-centric development, as evidenced by the creation of parks, playing fields, and housing estates, shaping the urban landscape of Granton and West Pilton.

**Heritage Assets & their Significance :** Granton is home to a number of valuable heritage artefacts, buildings and places. This is where it’s value derives from intangible cultural associations as well as inherent aesthetic and physical values. Granton, situated on the shores of the Firth of Forth in Edinburgh, Scotland, boasts a rich tapestry of built and industrial heritage that reflects its historical significance as a hub of maritime activity and industrial innovation. From its humble origins as a fishing village to its transformation into a bustling port and industrial center during the 19th and 20th centuries, Granton's built environment stands as a testament to its enduring cultural legacy.

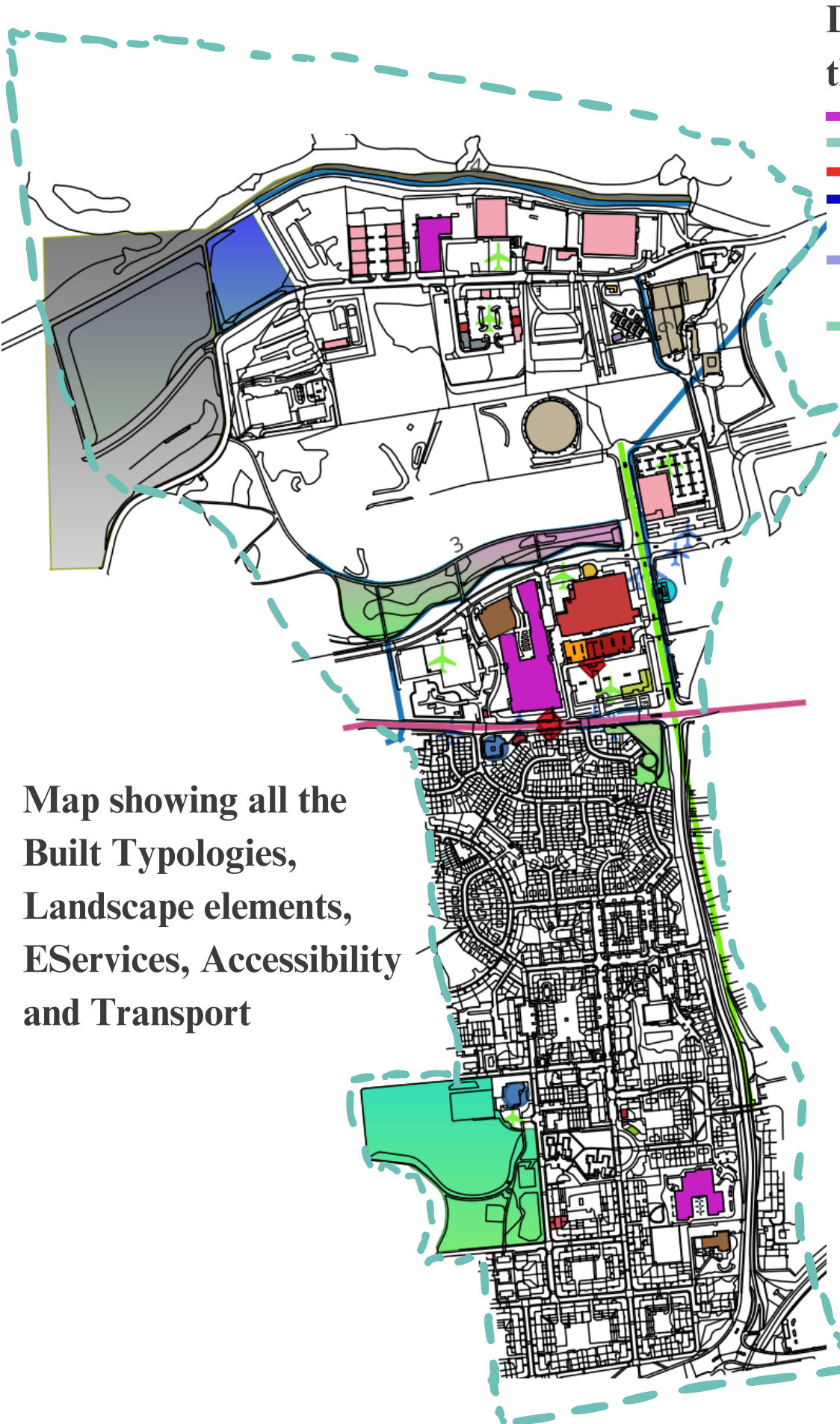




On Surveying our Project Area, we divided our site into Zones to analyze data and segregate our built structures in Typologies based on their physical characteristics. Our project area is diverse, it is flourishing with natural typology, geology and architectural landscape & heritage. Buildings characterized by a mix of residential, industrial, and commercial structures.

# Site Survey

- ✓ Silverknowles
- ✓ Typologies
  - ✓ Churches
  - ✓ Cafes/Restaurants
  - ✓ Convenience Stores
  - ✓ Educational
  - ✓ Childcare Centres
  - ✓ Grocery Stores
  - ✓ Sports Centres/Gyms
  - ✓ Hospitals
  - ✓ Community Centres
  - ✓ Flats
  - ✓ Houses
  - ✓ Dentists
  - ✓ Charities
  - ✓ Industrial
  - ✓ Shops/Businesses
  - ✓ Historical Landmarks
- ✓ EServices
  - ✓ Grocery Shops
  - ✓ Hospitals/Pharmacies
  - ✓ Petrol Stations
  - ✓ Community Centres
  - ✓ Education Centres
  - ✓ Higher Education
  - ✓ Primary Schools
  - ✓ Polling Centre
  - ✓ Recycling/Waste Management Facilities
- ✓ Historic Buildings and Monuments
  - ✓ Granton Gasworks
  - ✓ Granton Castle Walled Garden
- ✓ StreetAccessibility
  - ✓ Light-Controlled Pedestrian Crossing
  - ✓ Ramps
  - ✓ Tactile Paving
  - ✓ Low Curbs
- ✓ Green Spaces
  - ✓ Forthquarter Park
  - ✓ West Pilton Grove Playpark
  - ✓ Playpark
  - ✓ Gypsy Brae Recreation Ground
- ✓ Main Roads
  - ✓ W. Granton Access
  - ✓ W. Granton Road
- ✓ Transpo
  - ✓ Bus Stations
  - ✓ Car Parks
- ✓ CycleRoutes
- ✓ group1

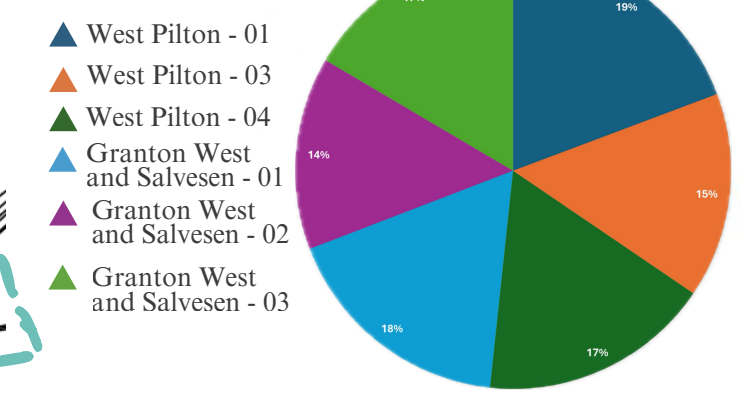


Map showing all the Built Typologies, Landscape elements, EServices, Accessibility and Transport

## Data Zones within the Project Area

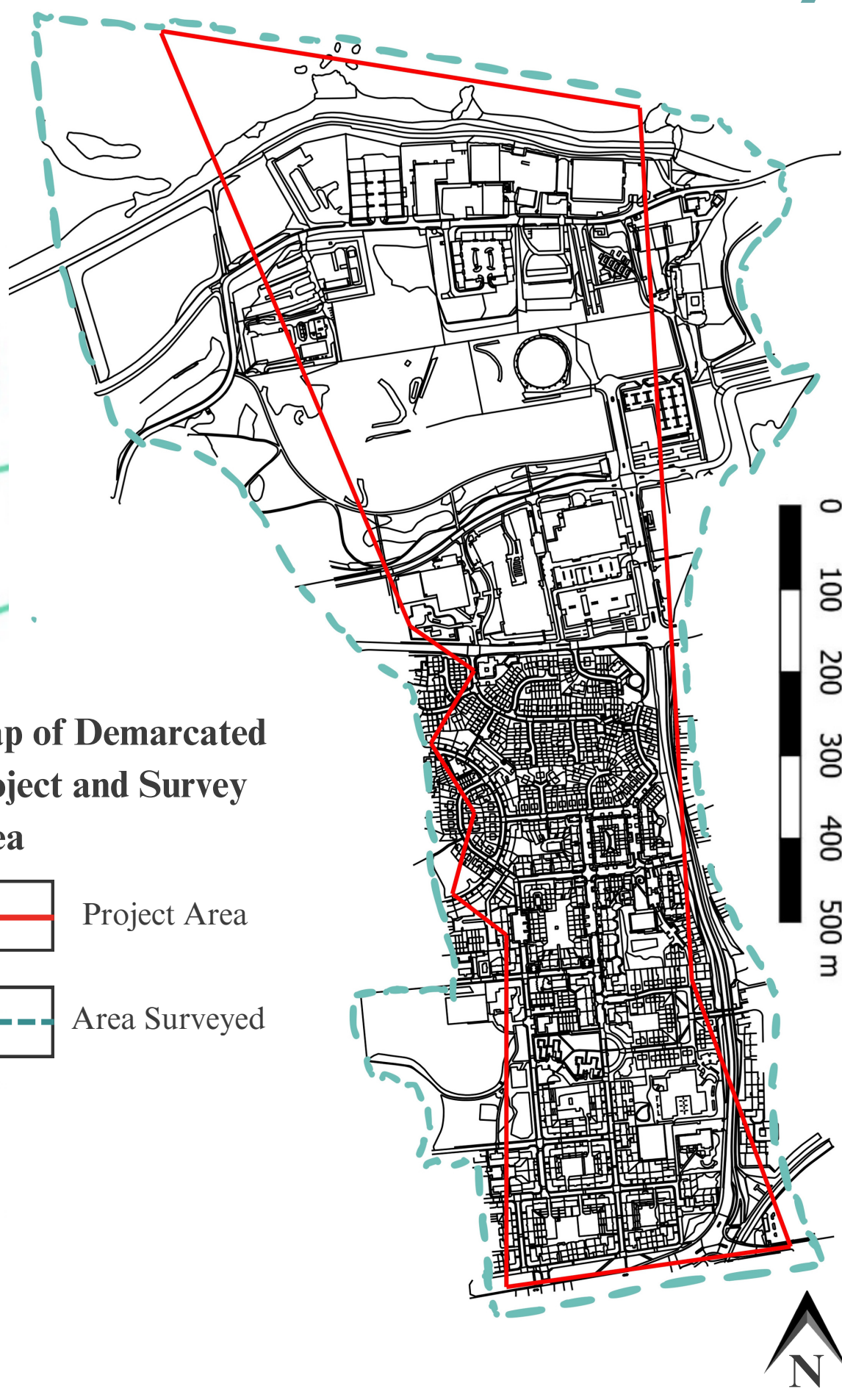
- West Pilton - 01
- West Pilton - 03
- West Pilton - 04
- Granton West and Salvesen - 01
- Granton West and Salvesen - 02
- Granton West and Salvesen - 03

## Population in Data Zones within the Project Area



## Map of Demarcated Project and Survey Area

- Project Area
- Area Surveyed



This survey helps us evaluate the structural integrity of urban planning, mixed use of buildings and heritage built areas, identifying issues within the area on a Urbanscape level. The condition survey delves into the socioeconomic fabric of Granton and West Pilton, examining factors such as demographic composition, income distribution, and access to amenities and services. It identifies areas of social deprivation, highlighting the need for targeted interventions to improve community well-being. Environmental considerations are paramount in the condition survey, encompassing aspects such as green spaces, pollution levels, and sustainability initiatives.



Morrisons Supermarket



Waterfront Hospital



Unnamed Community Centre in W.Pilton



Granton Gasholder from the Waterfront Park



W.Pilton Neighbourhood Centre



Living Well Neighbourhood Centre



Granton Castle Walled Garden



Granton Beach



With the help of The Scottish Index of Multiple Deprivation (SIMD), Scotland's Census, Scottish Neighbourhood Statistics, we could have an indepth analysis and attain demographical data in order to complete our on-field survey analysis. These findings underscore the complex socioeconomic challenges faced by the population in the Project Area, highlighting the need for targeted interventions and support services to address deprivation, improve infrastructure with regards to Transportation requirements (Public Transport Systems), Structural Integrity and Planning of Main Roads and Access Roads, Cycle Routes and Pedestrian Walkways : Pelican Crossings, Footpaths. It also gives an insight on an Overall Data for Health Conditions of People residing in the Project Area.

