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***BOUNCING BACK:  
the architecture and industries of Fountainbridge, Edinburgh***

**LOCATION, HISTORY AND DEVELOPMENT  
Section 2**

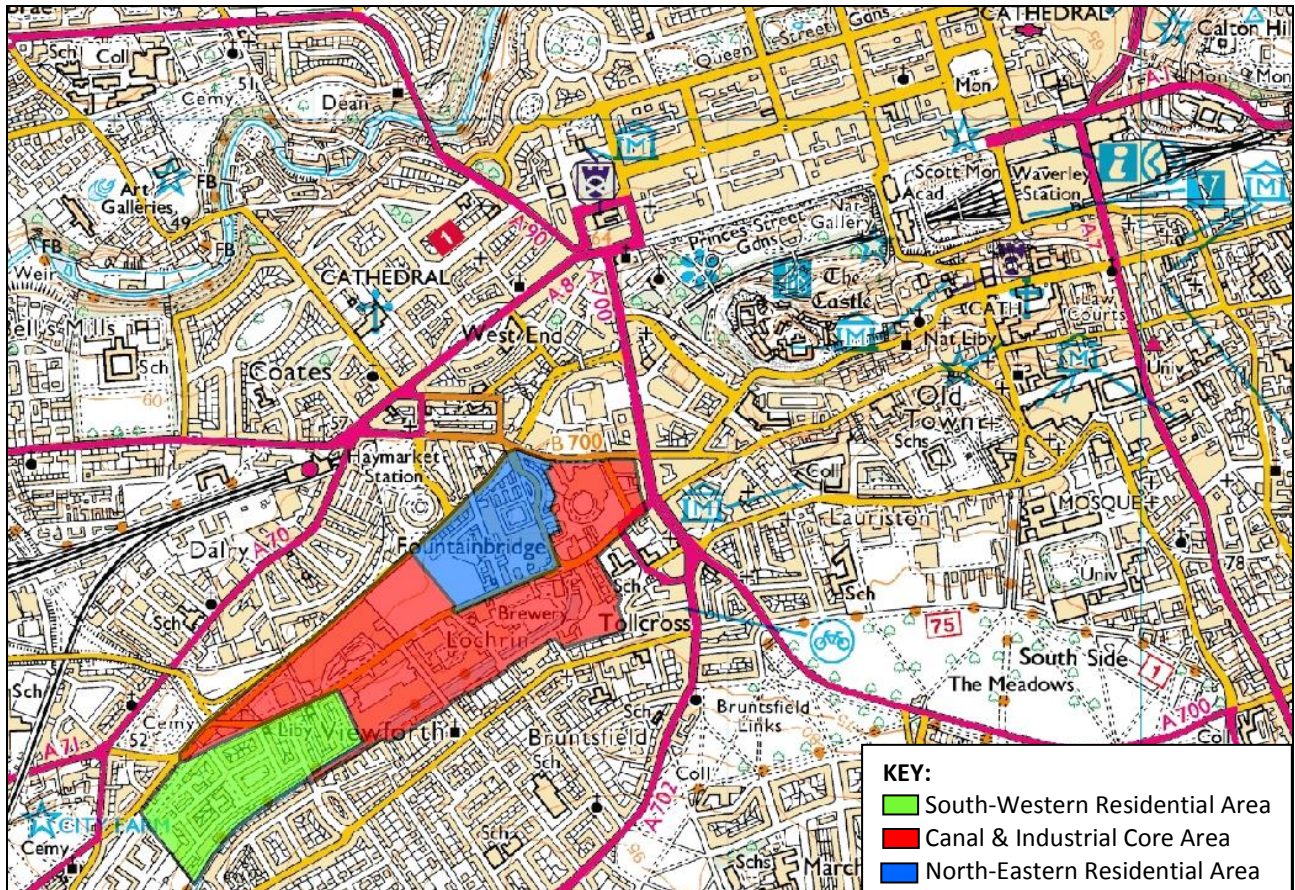


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2017

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## 2. Location, History and Development



**Figure 1:** Map showing location of Fountainbridge survey area within Edinburgh City

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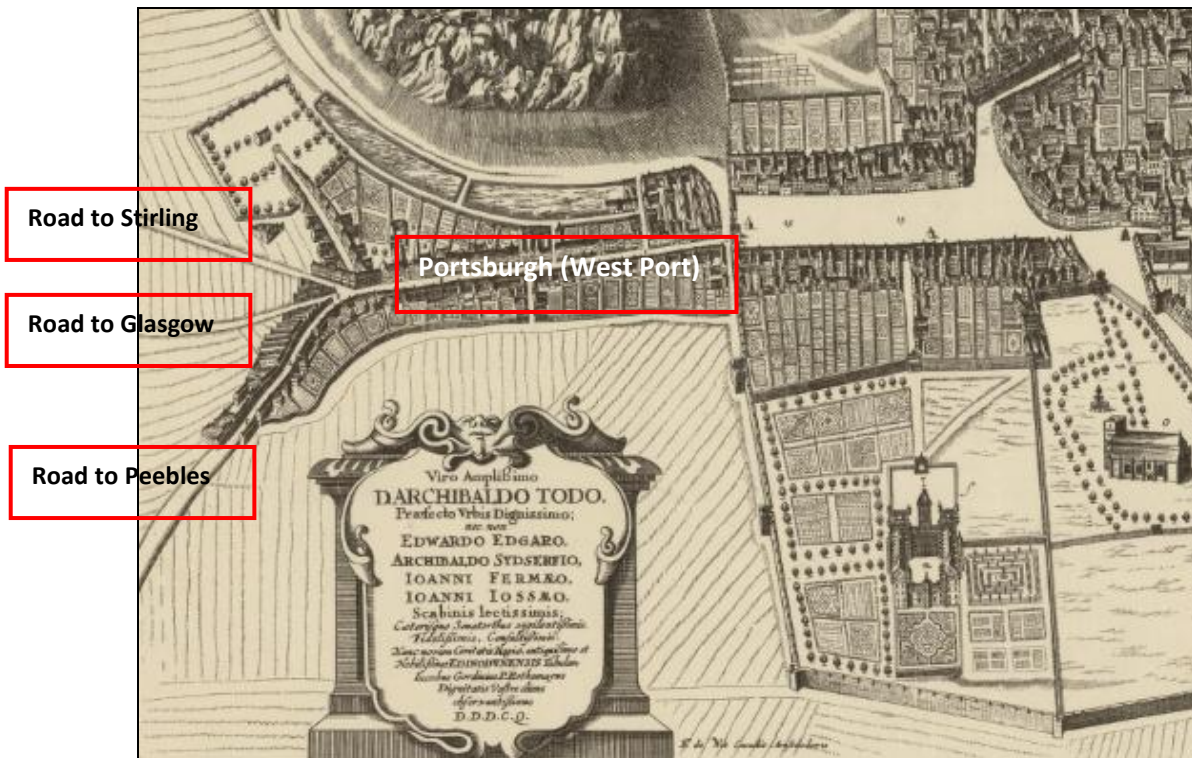
### 2.1 Location