# Accessibility Condition Survey

Map of Transportation Features

- Car Parks
- Bus Stations



Map of Main Roads & Cycle Routes

- Cycle Routes
- West Granton Access
- West Granton Road

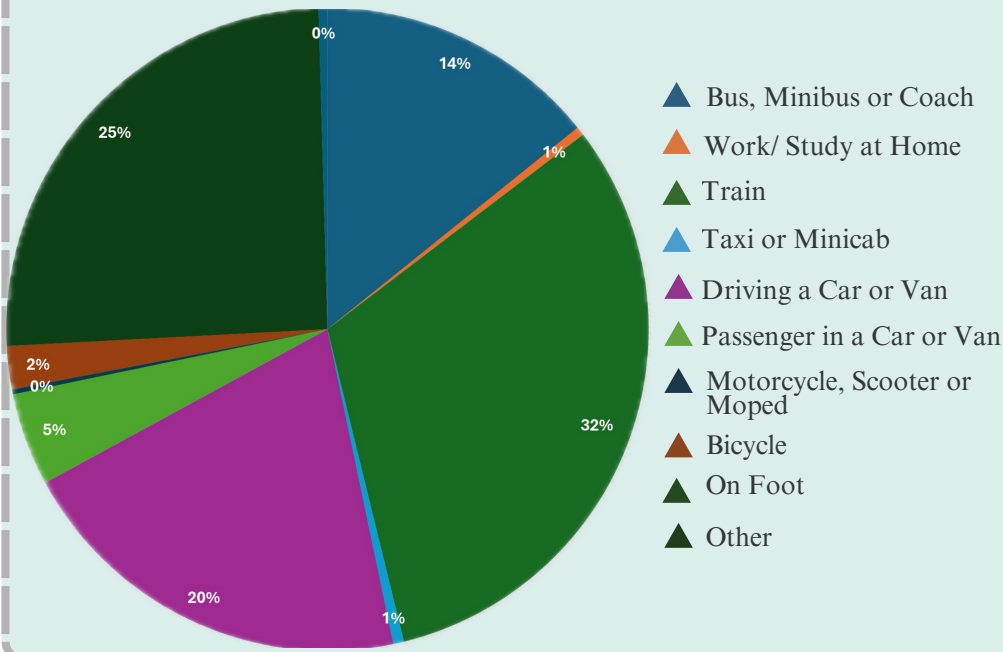


Map of Pedestrian Accessibility Features

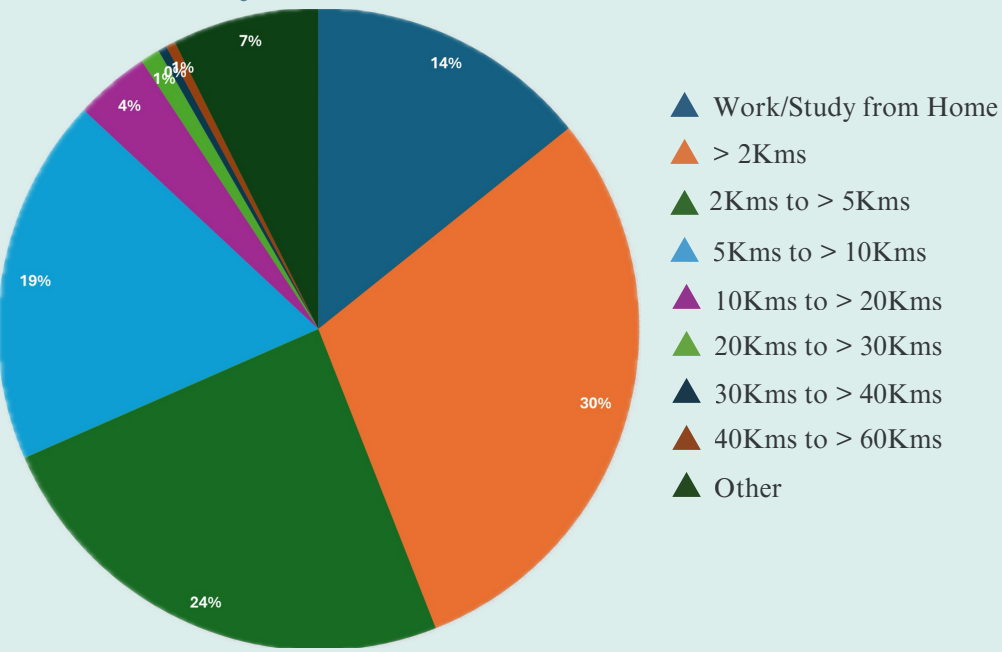
- Pelican Crossing (Light Controlled Pedestrian Crossing)



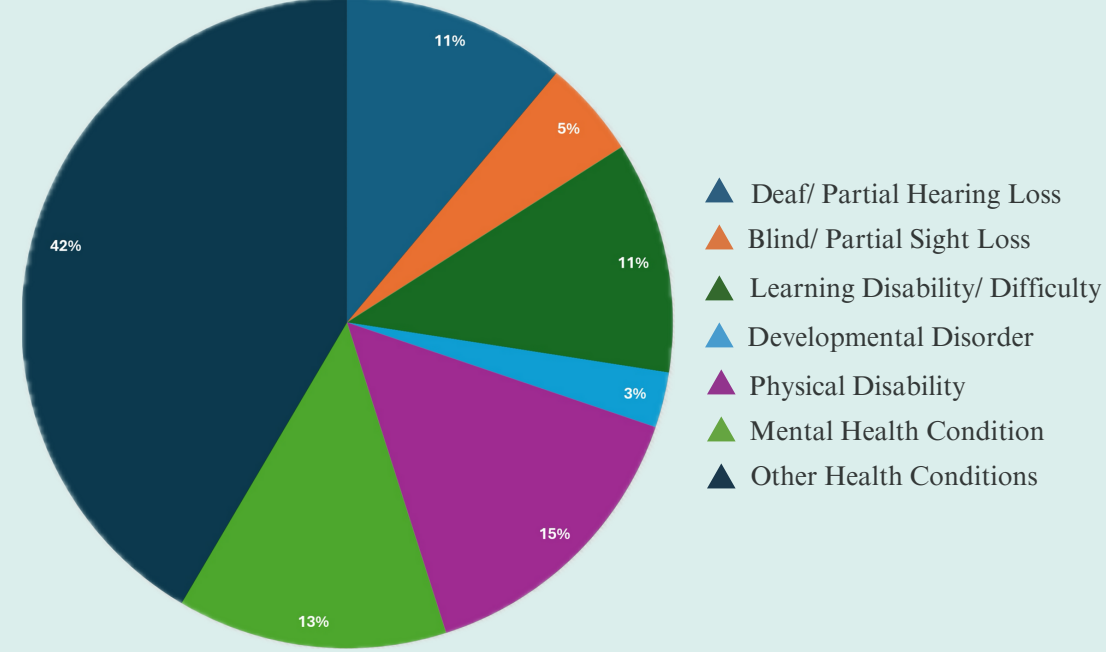
Demographics: Methods of Travel to Work or Study



Demographics of Distance Travelled to Work and Study



Demographics of Long Term Health Conditions and Disabilities



## Key Takeaways from this Survey:

- Population and Housing:** The PA is home to 5,409 residents, with a significant proportion (67%) being of working age. Income deprivation affects 20% of the population, and 14% are employment deprived. Overcrowding is a concern, with 21% of housing in the area deemed overcrowded.
- Deprivation Analysis:** The Scottish Index of Multiple Deprivation (SIMD) identified significant deprivation across multiple indicators in the Project Area (PA), with three data zones ranking among the most deprived 20% in Scotland.
- Movement and Infrastructure:** A majority of residents travel between 2km to 5km for work and study, primarily relying on bus, bicycle, and walking. Granton boasts three tram lines and three bus lines connecting to the city centre.
- Education:** A notable portion of the population aged 16–19 are not engaged in education, employment, or training. Furthermore, 30% of working-age adults lack qualifications beyond level 4 of the Scottish Credit and Qualifications Framework. Only a small fraction (5%) enroll in First degree courses at university.
- Health:** Disability assistance is received by 17% of the population, while alcohol-related conditions lead to hospitalizations for 15% of residents, and drug use or poisoning for 17%. Additionally, 20% of the population is prescribed medication for mental health conditions. Disability limits daily activities for a significant portion of the community, with 67% facing limitations in access to vehicles.

# GRANTON ZONE 1B

Tutors : Ruxandra-Iulia Stoica, Nikolia Kartalou, Georgina Allison

MSc Architectural Conservation 2023-24  
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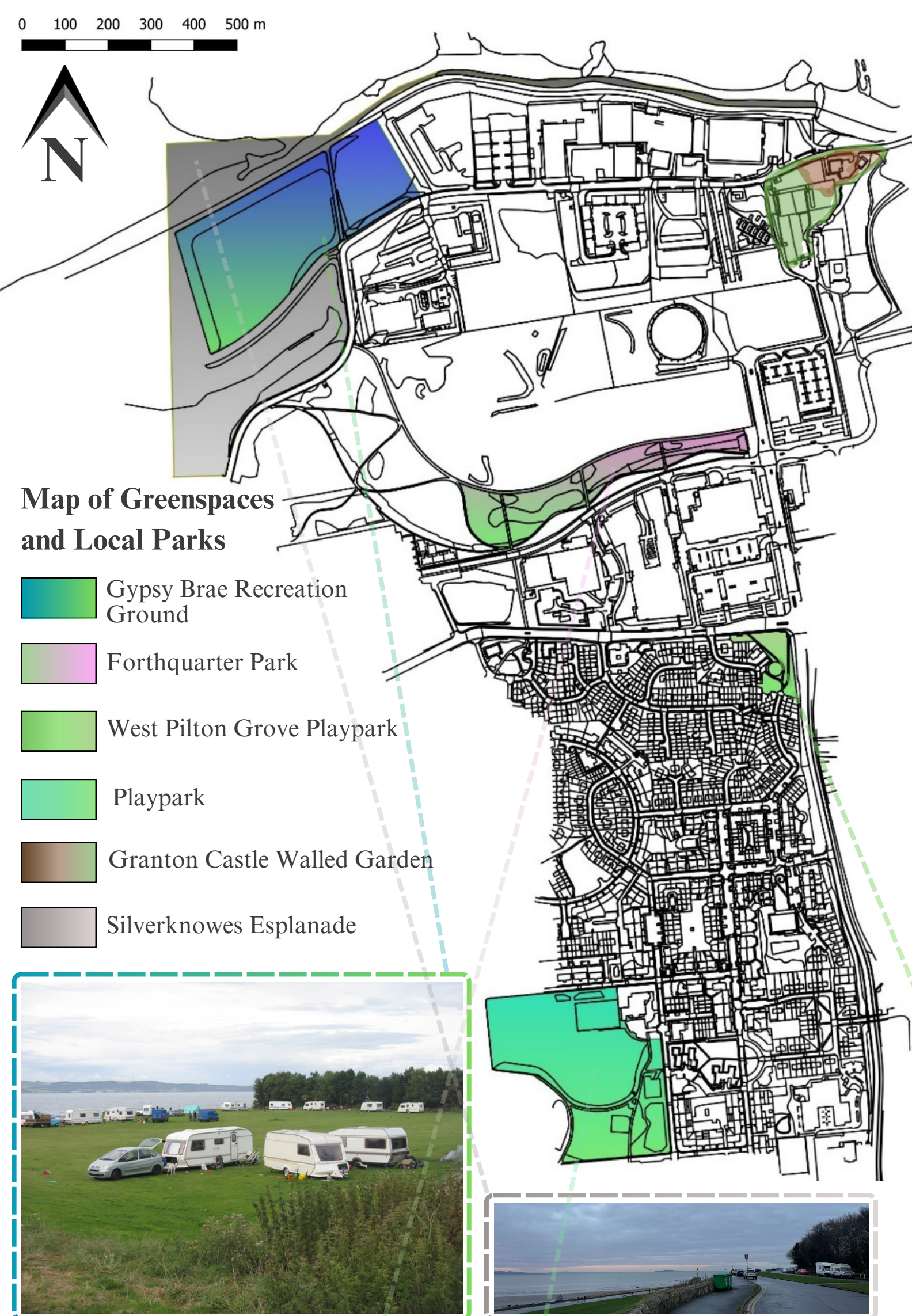
URBAN  
CONSERVATION

THE SCOTTISH  
CENTRE  
FOR CONSERVATION STUDIES



THE UNIVERSITY of EDINBURGH  
Edinburgh College of Art





- ### Key Takeaways from the Landscape Survey:
- Gypsy Brae Recreation Ground:** GBRG offers opportunities for peaceful strolls and wildlife observation but requires management improvements. It is associated with the Edinburgh Living Landscape program.
  - Forthquarter Park:** In good condition overall, Forthquarter Park supports the urban environment and addresses climate change and ecological concerns. However, overgrown vegetation and poor signage pose safety risks.
  - West Pilton Park:** While a large greenspace, West Pilton Park lacks playground equipment and has neglected sports spaces. Efforts by trustees and community engagement aim to improve maintenance, but issues with pathways, seating, and accessibility persist.
  - Playparks:** Playground structures in playparks are poorly maintained, leading to concerns about safety for children due to vandalism and litter, resulting in decreased usage.
  - Granton Castle Walled Garden:** Recognized as a Category B listed building, GCWG is managed by the community but faces challenges due to limited funding and volunteer resources. Restoration efforts are hindered, impacting accessibility and development plans.
  - Silverknowes Esplanade:** Stretching from the outer edge of Granton all along the coast to Cramond Village, this long, wide pavement bordered with grass is accessible by cycles and for walking. It is a strip of wildish landscape along with a beautiful view of the Firth of Forth.

- ### Key Takeaways from the Area Flooding Survey:
- Potentially Vulnerable Areas to Flooding:** The report identifies areas at risk of flooding, highlighting potential damages to residential and non-residential properties, transport infrastructure, agriculture, and community facilities.
  - Comprehensive Flood Analysis of Granton's Coast:** The Scottish Environment Protection Agency (SEPA) provides analytical maps projecting future flood occurrences, offering insight into potential challenges by 2080.
  - Typologies of Flooding:** Granton faces threats from surface water and coastal flooding. Surface water flooding occurs when rainfall overwhelms drainage systems, while coastal flooding poses risks due to factors like sea level rise and erosion. Understanding these typologies is crucial for addressing the multifaceted nature of flooding in the area.
  - Surface Water Flooding:** The analysis examines the capacity of existing drainage infrastructure to cope with intense precipitation events and assesses vulnerability to surface water flooding. Future urban development plans and climate projections are considered to anticipate evolving risks.
  - Coastal Flooding:** Granton's proximity to the Firth of Forth makes it highly vulnerable to coastal flooding. Evaluating risks and impacts, such as sea level rise and erosion, is essential. Coastal defence systems play a critical role in adaptation and mitigation efforts.

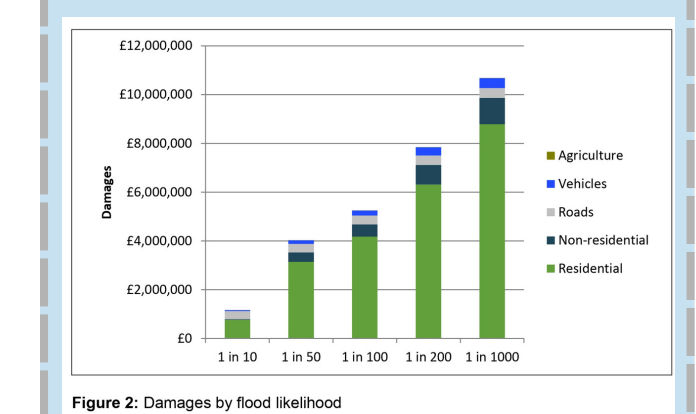


Figure 2: Damages by flood likelihood

The damages associated with Floods of different likelihood are shown in Fig2.

# Landscape & Coastal Flooding Demographics

### Potentially Vulnerable Areas to Flooding :

	1 in 10 High likelihood	1 in 200 Medium likelihood	1 in 1000 Low likelihood
Residential properties (total 2,400)	10	290	360
Non-residential properties (total 1,100)	<10	60	80
People	30	630	800
Community facilities	0	<10 Educational buildings	<10 Educational buildings
Utilities	<10	20	30
Transport links (excluding minor roads)	2 A roads, 1 B road at 10 locations	3 A roads, 1 B road at 31 locations	3 A roads, 1 B road at 38 locations
Environmental designated areas (km <sup>2</sup> )	0.3	0.3	0.3
Designated cultural heritage sites	2	4	4
Agricultural land (km <sup>2</sup> )	<0.01	<0.01	<0.01

### Table 1: Summary of flooding impacts

The risk of flooding to people, property, community facilities, utilities, the transport network, designated sites and agricultural land is summarised in Table 1.

### Figure 3: Impacts of flooding

For this Potentially Vulnerable Area, the highest damages are to residential properties, followed by damages to non-residential properties.



# SWOT Analysis & Conservation Management Plan

	STRENGTHS	WEAKNESSESS	OPPORTUNITIES	THREATS
SPATIAL DIMENSION	<ul style="list-style-type: none"><li>• Historic identity &amp; character</li><li>• Proximity to city centre</li><li>• Bicycle &amp; footpaths</li><li>• Proximity to greenspaces &amp; local parks</li><li>• Proximity to educational facilities</li></ul>	<ul style="list-style-type: none"><li>• Insufficient accessibility</li><li>• Poor condition infrastructure</li><li>• Reliance on vehicles</li><li>• Lack of relief from environmental factors</li><li>• Insufficient services</li></ul>	<ul style="list-style-type: none"><li>• Increasing public transportation</li><li>• Infrastructure renewal</li><li>• Installation of shelters &amp; seating</li><li>• Conserve &amp; recycle assets</li><li>• Compact urban growth</li></ul>	<ul style="list-style-type: none"><li>• Surface water &amp; coastal flooding</li><li>• Encroachment on historical assets</li><li>• Loss of greenspaces</li></ul>
SOCIO-CULTURAL DIMENSION	<ul style="list-style-type: none"><li>• Labour potential</li><li>• Community engagement</li><li>• Educational enrolment</li><li>• Educational facilities &amp; community centres available</li><li>• Quantity of greenspaces</li></ul>	<ul style="list-style-type: none"><li>• Lack of security - Income &amp; employment deprivation</li><li>• Insufficient education levels</li><li>• Use of drugs &amp; alcohol -</li><li>• Lack of accessibility</li><li>• Disused playparks &amp; community centres</li></ul>	<ul style="list-style-type: none"><li>• Increase public awareness &amp; engagement</li><li>• Promote local living</li><li>• Built in access to health &amp; social care facilities in future places -</li><li>• Restructure as an educational hub</li><li>• Develop sports training centres</li></ul>	<ul style="list-style-type: none"><li>• Lack of skilled labour</li><li>• High deprivation</li><li>• Cost of Living crisi</li><li>• Neglect &amp; vandalism</li><li>• Deterioration of urban fabric</li></ul>
FUNCTIONAL & ECONOMIC DIMENSION	<ul style="list-style-type: none"><li>• Economic value of historic assets</li><li>• Functional value of bicycle &amp; footpaths</li><li>• Higher education/skilled training facilities</li></ul>	<ul style="list-style-type: none"><li>• Income &amp; employment deprivation</li><li>• Lack of mixed-uses</li><li>• Lack of local businesses &amp; industry</li><li>• High maintenance cost</li></ul>	<ul style="list-style-type: none"><li>• Increase diverse business base</li><li>• Build community wealth</li><li>• Improve local liveability</li><li>• Incentives for private sector, tourism, &amp; private owners</li><li>• Reintroduce native ecology &amp; related industry to the Forth</li></ul>	<ul style="list-style-type: none"><li>• Lack of investment in historic areas</li><li>• Lack of skilled labour force</li><li>• Continuous deprivation</li><li>• Cost of Living crisis</li></ul>
HERITAGE VALUE	<ul style="list-style-type: none"><li>• Granton Gas Holder</li><li>• GCWG</li><li>• West Pilton neighbourhood</li></ul>	<ul style="list-style-type: none"><li>• Poorly maintained</li><li>• Lack of funding</li><li>• Lack of community involvement &amp; awareness</li></ul>	<ul style="list-style-type: none"><li>• Enhance industrial heritage</li><li>• Increase awareness about local heritage, values, &amp; significance</li><li>• Repair and conserve GCWG</li><li>• Implement Conservation Area designations</li></ul>	<ul style="list-style-type: none"><li>• Loss of cultural identity</li><li>• Loss of historical significance</li><li>• Lack of Conservation Area designation for pre- &amp; post-WWII West Pilton neighbourhood</li></ul>
GREENSPACES	<ul style="list-style-type: none"><li>• Abundant greenspaces with Scenic views of the Firth of Forth</li><li>• Promenades, esplanades &amp; beach areas</li></ul>	<ul style="list-style-type: none"><li>• Industrial waste &amp; general waste -</li><li>• Vandalism -</li><li>• Lack of playgrounds &amp; maintenance</li><li>• Inaccessibility</li></ul>	<ul style="list-style-type: none"><li>• Implement infrastructure with beachfronts, training centers &amp; parks</li><li>• Improve waste management -</li><li>• Increase awareness on environmental impacts</li></ul>	<ul style="list-style-type: none"><li>• Loss of geological &amp; topographical importance</li><li>• Threat of soil &amp; sea contamination</li></ul>

Enhance coastline protection through innovative coastal defence systems and methods. Perform research and study on the reintroduction of native ecology to the Firth of Forth as a barrier against coastal erosion

Provide sufficient seating and shelter from environmental conditions along scenic routes and in highly populated areas

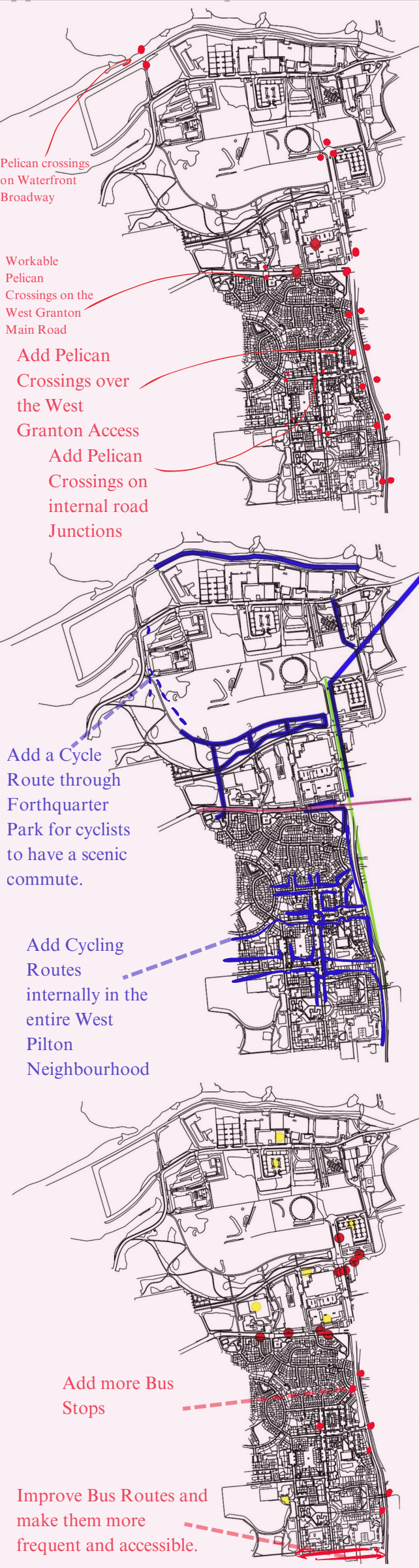
Adaptive reuse of heritage assets, such as the Granton Gasholder o Renovate Granton Gasholder to reestablish its aesthetic quality, accentuate its historic value, and establish it as part of the public realm.

Improve community commitments to heritage conservation through visibility to promote volunteering and renewal through funding

Implementing Active Travel routes would improve the usage of these spaces, which in turn would improve issues like Vandalism and Safety for the Local Community

Flood resistant designs and construction is vital to flood management in the PA. This can be accomplished by implementing the following strategies:

- Implement building codes and standards requiring flood-resistant design features, such as elevated foundations and flood barriers.
- Retrofit existing buildings to improve resilience to flooding, such as flood vents and sump pumps
- Incorporate green infrastructure techniques, such as permeable pavements and green roofs
- Develop early warning systems to provide information about impending flood events to residents and emergency responders
- Establish emergency preparedness plans that outline evacuation routes, shelter locations, and procedures for coordinating response efforts
- Implement natural flood management techniques, such as floodplain restoration and wetland preservation



## GRANTON ZONE 1B

Tutors : Ruxandra-Iulia Stoica, Nikolia Kartalou, Georgina Allison

MSc Architectural  
Conservation 2023-24  
ACT ARCH111196

PRESENTED BY  
Toben Cherry S2593491  
Renuka Gidwani S2598794

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PROJECT STUDY AREAS

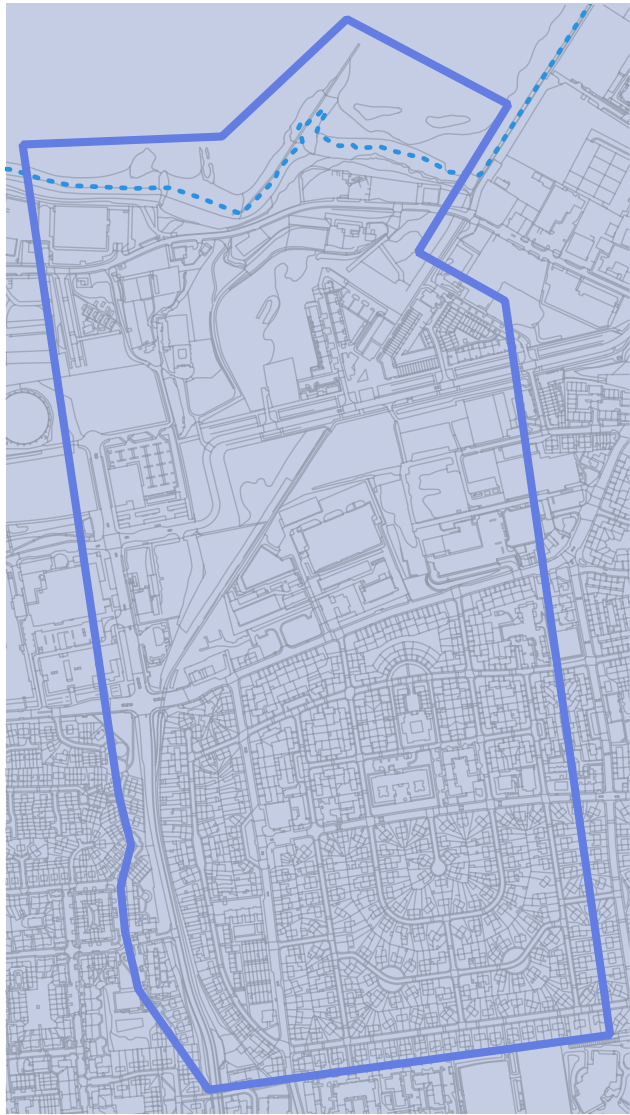
## INTRODUCTION

This study identifies and assesses the architectural and cultural values within the historic urban environment of Granton.

This report assesses the tangible and intangible qualities of Granton as they relate to the natural and built environment to determine best methods to conserve and enhance its character, and ultimately considers what role transportation plays in the past, present and future of the region.

### Site Boundary

Granton is bound to the north of Edinburgh on the Firth of Forth, bordered on the east by Trinity, south by Ferry Road, and west by Pennywell Road. This study focuses on the area known as East Pilton; portions of this will extend beyond the identified boundary in order to provide a comprehensive understanding of surrounding amenities, services, and landmarks.



BOUNDARY OF SITE 2

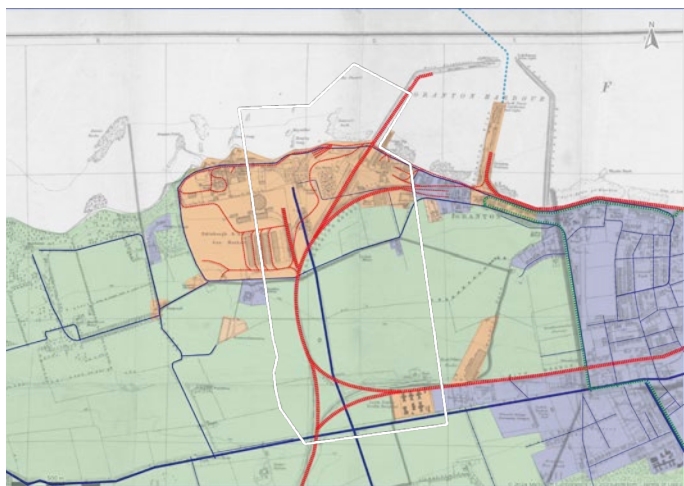
- LEGEND**
- Open Land
  - Dense Residential
  - Commercial/Industrial
  - Road
  - Rail
  - Tram / Light Rail
  - Bus
  - Ferry



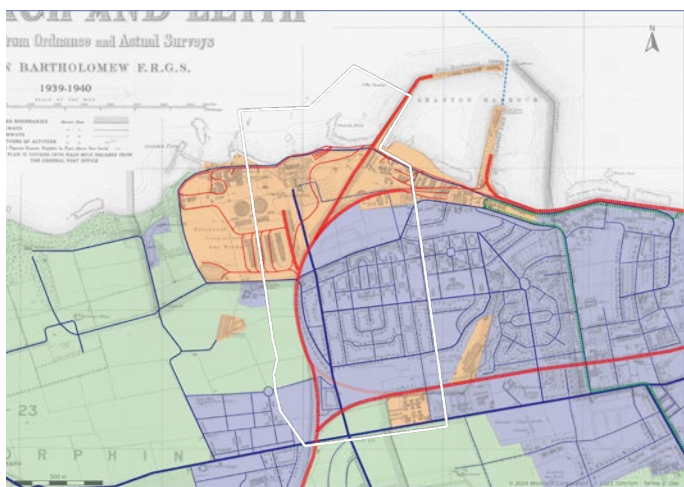
1817, R. KIRKWOOD MAP OF EDINBURGH



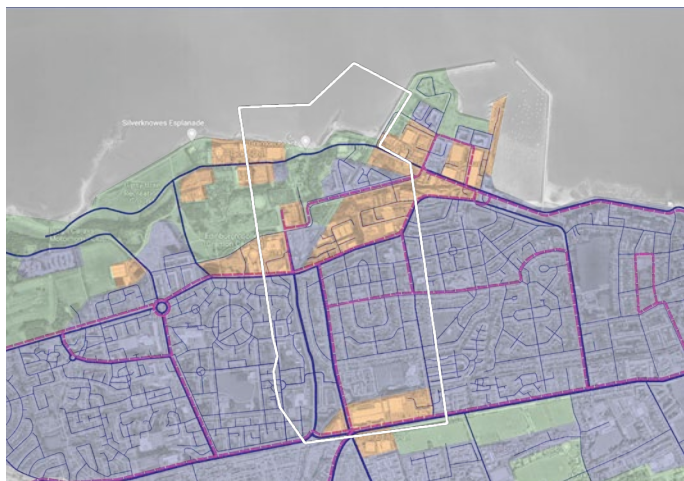
1852, R. KIRKWOOD MAP OF EDINBURGHSHIRE



1910, POST OFFICE MAP OF EDINBURGH, LEITH & PORTOBELLO BY BARTHOLOMEW



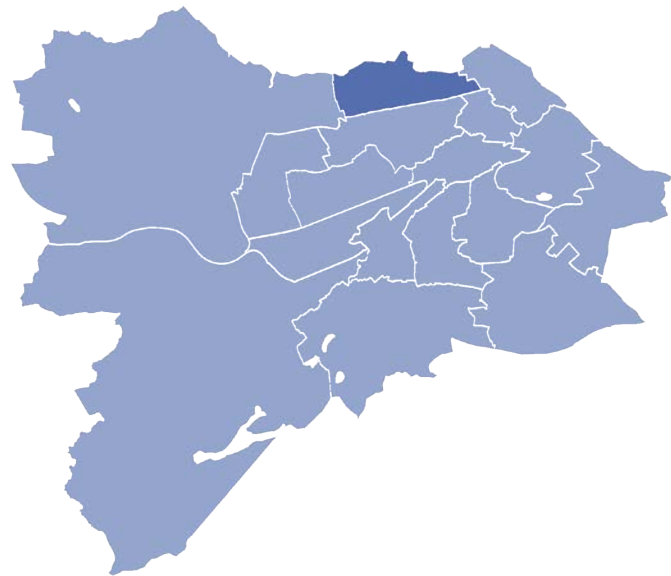
1939, POST OFFICE MAP OF EDINBURGH, LEITH & PORTOBELLO BY BARTHOLOMEW



2024 CURRENT MAP



1936, AERIAL PHOTOGRAPH



2024, DIAGRAM OF EDINBURGHSHIRE

## HISTORICAL DEVELOPMENT

**1817** Map by R. Kirkwood reflects Granton's landscape and use. Newhaven is a settlement to the east, with residential accommodation and a harbour front. Granton is dispersed country houses with a simple road network.