The city of Edinburgh grew from two adjoining medieval burghs: Edinburgh and Canongate. The Fountainbridge area is close to the city centre, and to the western edge of the former burgh of Edinburgh.

### 2.2 History and Development

At the beginning of the 19<sup>th</sup> century Edinburgh covered only a small fraction of its current area. The traditional western extent of the burgh had been at the West Port, in the Grassmarket. By the 17<sup>th</sup> century a small suburb had grown up outside this boundary, centred on the main road which led towards the west of the country. Now known as West Port, the road and the area were known as Portsburgh at this time.

As shown in **Figure 2**, at the end of Portsburgh, exiting the city, the road split into three. Running west along what is now Bread Street and Morrison Street was the road to Stirling. Running south-west was the road now known as High Riggs, running into Home Street, Leven Street, Barclay Place and Bruntsfield Place. This was the road to Peebles and West Linton. In between the two ran Fountain Bridge, now Fountainbridge. This was the road to Glasgow. Over time, all three were linked up by a network of new thoroughfares.



**Figure 2:** Extract from James Gordon of Rothiemay's 'Bird's Eye View of Edinburgh', 1647, showing three-way split in roads at west of burgh (Reproduced with the permission of the National Library of Scotland)

This three-way split in the road is represented cartographically as early as James Gordon of Rothiemay's map of 1647 (**Figure 2**). Over the next century the city limits changed little in this area: in William Edgar's map of 1765 Fountainbridge is not shown, the city still ending in Portsburgh. It was good transport links that sowed the seeds from which the Fountainbridge area would grow and which would continue to be a crucial factor in its development, shaping the landscape and industries of Fountainbridge in the centuries to come.

Fountainbridge was created out of the Dalry (or Brandfield) Estate, bounded by Dalry Road to the west, Morrison Street to the north, Semple Street in the east and Henderson Terrace (junction with Dalry Road), Dundee Street and Fountainbridge (junction with Semple Street) to the south. In the late 17<sup>th</sup> century the area was known as 'Foullbridge', or the bridge or ford which crossed the Foullburn or common sewer (Dalry Burn). This bridge was sited around the north end of Gilmore Park. The name Fountainbridge became more commonly used by the mid-18<sup>th</sup> century, taking its name from a well opposite the south end of Grove Street.<sup>1</sup>

'Fountain Bridge' first appears as a name on the western edge of Alexander Kincaid's map of 1784 (see **Figure 3**), as part of the road to Glasgow. Kincaid's map shows the area developing along the main routeways, including the western side of an unnamed route which became Semple Street forming the western boundary of 'Richmond's Nursery' (the western part of what became Port Hopetoun), along with a cluster of buildings at its north end (which became Semple's Close or Court, now gone). Some of these buildings were formed around courtyards which suggests some form of business activity taking place, including the Semple Brewery. Semple Street had been named by at least 1793 when one 'James Anth[on]y, manufacturer, Semple's Street, Castlebarns' is listed in the street directory that year.<sup>2</sup>

<sup>1</sup> Easton, Drew (ed), 1988, *By the Three Great Roads, A History of Tollcross, Fountainbridge and the West Port*, Aberdeen, p 10

<sup>2</sup> *The Edinburgh Directory, July 1793 to July 1794*, Edinburgh, p 59



**Figure 3:** Extract from Alexander Kincaid's 'Plan of the City and Suburbs of Edinburgh', 1784, showing beginnings of development on Fountainbridge (Reproduced with the permission of the National Library of Scotland)

By the time of John Ainslie's map of 1804 (see **Figure 4**) there was only intermittent building to the west of Semple Street. The surrounding area was largely open fields, divided amongst a small number of very large landowners. There were several country houses in the area. Most notable were North Merchiston House (which stood where Tay Street now crosses Bryson Road) and Bainfield House (which stood in what is now Gibson Terrace). North Merchiston House was built in 1760 for the architect John Adam (1721-92),<sup>3</sup> and prior to its demolition in the late 1870s, was latterly owned by James Walker Esq of Dalry House (1790-1856)<sup>4</sup> whose estate ultimately included the land between Polwarth Gardens and Dundee Street, and the land on either side of what became the West Approach Road.<sup>5</sup>

<sup>3</sup> [http://www.scottisharchitects.org.uk/architect\\_full.php?id=406513](http://www.scottisharchitects.org.uk/architect_full.php?id=406513) [Accessed 23/08/2017]