**1835 - 1842** The Harbour Piers were constructed by the 5th Duke of Buccleuch.

**1861** The Caledonian Railway opened from Murrayfield to Granton Harbour.

**1890** The ferry became obsolete when the Forth bridge opened.



1900, GRANTON CASTLE

**1910** The harbour supported a ship building yard, timber yard, quarry, coal depot and iron works, and a print, and chemical works industry.

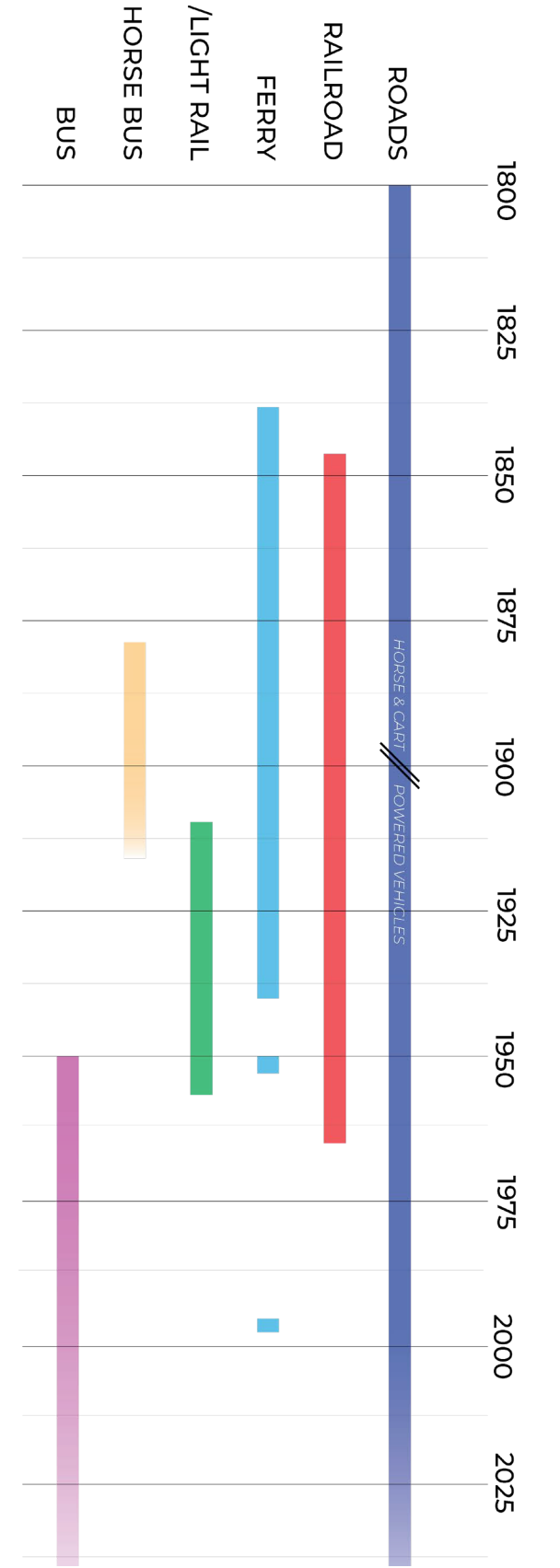
**1930's** Saw plans to develop south of the Harbour for residential use.

**1950's** As Pilton was constructed, the north-east rail link was removed.

**1961** The harbour never recovered after the war and was in-filled.

**1974** The harbour closed as a commercial port with the remaining nautical industry relocating to Leith.

**2000s** Higher-density residential towers were constructed near the harbour.



TIMELINE OF TRANSPORT USE IN GRANTON



1860'S, RAIL NETWORK



1909, RAILWAY STATION (STATION SQ)



1991, AERIAL VIEW PHOTOGRAPH



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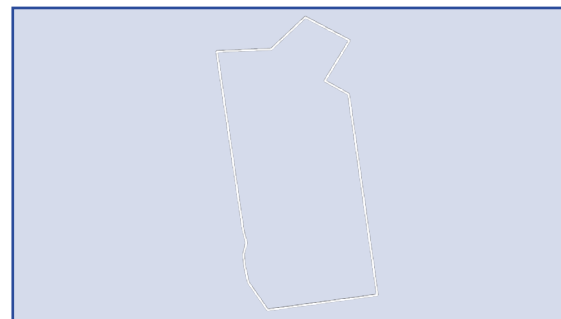
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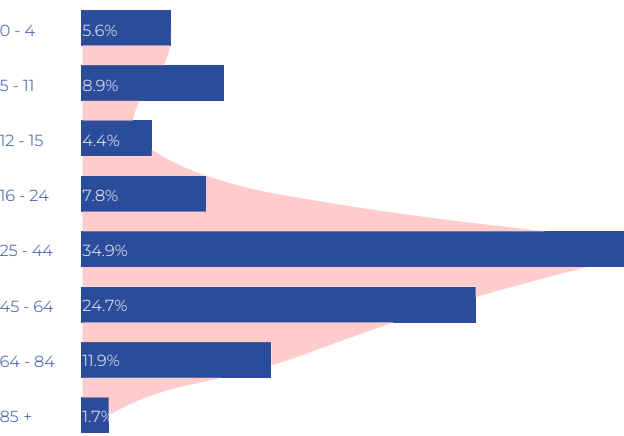
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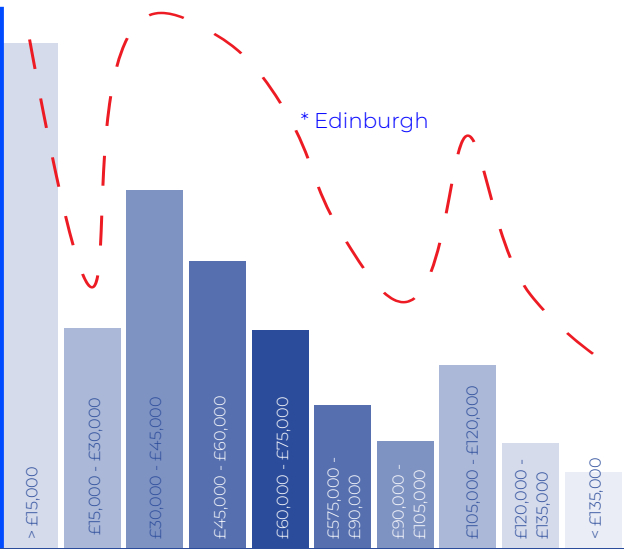




DEMOGRAPHICS

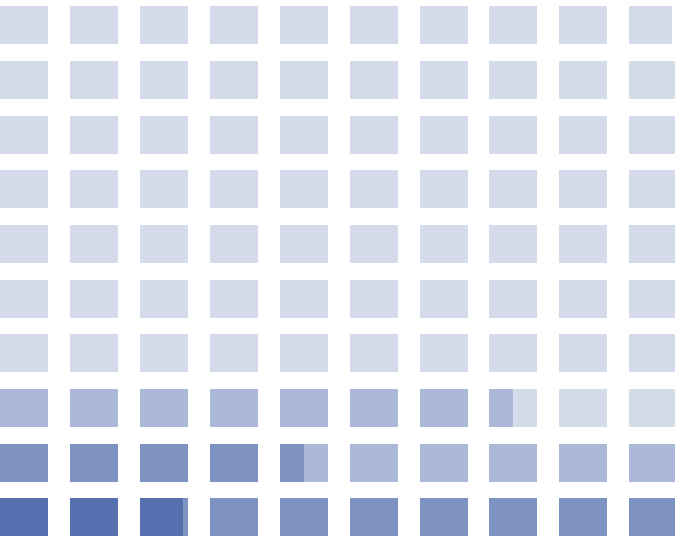


AGE PROFILE OF THE FORTH WARD & EDINBURGH



INCOME OF THE FORTH WARD & EDINBURGH

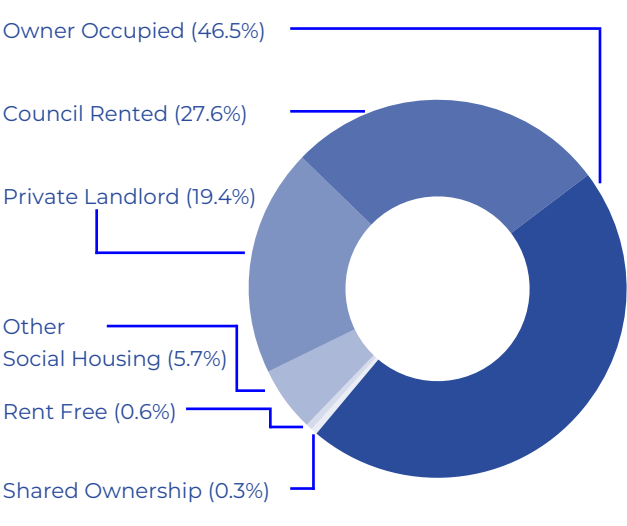
Average Property Value  
£335,865 in Edinburgh  
£268,590 in the Forth Ward



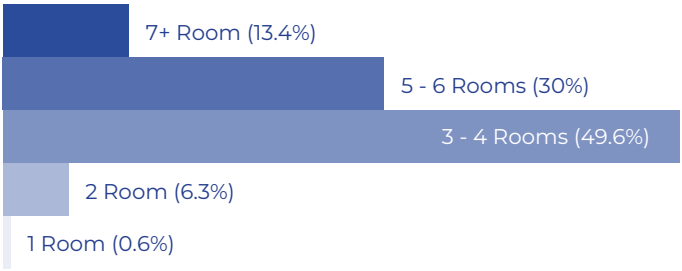
HOUSING STOCK OF THE FORTH WARD

57.5 Crimes/1000 people & 1,367 Crimes Reported in 2022

Home brake ins, mugged and robbed, stolen cars and items from car, physical attacks, noisy neighbours, domestic violence



HOUSE OWNERSHIP OF THE FORTH WARD

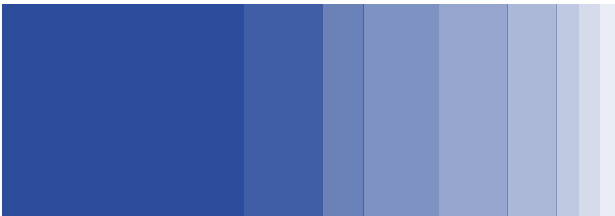


ROOMS PER HOUSE IN THE FORTH WARD



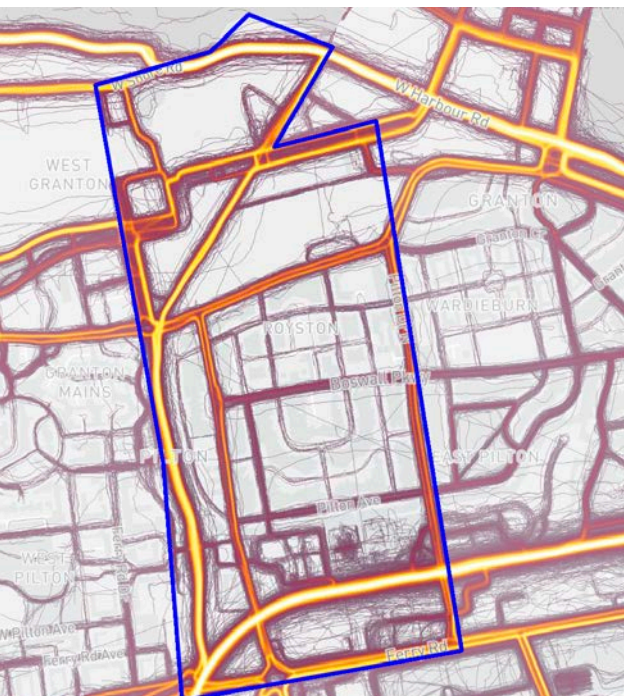
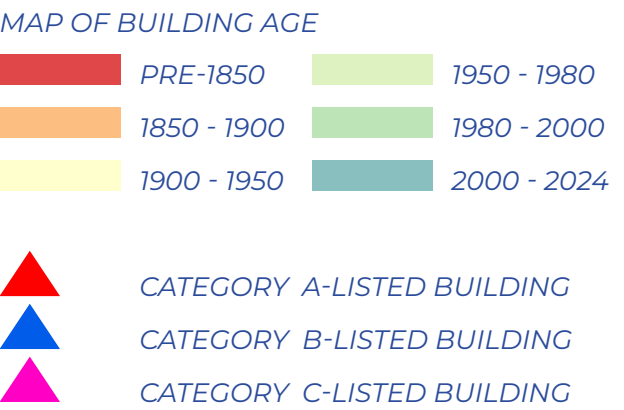
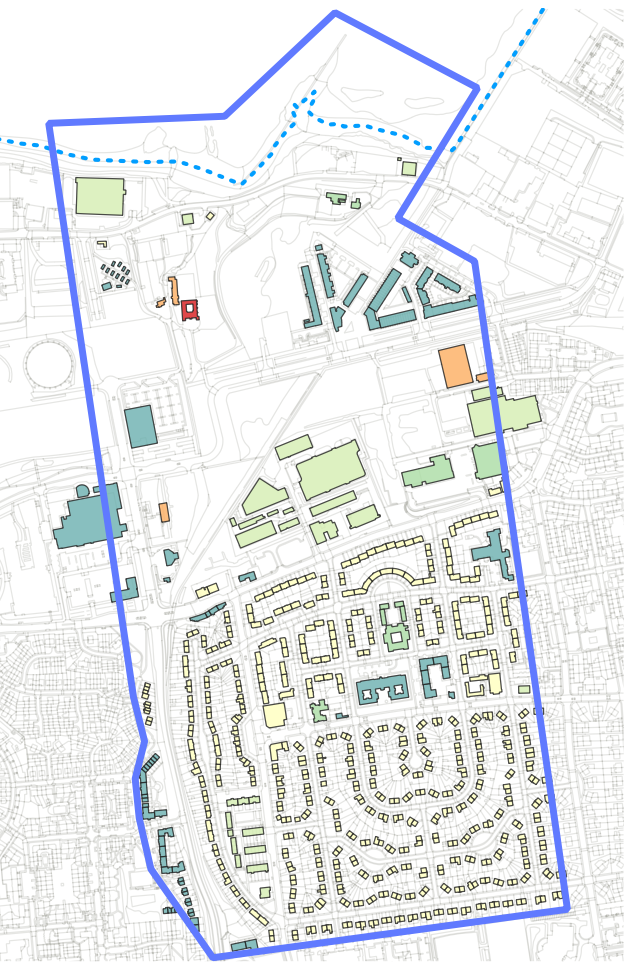
PEOPLE/ HOUSEHOLD IN THE FORTH WARD