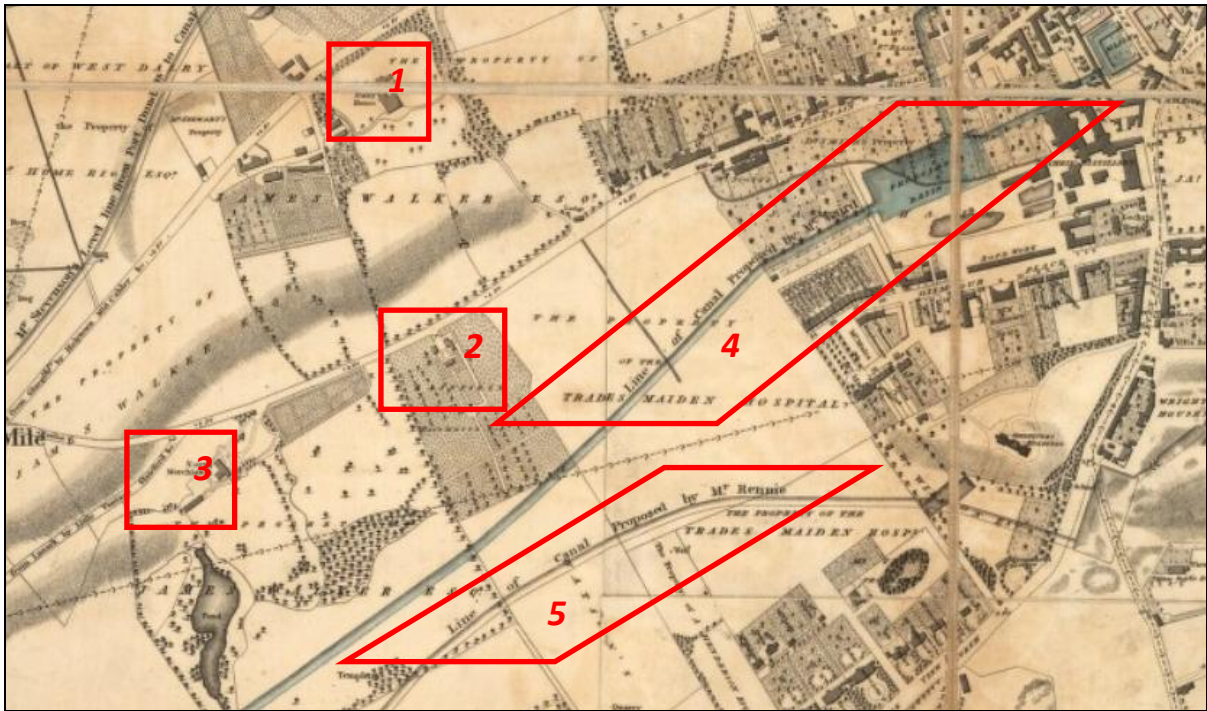
<sup>4</sup> [http://www.wikitree.com/wiki/Walker\\_Esquire\\_Of\\_Dalry-1](http://www.wikitree.com/wiki/Walker_Esquire_Of_Dalry-1) [Accessed 23/08/2017]

<sup>5</sup> <http://edinburghpastandpresent.com/merchiston/4553844105> [Accessed 23/08/2017]



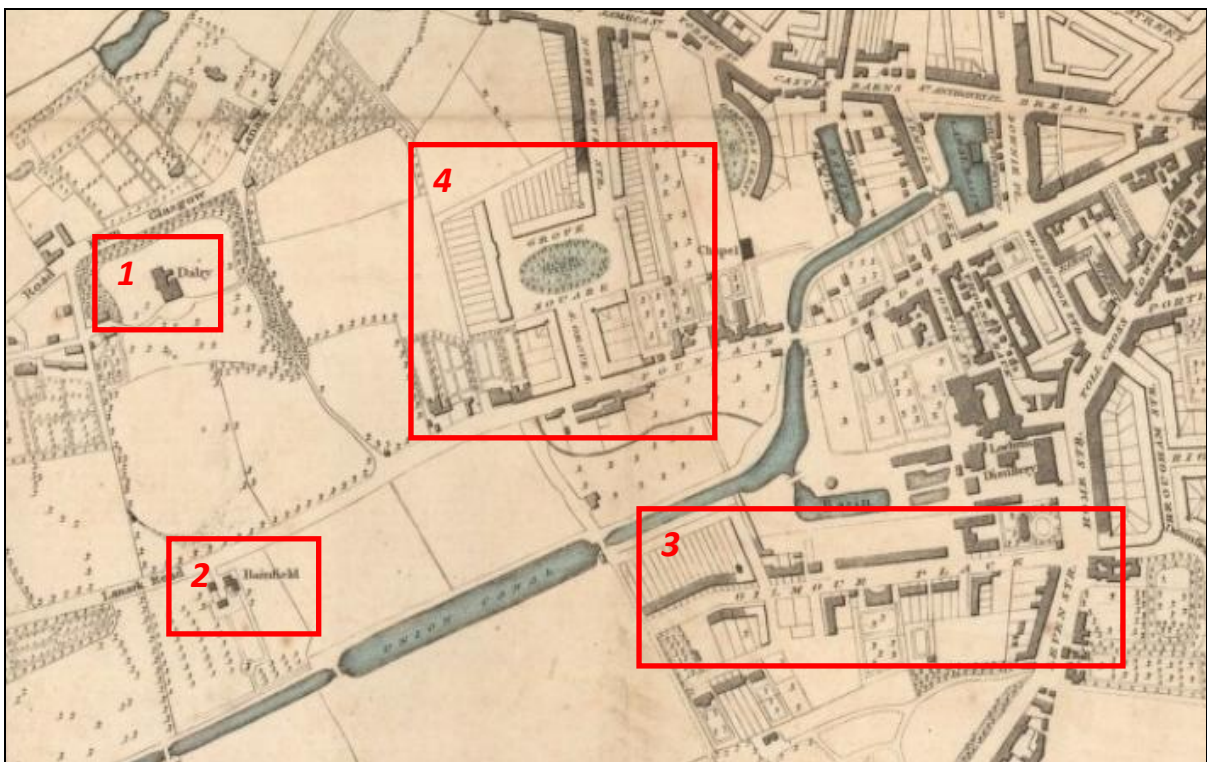
**Figure 4:** Extract from John Ainslie's 'Old and New Town of Edinburgh and Leith with the proposed docks', 1804 (Reproduced with the permission of the National Library of Scotland)

Robert Kirkwood's map of 1817 (see **Figure 5**) shows a lot of open land on either side of the road. Kirkwood's map is the first indication of what is to come, with two proposed routes for a canal noted: a southern route 'Proposed by Mr Rennie' (**5** on map extract in **Figure 5**) ending with a basin to the south of Gillespie's Hospital; and a northern route 'Proposed by Mr Baird' (**4**) which follows very closely the eventual line taken by the Union Canal when it was constructed between 1818 and 1822. By the time of James Kay's map of 1836 (see **Figure 6**) the canal was fully established with three basins at Lochrin, Port Hamilton and Port Hopetoun. The water from the canal was used for production purposes by those industries that appeared in the Fountainbridge area throughout the 19th century. The railway to the north of the area had not yet been constructed.



**Figure 5:** Extract from Robert Kirkwood's 'Plan of the City of Edinburgh and its environs', 1817, showing Dalry House (1); Bainfield (2); North Merchiston House (3); Line of canal proposed by Mr Baird (4); and Line of canal proposed by Mr Rennie (5) (Reproduced with the permission of the National Library of Scotland)

James Kay's map of 1836 (Figure 6) still shows a very rural landscape west of the basins with the estates of Dalry (1) and Bainfield (2) sitting in their landscaped grounds, although development was starting to spread westwards with Gilmore Place (3) beginning to stretch out to the south of the canal. Grove Square (4) was not built as depicted, with only the southern section of Grove Street being constructed.



**Figure 6:** Extract from James Kay's 'Plan of Edinburgh', 1836, showing canal as built (Reproduced with the permission of the National Library of Scotland)

The pace of change in the area was to increase after the canal was completed, linking Edinburgh and Glasgow and greatly improving the efficiency of the transportation of raw materials (such as Lanarkshire coal) and finished goods in both directions. While the area to the south was seeing residential development along new streets such as Gilmore Place, Viewforth and Bruntsfield Place, Fountainbridge saw a huge number of industrial developments beside the canal and, especially, at the three basins: Port Hopetoun (to the east of Semple Street), Port Hamilton and, to the south, Lochrin.



**Figure 7:** View of entrance to [Port Hamilton](#), 1900-30 (copied 2009) (Francis M Chrystal Collection, SC785601 ©Crown copyright HES)



**Figure 8:** View of [Port Hopetoun](#), 1900-30 (copied 2009) (Francis M Chrystal Collection, SC785604 ©Crown copyright HES)



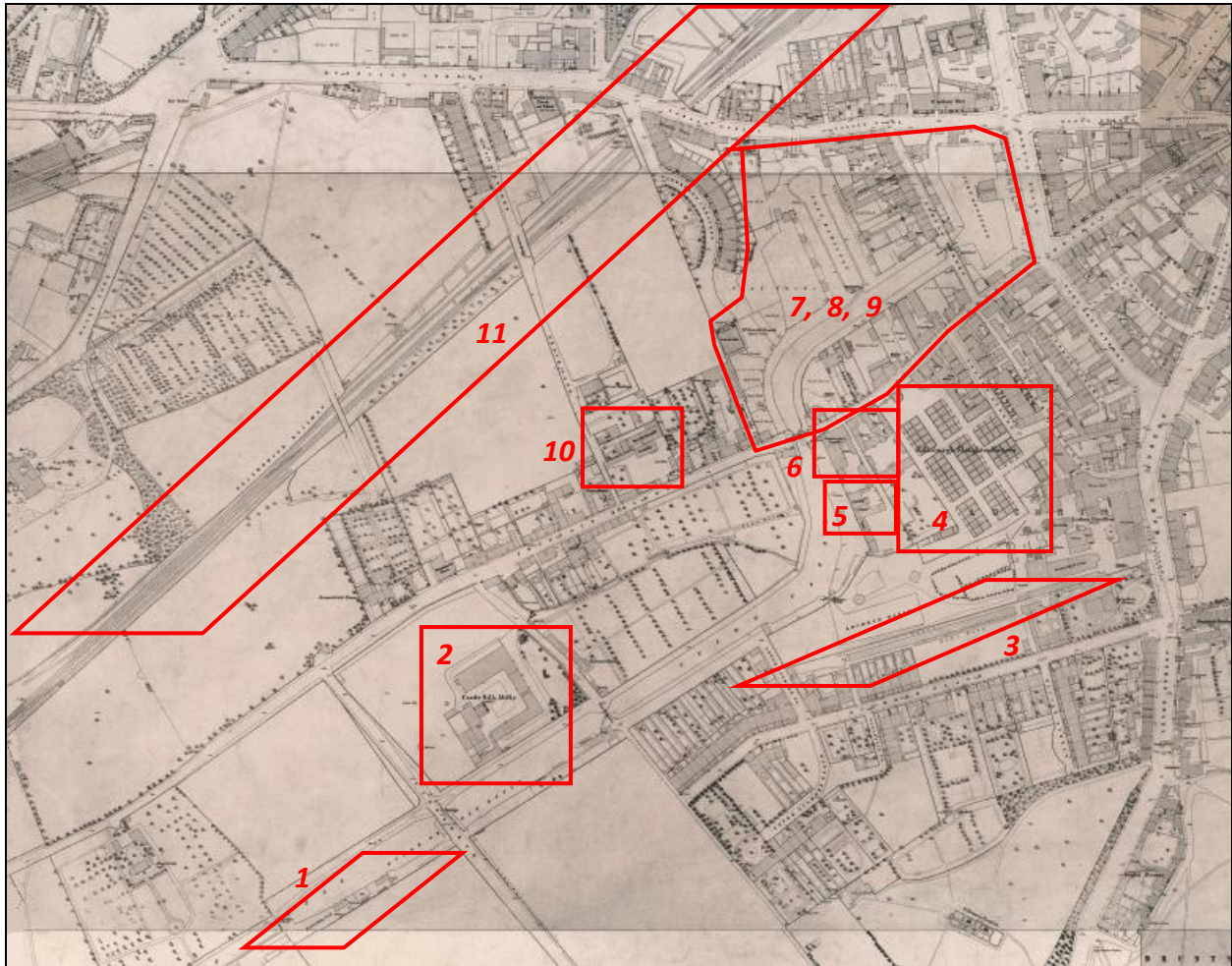
**Figure 9:** View of [Union Canal](#) looking east towards Yeaman Place, Watson Crescent on left and Temple Park Crescent on right, 1900-30 (copied 2003) (Francis M Chrystal Collection, SC785592 ©Crown copyright HES)



**Figure 10:** View of Union Canal looking east towards Lochrin Basin, with North British Rubber Works on left, 1900-30 (copied 2009) (Francis M Chrystal Collection, SC785621 ©Crown copyright HES)



The Ordnance Survey 1<sup>st</sup> Edition 1:1056 map of 1852 (see **Figure 11**) shows a boat building yard (**1**), Castle Silk Mills (**2**), a rope walk (**3**), Edinburgh Slaughter Houses (**4**), a saw mill (**5**), Hopetoun Iron Foundry (**6**), at least thirteen coal yards (**7**), two timber yards (**8**), a stone yard (**9**) and a bronze foundry (**10**), all adjacent to the canal and its basins.