There are 13,859 buildings in the Forth Ward ; 722 lie within Site 2

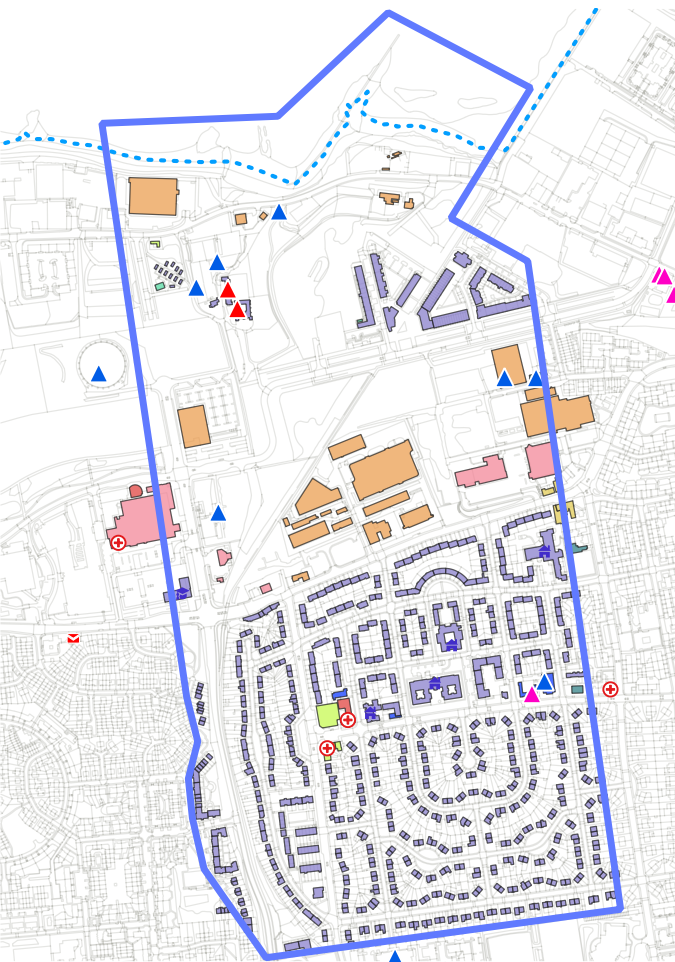


Active (60.5%)		Inactive (39.5%)	
40.3%	FT Employed	12.6%	Unemployed
13.5%	PT Employed	11.5%	Retired
6.7%	Self Employed	8.2%	FT Student
		3.5%	Carer
		3.7%	Sick
		2.5%	Other

Average Household Income  
£52,835 in Edinburgh  
£42,532 in the Forth Ward

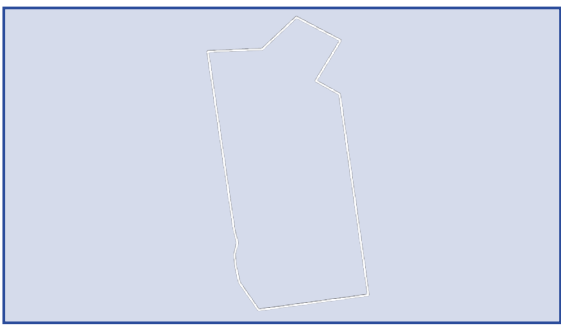
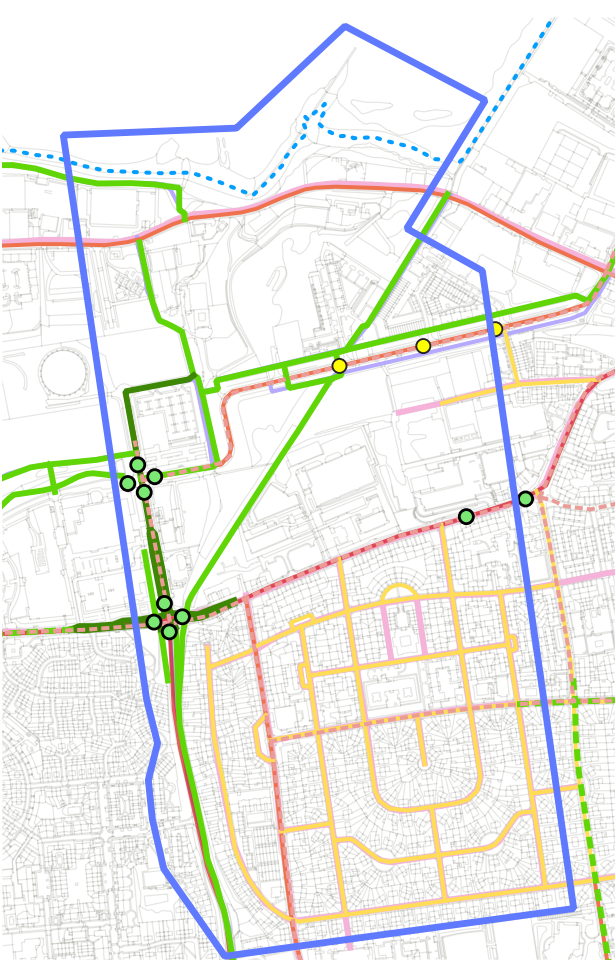
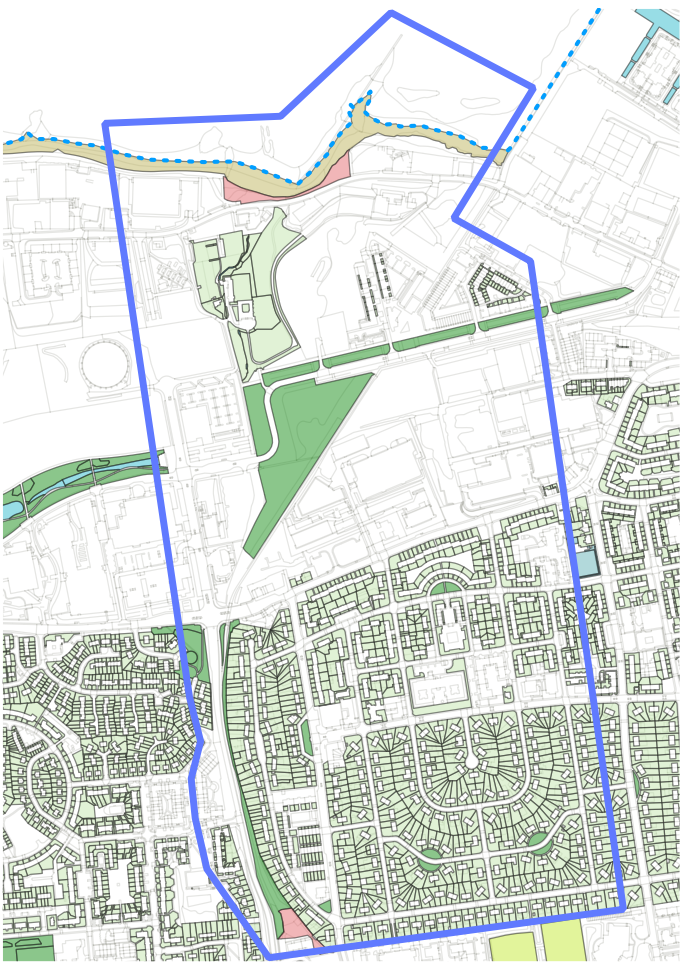


PEDESTRIAN HEAT MAP



TOWNSCAPE ANALYSIS

QGIS maps help to understand the site's building stock through their function and utilisation, in order to make conservation and development suggestions. Thermal assessments of the current building stock were reviewed to determine how the 1930's residential structures compared with newer developments. Indications of heat loss through walls and fenestrations were observed.





Zone 1: Residential Interwar

Essential Character

Mix of 2 storey 4-block villas and 3 storey flat blocks all with uniform pitched rooflines, use of harling, and accent slates.



ZONE 1 - ESSENTIAL CHARACTER



ZONE 1 - DETRACTING BUILDINGS

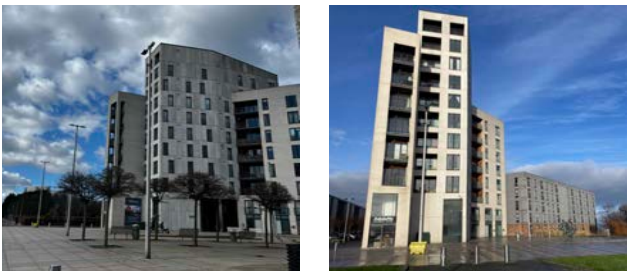
Zone 2: Residential Modern

Essential Character

Mid-rise, multi-storey w/ mixed materiality. Universal design, unspecific to earlier Granton architecture



ZONE 2 - ESSENTIAL CHARACTER



ZONE 2 - DETRACTING BUILDINGS

Zone 3: Modern Commercial

Essential Character

Boxy, large chains/businesses and small early 20<sup>th</sup> century mixed-use shop fronts. Universal design lack specific tie/connection to Granton.



ZONE 3 - ESSENTIAL CHARACTER



ZONE 3 - DETRACTING BUILDINGS

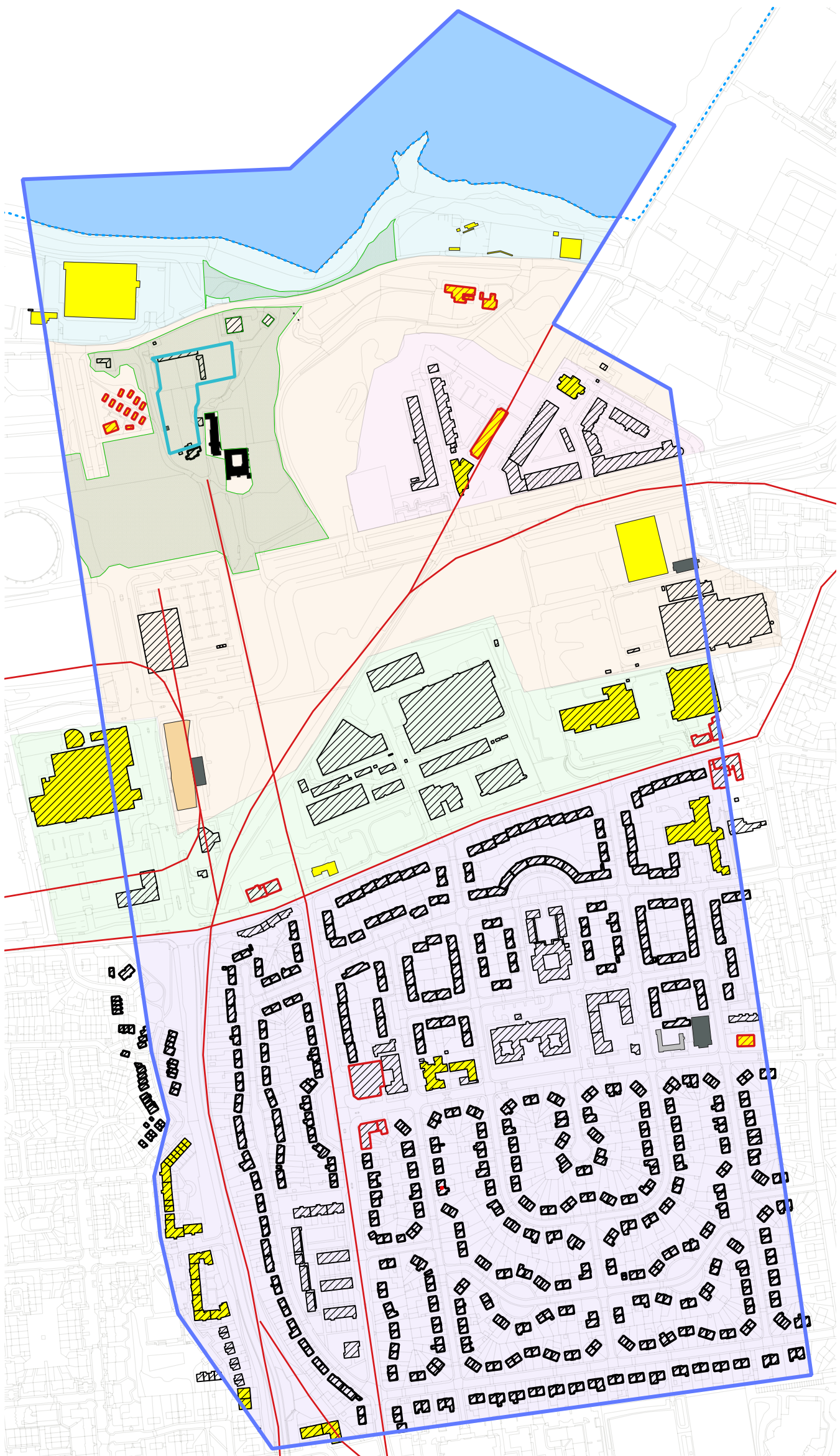
CONSERVATION PLAN

- Listed Building: A
- Listed Building: B
- Listed Building: C
- Strongly Contribute
- Neutral
- Neutral, but not to be continued
- Detract, non-immediate
- Detract, immediate demolition advisable
- Facade needs addressed
- Roof needs addressed
- Pavement strongly contributes
- Greenspaces
- Water
- Boundary Walls
- Former Plot lines / Roads / Railways

- ZONE 1: RESIDENTIAL INTERWAR
- ZONE 2: RESIDENTIAL MODERN
- ZONE 3: MODERN COMMERCIAL
- ZONE 4: HARBOUR & WATERFRONT
- ZONE 5: INDUSTRIAL & HISTORICAL

Character Area Appraisal

Five zones of distinct character have been identified. Defining unique attributes ensures that key elements which contribute to the historic, social, and architectural character are preserved and retained.



CONSERVATION PLAN W/ CHARACTER AREAS

Zone 4: Waterfront & Harbour

Essential Character

Open space, rugged natural coastline. Prominent views towards Fife and Forth Bridge. Granton harbour breakwall retained.