**Figure 11:** Extract from Ordnance Survey 1<sup>st</sup> Edition 1:1056 map, 1852, showing various industries (numbered **1** to **10**) around canal, and Caledonian Railway (**11**) (Reproduced with the permission of the National Library of Scotland)

Great improvement that the canal was, it was to be overshadowed by a further transport revolution. In 1842 train services began to run along the newly-constructed line between Glasgow Queen Street and Haymarket in Edinburgh's west end (the line's eastern terminus at that time)<sup>6</sup>. By 1849 the canal had been eclipsed to the point where it was bought over by the Edinburgh & Glasgow Railway Company.<sup>7</sup> Of greater importance to the Fountainbridge area, however, was the Caledonian Railway (**11** on map in **Figure 11**) which cut through the northern boundary of the area, bringing with it goods yards and foundries. This line ran from Carlisle to Edinburgh, opening in 1848.<sup>8</sup> Initially, the line terminated at Caledonian Railway Station, the site of which is now occupied by the Sheraton Hotel and Festival Square. Subsequently, this station became a goods station, with Princes Street Station and Caledonian Hotel built in 1890 as the new passenger terminus, at the west end of Princes Street. This railway had two major impacts on Fountainbridge. Firstly, it reinforced its position as a location with excellent transport links for industry. Secondly, it created a physical boundary between the industrialising area and still-rural Dalry to the north.

<sup>6</sup> [https://www.railscot.co.uk/Edinburgh\\_and\\_Glasgow\\_Railway/index.php](https://www.railscot.co.uk/Edinburgh_and_Glasgow_Railway/index.php) [Accessed 23/08/2017]

<sup>7</sup> <https://www.scottishcanals.co.uk/heritage/union-canal/> [Accessed 23/08/2017]

<sup>8</sup> [https://www.railscot.co.uk/Caledonian\\_Railway/index.php](https://www.railscot.co.uk/Caledonian_Railway/index.php) [Accessed 23/08/2017]

Ultimately, however, the railway also lost its place to road transport when it was closed in 1964<sup>9</sup> and replaced by the West Approach Road in 1974<sup>10</sup>.



**Figure 12:** Extract from Ordnance Survey 1<sup>st</sup> Edition 1:1056 map, 1852, showing Caledonian Railway Station as eastern terminus on Lothian Road (Reproduced with the permission of the National Library of Scotland)



**Figure 13:** View of West Approach Road on the day it opened, December 1974 (©The Scotsman, copied from SCRAN: <http://www.scran.ac.uk/database/image.php?usi=000-000-541-602-R&csi=000-000-541-602-C&scache=3db7adnmk0&searchdb=scran>)

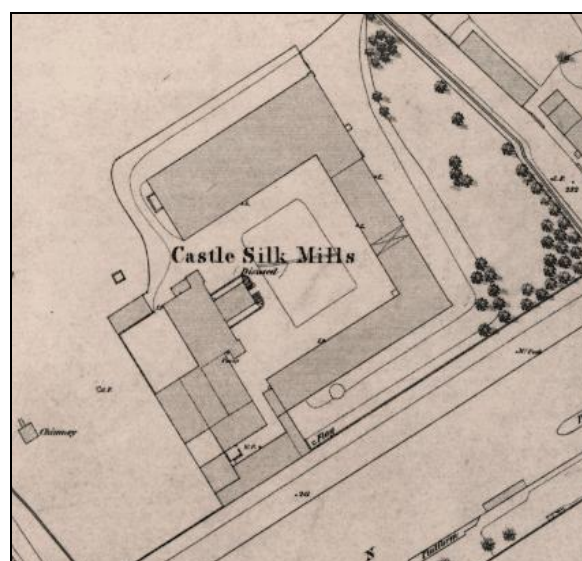
<sup>9</sup> [https://www.railscot.co.uk/Dalry\\_Road\\_Lines/index.php](https://www.railscot.co.uk/Dalry_Road_Lines/index.php) [Accessed 23/08/2017]

<sup>10</sup> <http://www.scran.ac.uk/database/record.php?usi=000-000-541-602-C&scache=5h0v3c2rjs&searchdb=scran> [Accessed 23/08/2017]

In 1848 the Upper Grove Place/Brandfield Street/Rosemount area was still largely open ground. Alfred Lancefield's map of 1851 (see **Figure 14**) depicts the Silk Mills which were to form part of the Rubber Works, though these had a very short life, being noted as 'Disused' by the time the Ordnance Survey map was published in 1852 (see **Figure 15**). By this date both the canal and railway were forming boundaries to the north and south of the area now defined as Fountainbridge. Industries were beginning to set up adjacent to both transport routes, with the Silk Mills, a bronze foundry and Hopetoun Iron Foundry to name but a few.



**Figure 14:** Extract from Alfred Lancefield's 'Johnston's Plan of Edinburgh & Leith', 1851, showing Castle Silk Mills (1), along with the estates of North Merchiston (2), Dalry House (3) and Bainfield (4) (Reproduced with the permission of the National Library of Scotland)



**Figure 15:** Extract from Ordnance Survey 1<sup>st</sup> Edition 1:1056 map, 1852, showing 'Disused' Castle Silk Mills (Reproduced with the permission of the National Library of Scotland)

One of the major industrial players in Fountainbridge appeared on the scene in 1856, when the site of the disused Castle Silk Mills was acquired by Henry Lee Norris (1813-81),<sup>11</sup> an American entrepreneur from New Jersey, and his friend Spencer Thomas Parmelee (1805-75)<sup>12</sup> from New Haven, Connecticut.<sup>13</sup> They had come to Scotland looking to set up a factory to produce India-rubber overshoes and boots, using a process patented by Charles Goodyear (1800-60).<sup>14</sup> They set up a limited company in 1857 under the name North British Rubber Company,<sup>15</sup> a name which was to become synonymous with the Fountainbridge area. The works expanded greatly during its history, eventually covering almost the entire south side of Fountainbridge to the canal. The works played a prominent part in both World Wars, after becoming the main manufacturer of wellingtons and trench boots for the army in WWI. Although the factory diversified its range of products, during WWII it again made a significant contribution to the war effort, when a total of 9,000 workers were employed at the factory, which was operating 24 hours a day.<sup>16</sup>