ZONE 4 - ESSENTIAL CHARACTER



ZONE 4 - DETRACTING BUILDINGS

Zone 5 : Industrial & Historical

Essential Character

Retains the remnants of original transportation/rail linkages ('Shore Walk' and W Granton Access). Landmark buildings throughout



ZONE 5 - ESSENTIAL CHARACTER



ZONE 5 - DETRACTING BUILDINGS

Current proposals

- MASTER DEVELOPMENT PLANS
- GRANTON WATERFRONT DEVELOPMENT
- FRAMEWORK 2020
- THE WALLED GARDEN
- WEST SHORE ROAD & THE COASTAL AREA
- GAS WORKS STATION & ITS PRECINCT
- GRANTON GAS HOLDER
- GRANTON HUB & COMMUNITY GARDEN
- SOCIAL BITE VILLAGE



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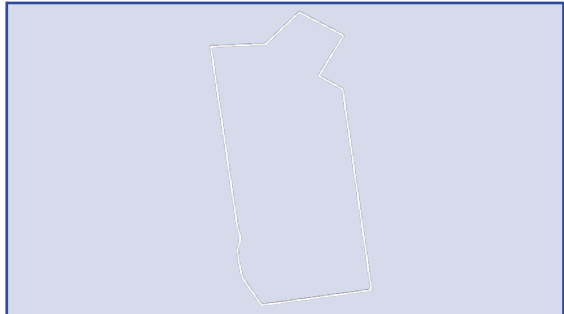
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CULTURAL SIGNIFICANCE

Historical Significance

Granton Castle bore witness to the turbulent events of the mid-16th century. **Caroline Park House** now stands adjacent to the site of the demolished castle.

Landscape Significance

Granton's urban heritage is exemplified by its transformation from an agricultural expanse to an industrial powerhouse. In 1836, the establishment of **Granton Harbour**, facilitated the flow of goods but also offered ferry services and shelter during storms.

Technological Significance

The region's technological innovation is further distinguished, by the pioneering efforts of the **Madelvic Car Factory** (1898) and the impact of the **Granton Harbour Train Ferry**. Additionally, the **Granton Gas Holder and Gas Works Station** symbolise the region's industrial and architectural excellence.

Architectural Significance

Pre-1930s, Granton was an agricultural space. **East and West Pilton** were developed by Edenezer James MacRae. The **council housing** in "four-in-a-block style" was carried out from 1936-37 and then completed in the 1950s.



1998, GRANTON GASWORKS RAILWAY STATION



2024, STATION SQUARE (GRANTON GASWORKS RAILWAY STATION)



1938, GATE PIERS TO CAROLINE PARK HOUSE



2024, GATE PIERS TO CAROLINE PARK HOUSE



2001, MADELVIC CAR FACTORY (GRANTON HUB)



2024, MADELVIC CAR FACTORY (GRANTON HUB)



1890, CAROLINE PARK HOUSE



2011, CAROLINE PARK HOUSE

SWOT ANALYSIS



Strengths

**Proximity** to Newhaven, Cramond, and Edinburgh City Centre. Also links to Fife and the Firth of Forth.

**Historic landmarks** enrich the neighbourhood's cultural identity. E.g. Madelvic Car Factory, Caroline House, & Granton Station.

Public access to the **designed landscapes** (Caroline Park & Granton Community Garden).

Retains the **distinct master housing scheme**.



Weaknesses

**Public transport system** prioritises links to and from Edinburgh city centre; does not provide direct peripheral links to Newhaven and Cramond.

**New developments** do not complement or acknowledge the historic architectural character.

A **car-centric neighbourhood**; there is lack of parking for visitors resulting in the blocking of narrower roads by cars.

**Hard zoning boundaries** - areas lack variation of amenities and community integration

The **lack of communal pride** and personal investment results in the overwhelming presence of litter.

Opportunities

**Transportation:** Service Granton to its peripheral neighbourhoods & promote alternate modes of transportation.

**Land Development:** Vacant land free for development to provide rejuvenation and improve infrastructure.

**Neighbourhood Integration:** Revision of development plan to integrate existing residences into modern development & Diversify the community profile.

**Engage with Existing Heritage:** Reintroduce the historic railway route as a pedestrian path. Address the shoreline ecosystem for the public.

**Economic Development:** Tourism outreach by indicating viewpoints for Forth Bridge and Firth of Forth. The development of waterfront areas for recreational activities. Establishing sustainable business models to bolster employment opportunities.



Threats

Waterfront areas prone to **flooding and coastal erosion**.

**Proposed Development Plan:** Large-scale council development plan (drastic land use change) does not take into account current-resident needs. The proposed tram location jeopardises the functionality of the streetscape. New development detracts from landmark buildings.



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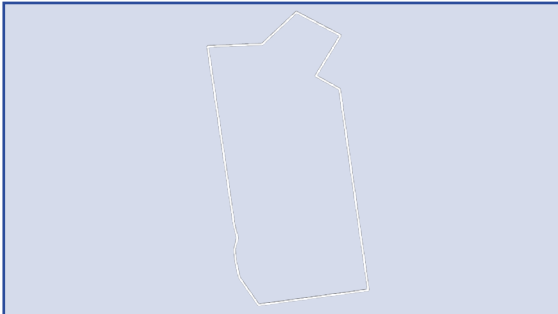
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MASTER PLAN

Granton's greatest disadvantage are:

- Inadequate public transit
- Lack of history awareness
- Poor pedestrian/ cycle routes.

These proposals seek to remedy these issues for residents and visitors with minimal infrastructure.



Proposal A: Transit Pilot Programme

The infrastructure required for a tram is both expensive and invasive. This lack of funding should not keep Granton from receiving improved mobility for residents and visitors.

We propose a pilot programme with alternative public transportation options until a tram line more feasible.

The proposal aims to re-establish Granton as a transportation hub to foster an appreciation for its heritage, add economic opportunities, and lower personal vehicle reliance.

Alternative Public Transport such as Rapid buses and community shuttles.

Ferries connecting Granton directly with the Firth of Forth and re-establish historic ferry routes.

Improved ticketing System which would allow for more cost efficiency across public transport while also tracking ridership to be used to improve services where needed.



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Proposal B: Heritage Path

This would enhance the accessibility and link to Granton's heritage. Physical markers would be installed at points of interest (as placards/ QR codes). Brochures/ maps would be available in printed and digital formats.

The route focuses centrally on Granton, and could be altered to integrate the proposed pedestrian and cycle pathway (Proposal C), and the community shuttle (Proposal A), to allow for more accessibility.

Granton Castle Walled Garden, Harry Moffatt

**4. Granton Castle Gates**  
Though demolished in the 1920s, the Castle's gates remain near the shore, as a reminder of the great estate that was once just beyond these pillars.

**5. Granton Beach**  
From this viewpoint, one can see the three bridges to the west, and Inchcolm Island to the North. A popular recreation area now, even Charles Darwin once frequented the shores for his studies.

**6. Granton Castle Walled Garden**  
Now under the care of the Friends of Granton Castle Walled Garden, the Castle was already ruinous by the 18th century, its ruins having been a part of the community for almost 300 years.

**7. Caroline Park House**  
Dating back to the 16th century, Caroline Park House was once known as Royston House. The extensive alterations that came with its name change in the 17th century give it the Renaissance character seen today.

**8. Gas Works**  
Said to be the most elegant gas holders in Scotland, the framing of one gas holder remains today, constructed of riveted rolled steel. Now a listed as a category B historic structure, it signifies Granton's varied role in the industrial Revolution.

**9. Granton Gas Works Train Station**  
Serving both goods and passengers, Granton's railway tied the harbour to the city. Constructed in 1903, the Station closed in 1942 as other forms of transport grew.

**10. Madelvic House & Car Factory**  
Now the location of the Granton Hub, the Victorian red brick Madelvic House was once the site of one of Scotland's first electric vehicle manufacturers.

Scan QR Code To Learn More

Granton: Gateway to the Forth  
Heritage Walk

The Heritage Pathway

A great place to start is Granton Square, you can join the trail at any point. Informational markers will guide the way and lead you to each location, feel free to meander and wander. The walk can about an hour at a leisurely pace. We encourage you to follow the links and read more about Granton's intriguing past!

1. Granton Square  
2. Granton Lighthouse  
3. Granton Harbour  
4. Granton Castle Gates  
5. Granton Beach  
6. Granton Castle Walled Garden  
7. Caroline Park House  
8. Gas Works  
9. Gas Works Train Stations  
10. Madelvic House

**1. Granton Square**  
Granton's main square was constructed following the Harbour's success, just when Granton was beginning to grow. This square shows the relatively young, but industrially advanced, origins of the town.

**2. Northern Lighthouse Board**  
Built in 1868-69, this tower was never used as a lighthouse, but rather was used to test experimental lighting before being shipped to lighthouses across Britain.

**3. Granton Harbour**  
The Harbour was once Edinburgh's forefront of industrialisation, commissioned by the Duke of Buccleuch in 1838, completed in 1862.

Proposed Transportation Routes, Methods, and Road Traffic

**Traffic**

- Group 2 Boundary
- Waterline

**Routes**

- Main Roads
- Secondary Roads
- Quiet Roads 20mph
- Pedestrian
- Pedestrian / Cycle Paths
- Proposed Pedestrian / Cycle Paths
- Proposed Designated Cycle Lanes
- Street Parking on One Side
- Street Parking on Both Sides
- Bus Routes
- Proposed Community Shuttle
- Proposed Ferry Route
- Proposed Express Bus Lines

**Heritage Path**

- Heritage Path
- Optional Extension

**Road Points**

- Light Controlled Crossing
- Proposed Light Controlled Crossing
- Belisha Beacon
- Proposed Belisha Beacon
- Express Bus Line Stops
- Heritage Path POI

0 200 400 m



Proposal C: Pedestrian & Bike Routes

The current transit plan lacks demarcation between vehicular, pedestrian, and cycle routes, resulting in a disconnected layout.

To enhance connectivity we propose:

One-sided street parking regulations

Transition zones at residential entry points to underscore pedestrian priority

Employ Belisha Beacons and speed limit signs

Integrate a proposed pedestrian/ cycle routes into residential zones, complementing existing pathways

By prioritising pedestrian and cyclist needs, the proposal aims to establish a cohesive network of routes that not only enhance connectivity but also promote sustainable modes of transportation.

Decoding The City  
MSc. in Architectural Conservation |  
Urban Conservation | 2023 - 2024

Course Leader: Georgina Allison,  
Dr. Nikolia Kartalou &  
Dr. Ruxandra-Iulia Stoica

Group 2: M. Alvarez , R. Archer,  
D. Cruickshank, C. Jennings,  
L. Savage, M. Singh

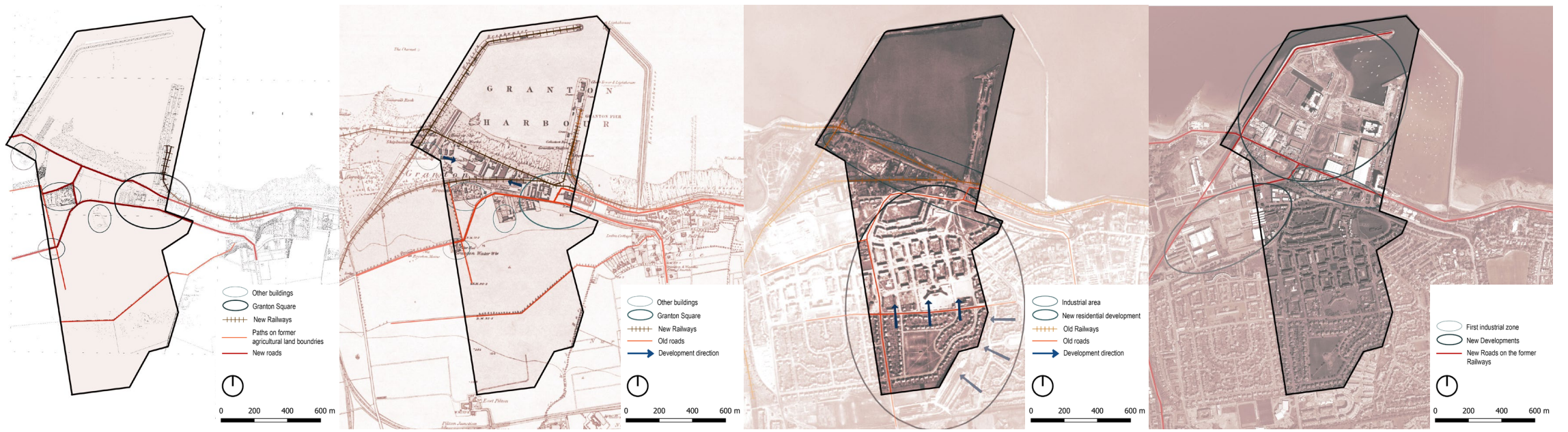


# URBAN

## ANALYSIS

### CURRENT STATE

# CONSERVATION



Granton territory is largely agricultural



#### Granton Harbour

construction begins under Duke of Buccleuch, using stones from new Granton Quarry



#### madelvic motors

founded, boundraies of **Edinburgh expanded** to include Granton

#### United Wire

takes over Madelvic Motors building

Harbour requisitioned for **WW2**

1636

1760S

1830

1844

C1870

C1890

1914

1925

1730S

1939

1956-60

Granton's industrial past begins during the industrial revolution, highly influenced by buccleuch family



Act of Parliament to extend Edinburgh's railway to Granton Harbour

**Northern Light-house Board** constructs depot **AB Fleming** builds ink making factory



Harbour requisitioned for **WW1**

**East and West Pilton** begin developing

Tram system shuts down and AB Fleming factory closes



Last Granton rail line closes

**Regeneration** efforts, Water-front Development Plan



1970

1980S

1990S

Declining industries higher unemployment and drug use in area



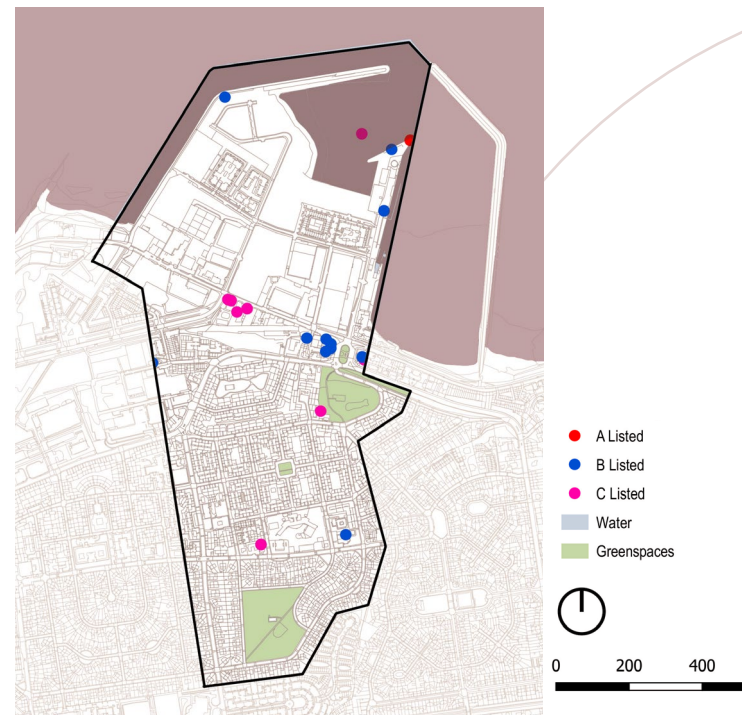
The analysis of the current state of the area reveals different zones of interest that have different characteristics. First, there is the original industrial core of the area where the industrial activities began which is in Granton Square and West Harbour Road. It's where the oldest and most historical buildings can be found.

The lower part of the area, which was mostly developed between 1930 and 1950, is mostly residential and englobes different housing typologies such as the very distinctive Mac-taggart & Mickel development but also houses that have a more standard council housing architecture. The Mactaggart and Mickel development is separated from the rest of the area by Boswell Parkway where we can find some commercial and institutional buildings.

As for the harbour which was filled in the recent decades, we can find a newer development that aims to offer a mix of uses and buildings with a much bigger scale which make them stand out in the urban landscape.

The transportation network analysis reveals the different hierarchy of the roads based on frequentation and the presence of public transport. Granton Square and the harbour are currently problematic because of their inappropriate urban design even though they are one of the most significant elements of the site.

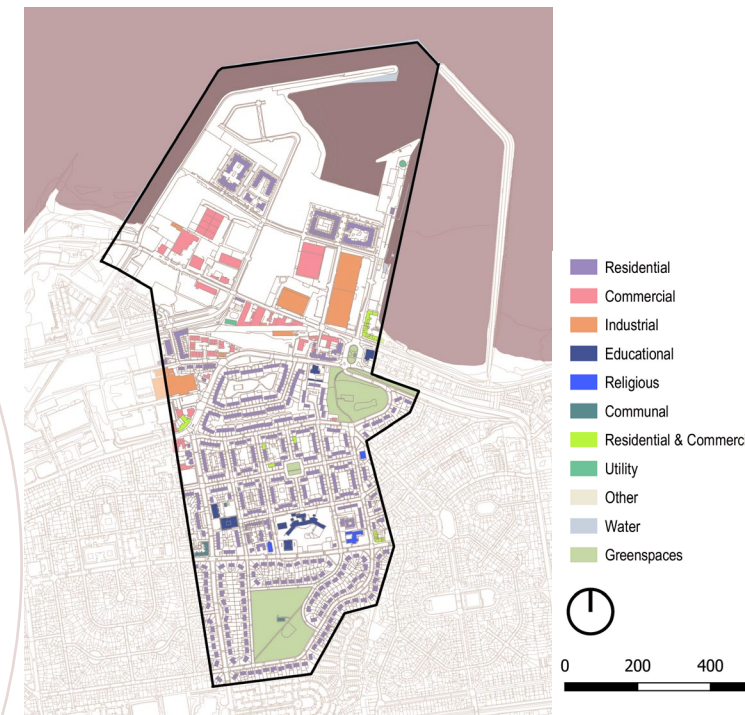
### LISTED BUILDINGS



### TPOLOGY



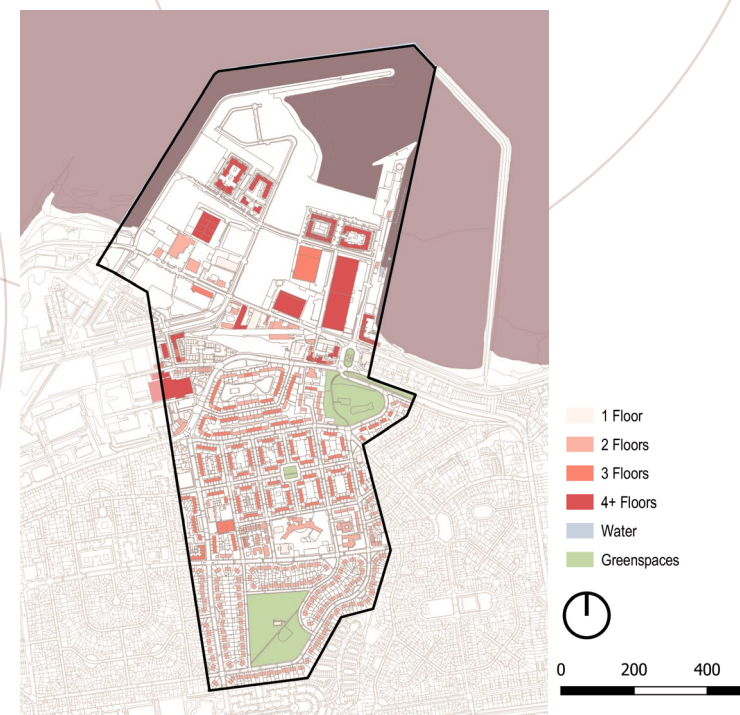
### CURRENT USE



### PRIVACY



### BUILDING HEIGHT



### TRANSPORTATION NETWORK



### 3 Key Themes To Undergird Recommendations (Derived From A Social Media Survey And Resident Questionnaires)

#### NATURE

Walking  
Cycling  
Wildlife Spotting

#### ARTISTIC

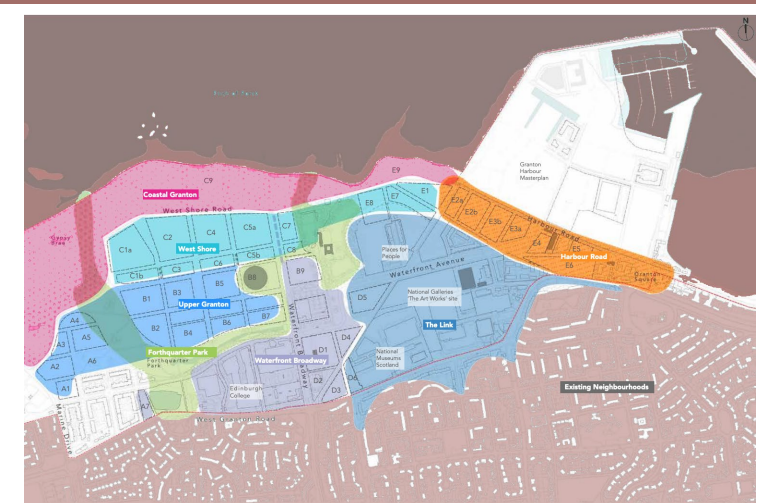
Galleries  
Site-Inspired Art  
Intrigue In Industrial Patina

#### COMMUNAL

Archival Efforts  
Community Classes

### 2020 Granton Waterfront Development Plan

- Housing-led mixed use development
- New green spaces
- Cultural use or housing led regeneration
- Cycle/ footpath safeguarded route
- New major streets
- Tram line safeguard
- Commercial-led mixed use

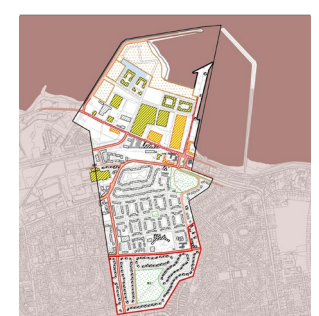


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Edinburgh College of Art

THE SCOTTISH  
CENTRE  
FOR CONSERVATION STUDIES

Project Name : Urban Conservation  
MSc. in Architectural Conservation | Urban Conservation | 2023-2024

Course leader : Dr Ruxandra-Iulia Stoica  
Tutor : Dr Nikolai Kartalou, Georgina Allison  
Group 3  
Name Surname : Zeineb Ayed, Si Qi Fu, Yu-Chieh Huang, Beijin Shen, Madi Wilson





URBAN  
ANALYSIS  
RECOMMENDATIONS

CONSERVATION

Presence of its industrial heritage Mactaggart & Mickel development Waterfront Green spaces Community-led spaces Younger demographic	Unpromoted industrial heritage Incompatible developments (character & scale) Inaccessibility (entry to certain spaces & pedestrianisation) Inconsistent maintenance Younger demographic
Promote and enhance heritage Offer protective methods for built heritage Engage with the site's maritime appeal and make the harbour more accessible Increase pedestrianisation to allow more chance encounters with the site's heritage	Shortfall of government funding New, incompatible developments and modifications (undermine character & restrict use of space) Flooding

- Preserve the character of Mactaggart & Mickel residential development of East Pilton
- Neighborhood extends beyond CA; limited for scope of study
- Highlight original Mactaggart & Mickel design

HERITAGE TRAILS

- Enhance and promote the cultural significance
- Preserve the memory of the area(the industrial past the community's past)
- Help develop an attachment to Granton for visitors, residents and



- Proposed Trail

Historical traces

A Listed

B Listed

B Listed

C Listed

C Listed

C Listed

Water

Greenspaces
- A Mactaggart&Mickel Developement

B Granto Crescent Park

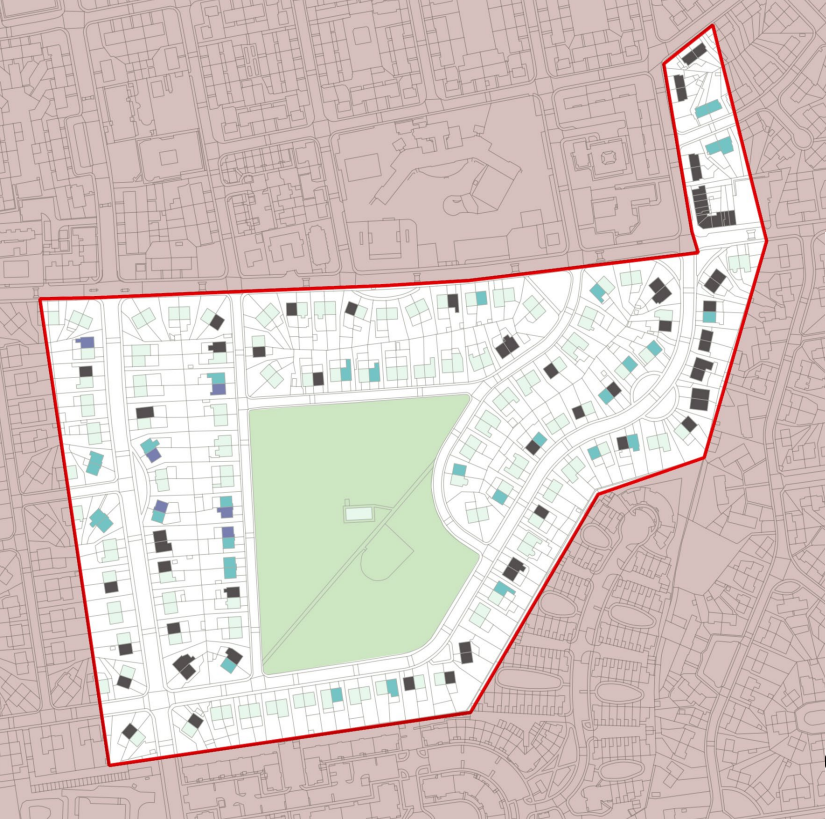
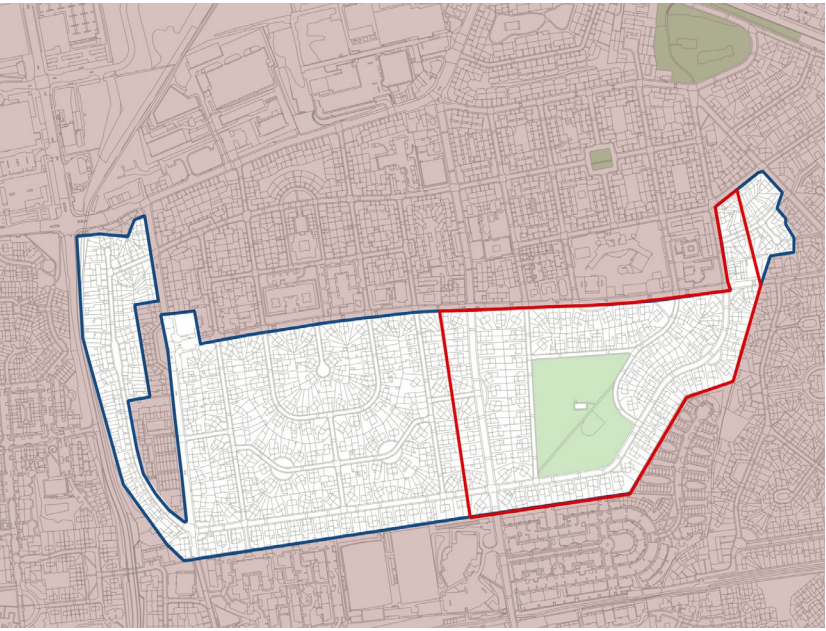
C Granto Square

D West Harbour Road

E Former Madelvic Factory

F The Harbour

- 1  
Add a distinctive pavement  
Add more catering businesses
- 2  
Mitigate the speed of cars and make the area more inviting for pedestrians
- 3  
Make it a cultural hub/ for events
- 4  
Provide Universal Accessibility
- 5  
Provide public access for the breakwaters
- 6  
Enlarge the sidewalks
- 7  
Revitalise the area and enhance the cultural use



GENERAL RECOMMENDATIONS



- Flood management — keep green/ open spaces!
  - Accessible & walkable
  - Recreational waterfront
  - Multi-functional spaces
    - Marketplace for local businesses
    - Host community events
    - Wildlife lookout points
    - Resting areas
- Suggested areas for pul

Proposed Trail

Historical traces

A Listed

C Listed

C Listed

B Listed

B Listed

Site boundaries

Water

Greenspaces

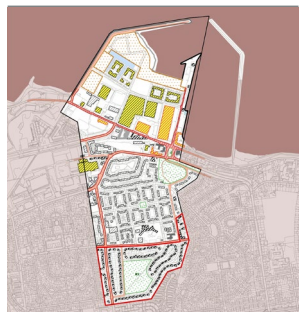


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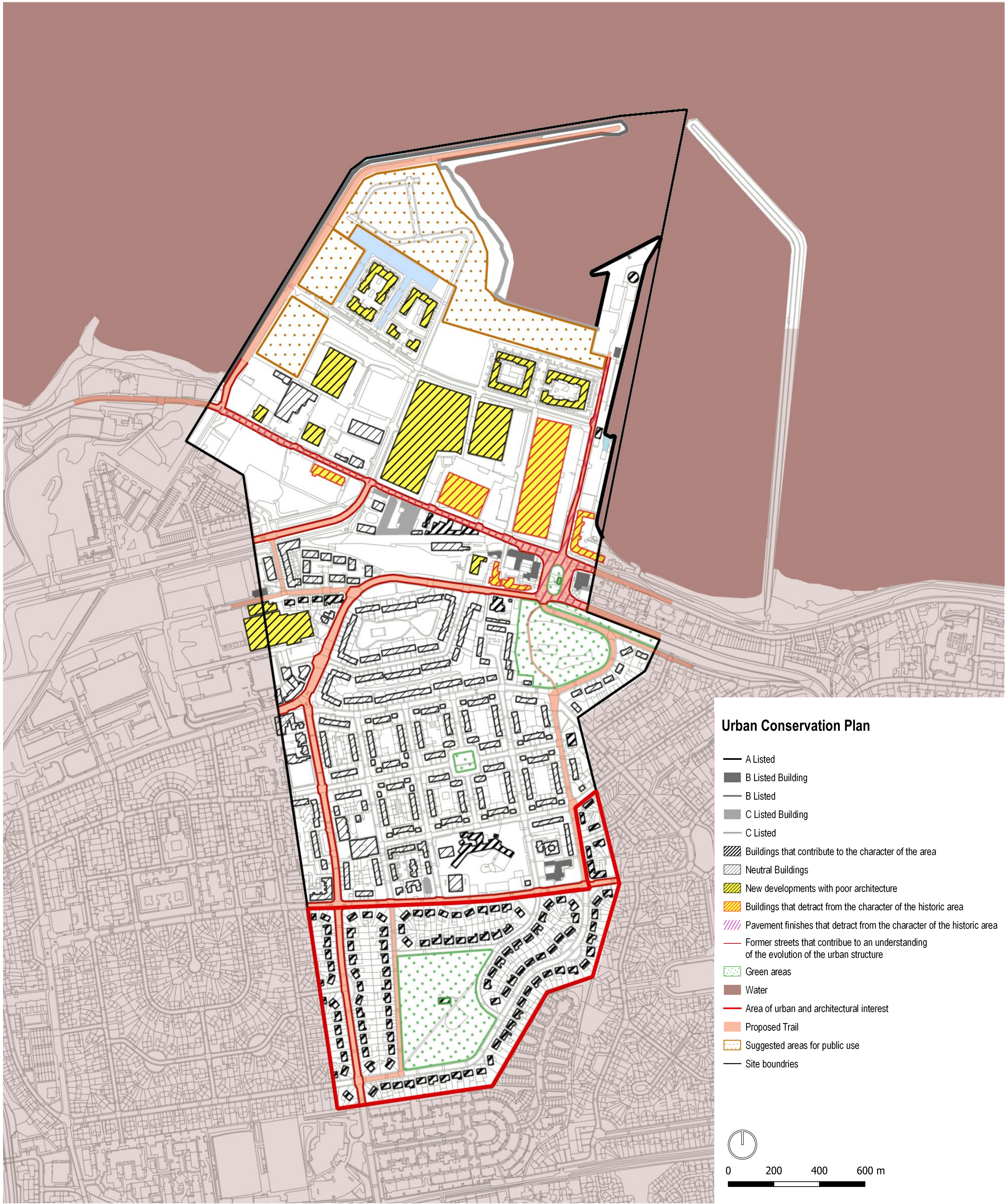
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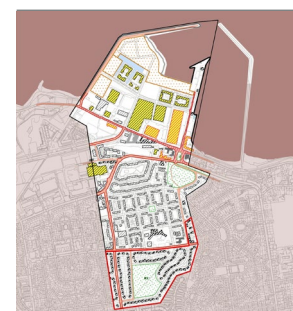