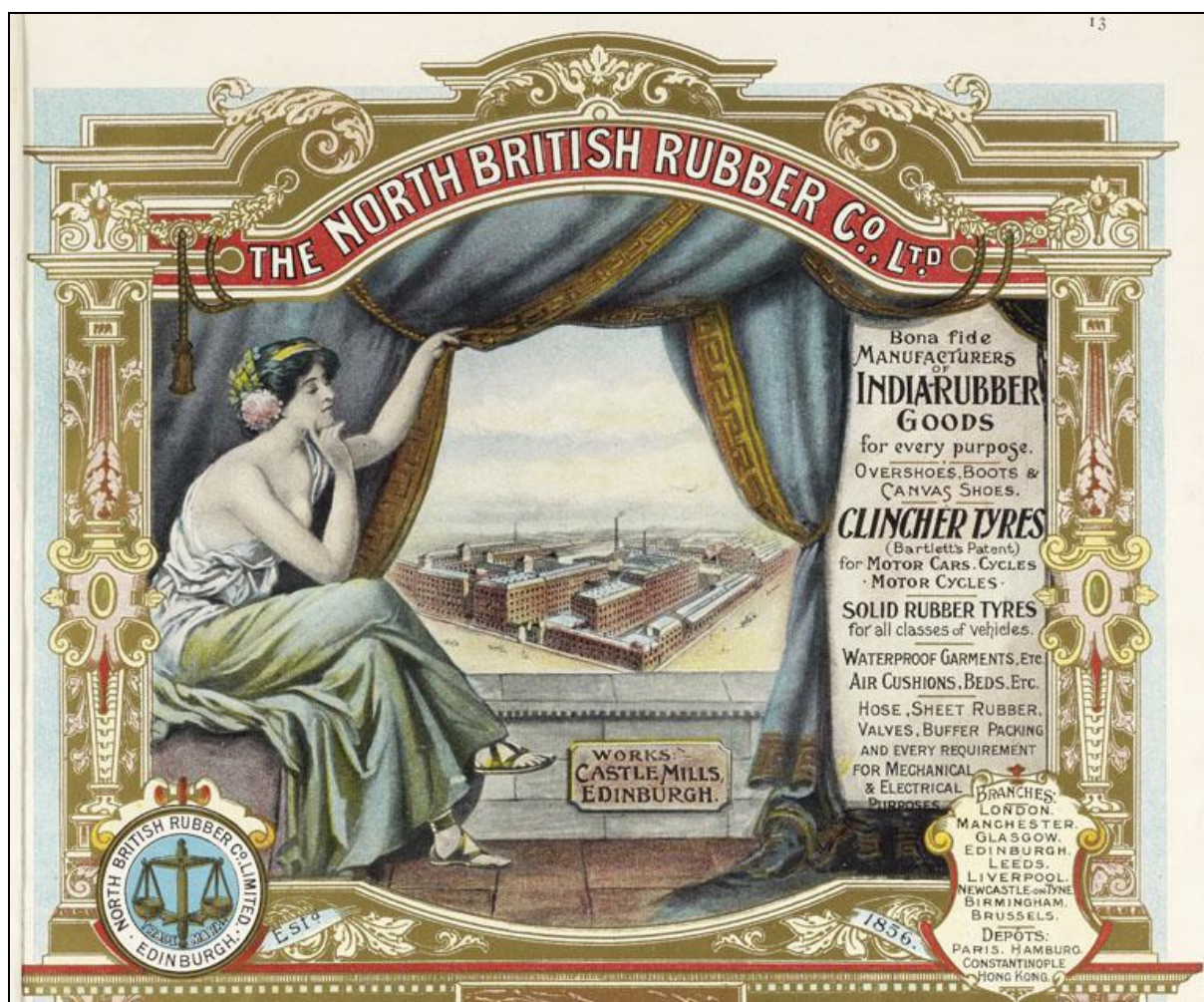


Figure 16: Advertisement for the North British Rubber Company, 1905 (copied 2012) (DP144391 ©Crown copyright HES)

<sup>11</sup> <https://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=135273987> [Accessed 23/08/2017]

<sup>12</sup> <http://www.familycentral.net/index/family.cfm?ref1=4551:9168&ref2=4551:13871> [Accessed 23/08/2017]

<sup>13</sup> <http://www.nbrinklies.com/thestart1856-1890.html> [Accessed 23/08/2017]

<sup>14</sup> <https://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=406> [Accessed 23/08/2017]

<sup>15</sup> [http://www.gracesguide.co.uk/North\\_British\\_Rubber\\_Co](http://www.gracesguide.co.uk/North_British_Rubber_Co) [Accessed 23/08/2017]

<sup>16</sup> Scott, Ron (ed), n.d., *Stretch A Mile: North British Rubber Co*, Gorgie-Dalry Living Memory Project, p 5 (taken from digital copy on <http://www.nbrinklies.com/thestart1856-1890.html>) [Accessed 23/08/2017]