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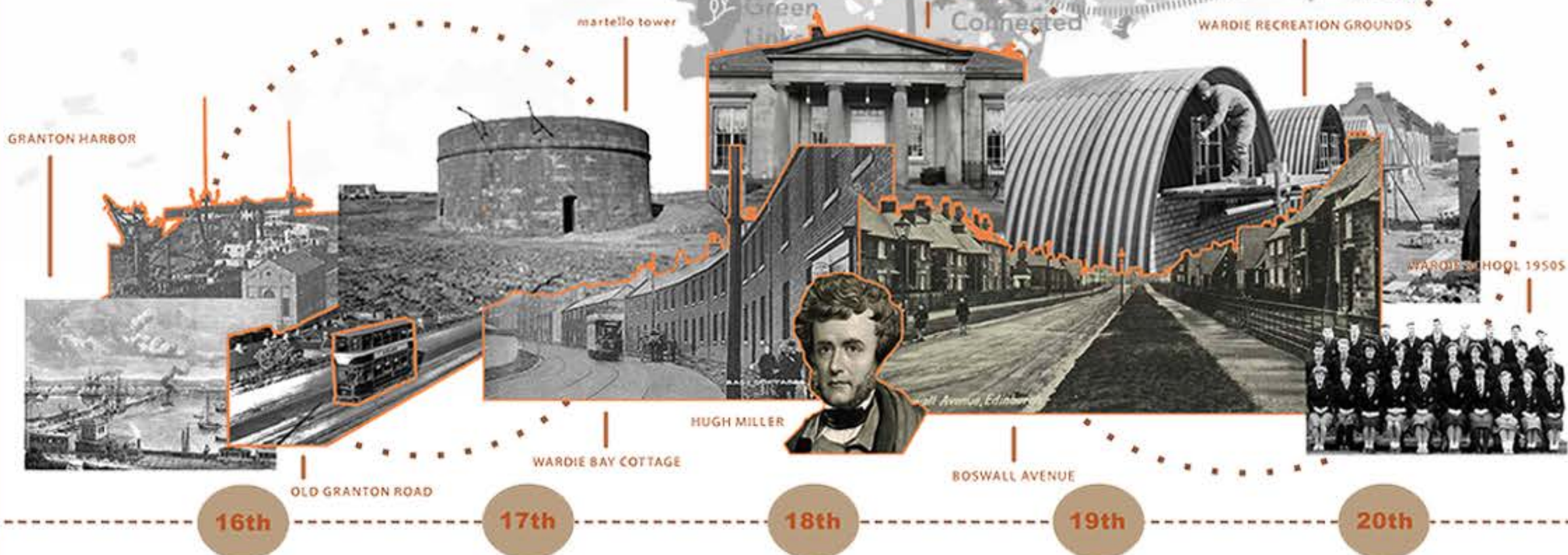
## INTRODUCTION

The Urban conservation project at site 4 in Leith, Edinburgh, encompasses the areas of Wardie Bay, Wardie, Granton and Trinity. The project aims to provide a comprehensive understanding of the historical development of this Urban landscape. The study focuses on two main arterial roads, Lower Granton Road, which runs parallel to the beach and waterfront, and Granton Road, connecting these three distinct areas.

The primary objective is to gain insights into the Geographical, social and economic contexts that have shaped the evolution of this urban environment. By employing Urban conservation methodologies, the project seeks to characterise the area concerning its historic development, physical fabric, and function as a community. Through a critical appraisal of these complex interactions, the project aims to develop skills for evaluating the consequences of urban conservation decisions.

Furthermore, the project endeavours to cultivate an understanding of the requirements for effective urban conservation management, with a particular emphasis on the social and economic components. This holistic approach acknowledges the intricate interplay between the built environment, societal dynamics, economic factors and collective data to come up with sustainable Urban strategies.

## HISTORICAL TIMELINE



• Rough Wooing  
• French Occupation of Leith

• Cromwell takes Edinburgh  
• Builds citadel at Leith

• Leith fort Constructed  
• Boswell House built by Sir Alexander Boswell  
• First dry docks constructed

• 1809 - Construction of Martello Tower  
• 1822- King George VI Lands at Leith  
• 1830- Challenger Lodge  
• 1838 - Granton Harbor  
• 1845 - Granton Road  
• 1850's - Wardie Bay Cottages  
• Late 18th early 19th - Most houses built in the Trinity Area

• 1920's - Construction of more residential areas such as Boswall Avenue  
• 1931- Wardie School opens  
• WWII - Wardie Playing fields repurposed  
• 1969 - Hugh Miller begins fossil hunting on Wardie Bay  
• 1977 - Hospice Opens  
• 1987 - Failed proposal to fill in Wardie bay to take 'reclaim land'

## SITE AREA



## TRINITY CONSERVATION AREA



## GRANTON & DISTRICT COMMUNITY COUNCIL AREA



## CURRENT EVENTS



Trinity Conservation Area Boundary  
Overlapping area

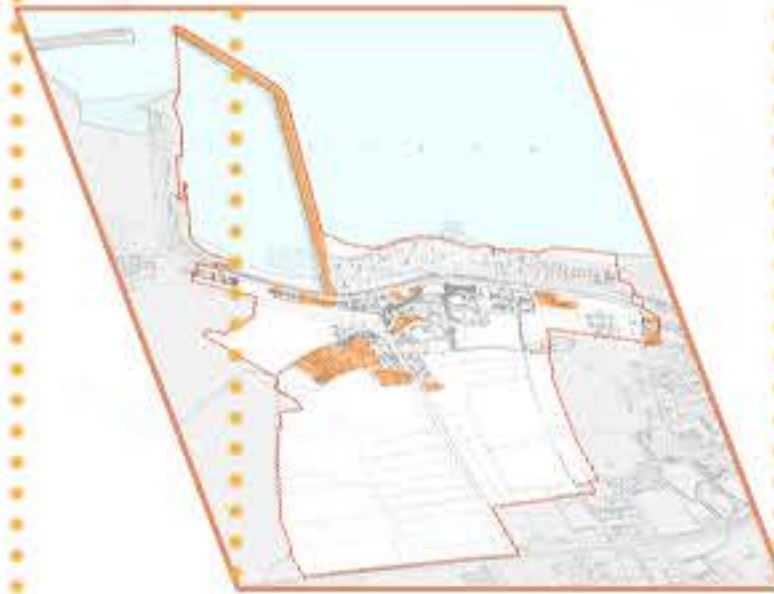
Granton Area  
Overlapping area



## URBAN MORPHOLOGY



1848



1915



1939

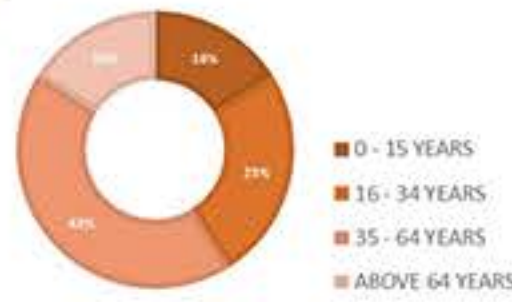


1996

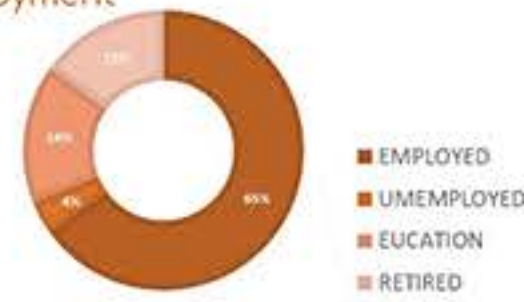


2000s

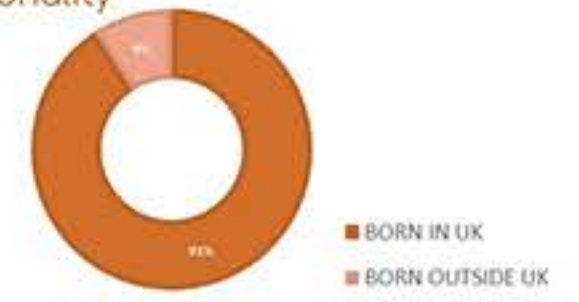
### Age



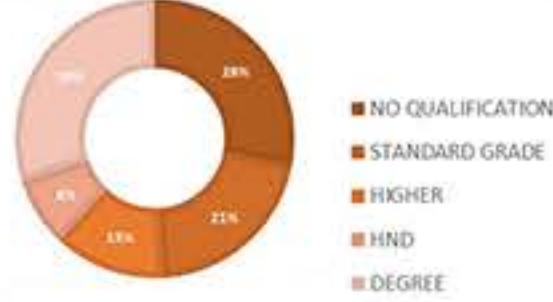
### Employment



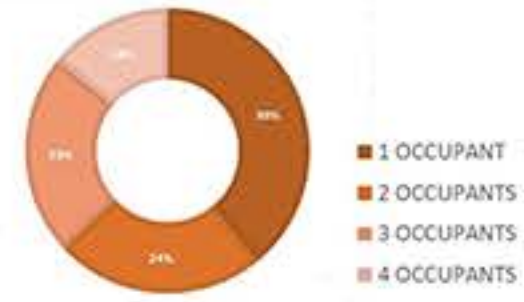
### Nationality



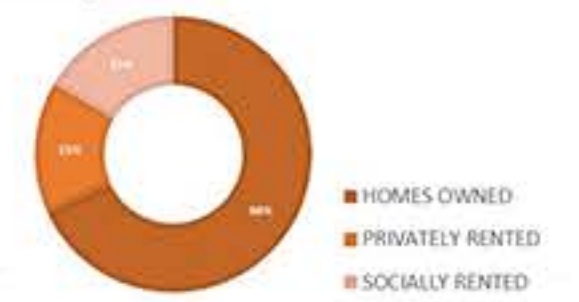
### Education status



### Household



### Ownership



Area	Area of plot	Built up area	GCD	Number 1	Number 2	Open space ratio
Granton	500	300	100	5	3	5:3
Wardie	150	200	50	3	4	3:4
Trinity	700	2250	50	14	45	14:45

## COMMUNITY

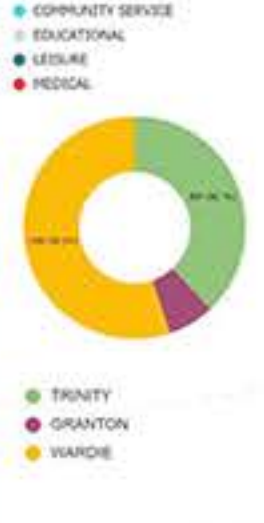


To understand in detail about the sudden change in character of houses in these three areas of study is by doing a built-up to open space ratio. From the table, we observe that Trinity has larger plots compared to Wardie and Granton. Additionally, Trinity offers more open spaces, with a higher ratio of frontal gardens and backyards. This indicates that Trinity has a more spacious layout and a greater emphasis on green areas within its residential properties.

## ARCHITECTURAL TYPOLOGY



## URBAN ANALYSIS





## SWOT ANALYSIS

### RECOMMENDATION(D ESIGNATED OPEN SPACE)

Wardie Beach  
-Scientific Importance  
-Community Importance

Wardie Field  
-Rain Catchment Area  
-Distinctive Urban Character

### OPPORTUNITIES

Opportunities  
Commercialisation  
Connectivity with the city

### RECOMMENDATION(U RBAN DEVELOPMENT)

We are proposing the tram line to run along the granton road. The reason is that the Granton road is connected to most of the public spaces in our site (The Granton ground, primary school, Hospice building). Moreover, the people of Wardie live in shared houses and many don't own cars and that way they rely on public transport for transit. But the tram stop ends at Granton haven, so how can we link the tram line to our route is a question that was our focus in the study area. The proposal will solve a lot of problems like the accessibility & differences in the areas of trinity & Granton & Wardie)

### STRENGTH

**Strength**  
Significant number of listed buildings  
Valuable green and public spaces  
Strong sense of community  
General good condition of architectural fabric

### RECOMMENDATION(C ONSERVATION AREA)

The proposed conservation area should mandate the following rules:

Scottish slate tiled roofs and rainwater goods in cast iron, zinc, or aluminum, painted black or match brickwork.

Preservation of architectural features like skewes, chimney heads, and chimney pots.

Use of porous paint for facades if any external alterations done in future to avoid damage of original masonry

Preservation of original 6 over 6 paned sash windows, finished in white after any future repairs.

### WEAKNESS

**Weakness**  
Lack of public facilities  
Accessability  
Lack of gap sites



### THREATS

**Threats**  
Rising sea level  
Exposure to harsh coastal conditions  
Use of modern materials  
Privately ownership of the bay

### RECOMMENDATION(P UBLIC FACILITY IMPROVEMENT)

Public Toilets  
Washrooms  
Lockers  
Waste Bins  
Benches





Legend

Topographic Line

Designated Open Space (Field)

Designated Open Space (Beach)

Existing Conservation Area

Proposed Conservation Area

Area of Investigation