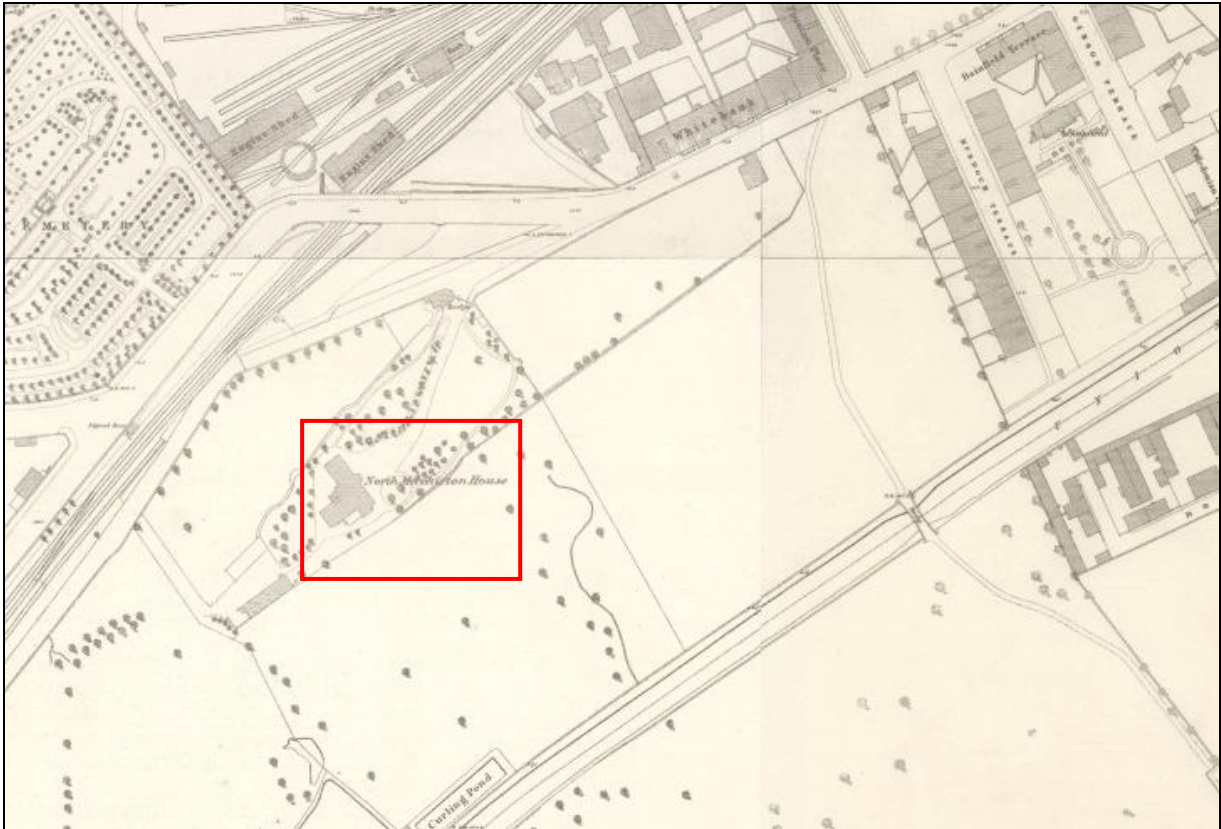


**Figure 17:** View of wellington boots being made at the North British Rubber Company, 1953 (©The Scotsman, copied from SCRAM: <http://www.scran.ac.uk/database/record.php?usi=000-000-037-212-C&scache=4q6fh25uo3&searchdb=scran>)

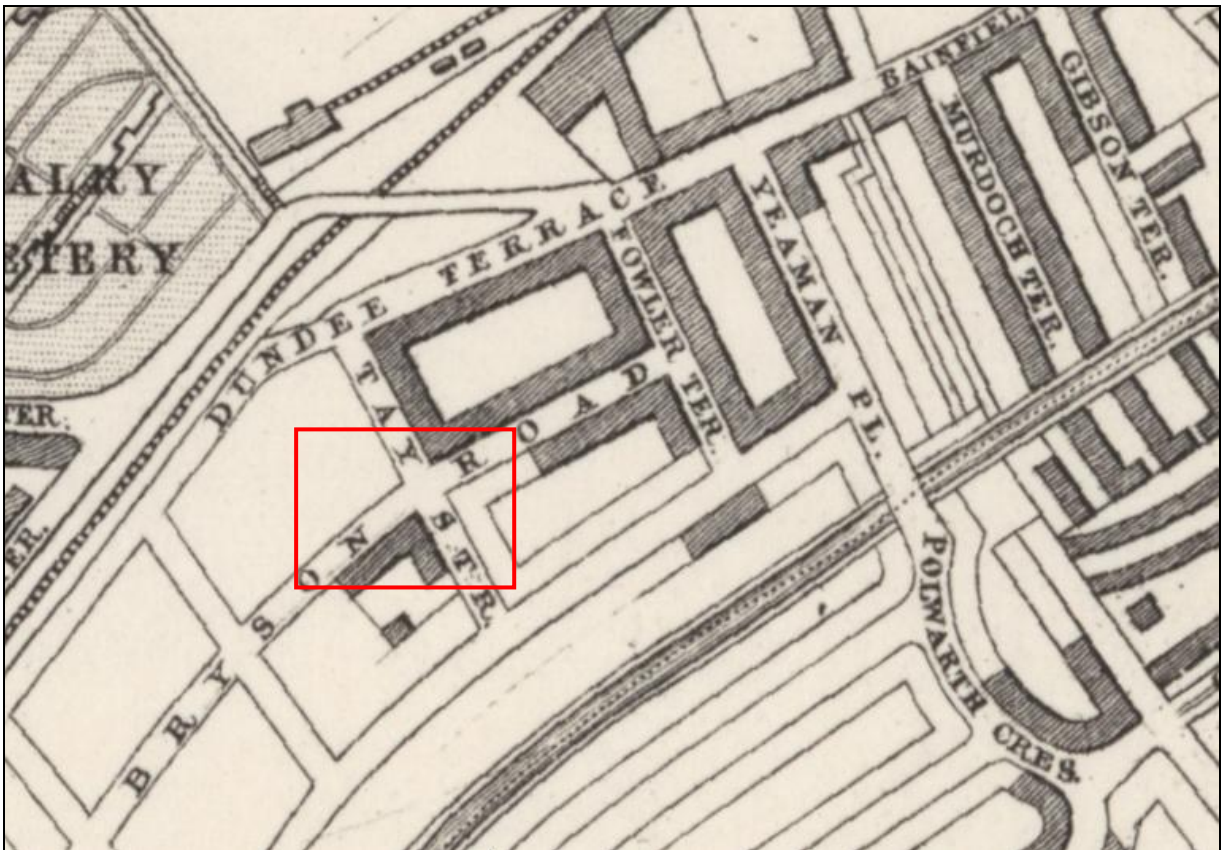
Other industries were attracted to the area including iron foundries, ropewalks, further coal and timber yards, warehouses, confectionery works, and McEwan's Fountain Brewery. To provide much-needed housing for the huge number of workers employed at these industries, the lands of the North Merchiston House estate were given over for development following demolition of the house in the late 1870s – North Merchiston House is still depicted on the Ordnance Survey 2<sup>nd</sup> Edition 1:1056 map of 1877 (see **Figure 18**), but is replaced with the outline of proposed, partially completed streets by the time of John Bartholomew's 'Plan of Edinburgh and Leith with Suburbs' in 1882 (see **Figure 19**). Between these dates the streets in the area were clearly laid out, and long rows of tenements began to be built, which would become the areas bounded by Dundee Terrace and Watson Crescent on the north side of the canal, and Temple Park Crescent to Polwarth Gardens on the south side. Development took several decades to complete due to the Scottish feuing system,<sup>17</sup> and significant periods of decline in the building industry in Edinburgh in the late 19<sup>th</sup>/early 20<sup>th</sup> century.<sup>18</sup> By the early 1900s the north area was complete, and the south area largely so, other than Polwarth Park, which was not developed until the late 1930s with a series of two-storeyed terraced houses accessed via a new cul-de-sac (Polwarth Park) or off Polwarth Gardens and Place, Temple Park Crescent and Harden Place. **Figures 20** and **21** below show the areas as they had developed by 1948. Both areas, to the north and south of the canal, were overwhelmingly residential from the outset.

<sup>17</sup> Rodger, Richard, 2001, *The Transformation of Edinburgh: Land, property and trust in the nineteenth century*, Cambridge University Press, pp 69-76

<sup>18</sup> *Ibid*, pp 174-5



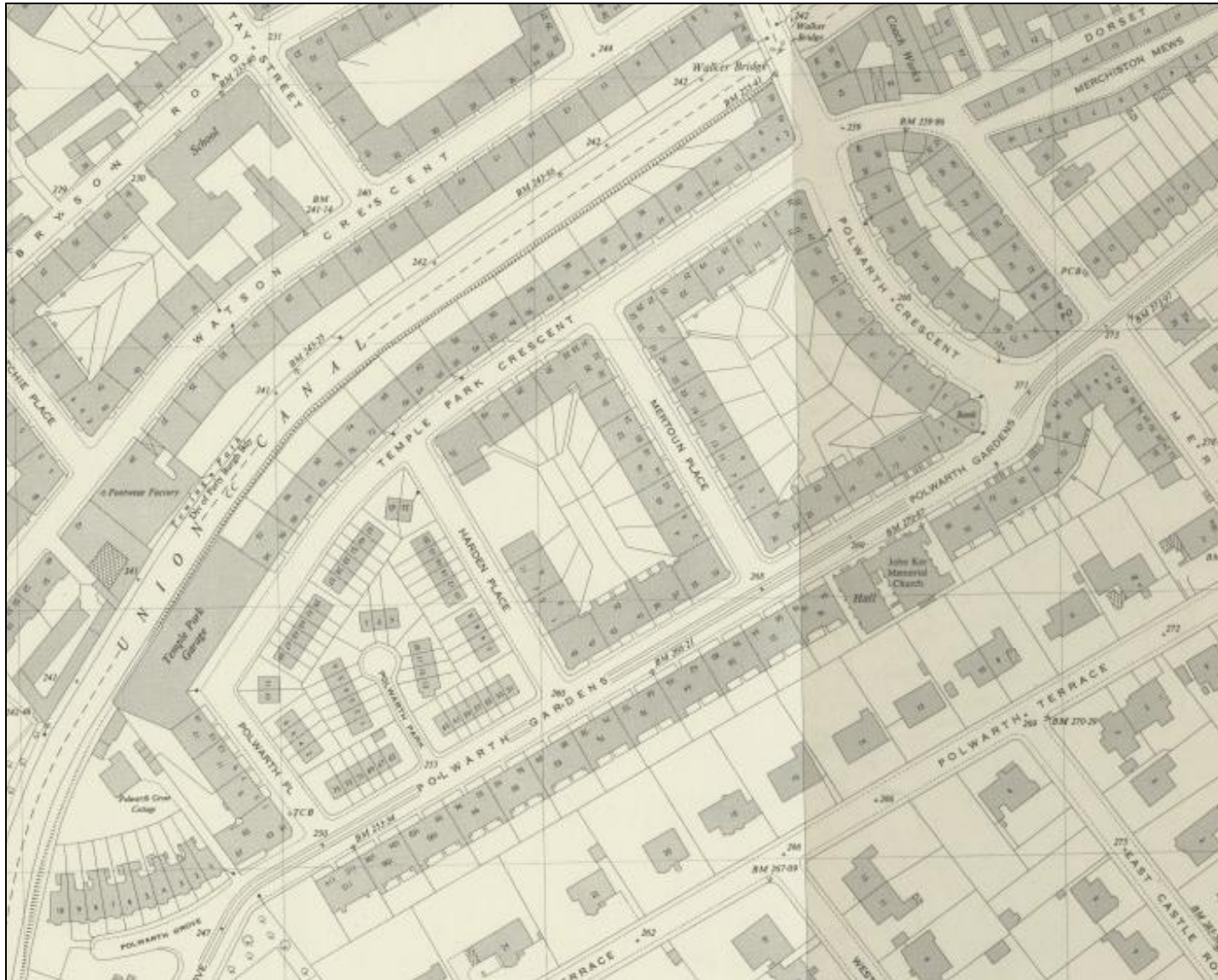
**Figure 18:** Extract from Ordnance Survey 2<sup>nd</sup> Edition 1:1056 map, 1877, showing North Merchiston House (Reproduced with the permission of the National Library of Scotland)



**Figure 19:** Extract from John Bartholomew's 'Plan of Edinburgh and Leith with Suburbs', 1882, with site of North Merchiston House replaced by new street layout (Reproduced with the permission of the National Library of Scotland)



**Figure 20:** Extract from Ordnance Survey Plan 36/2372 SE 1:1 250 map, 1948, showing street layout north of canal (Reproduced with the permission of the National Library of Scotland)

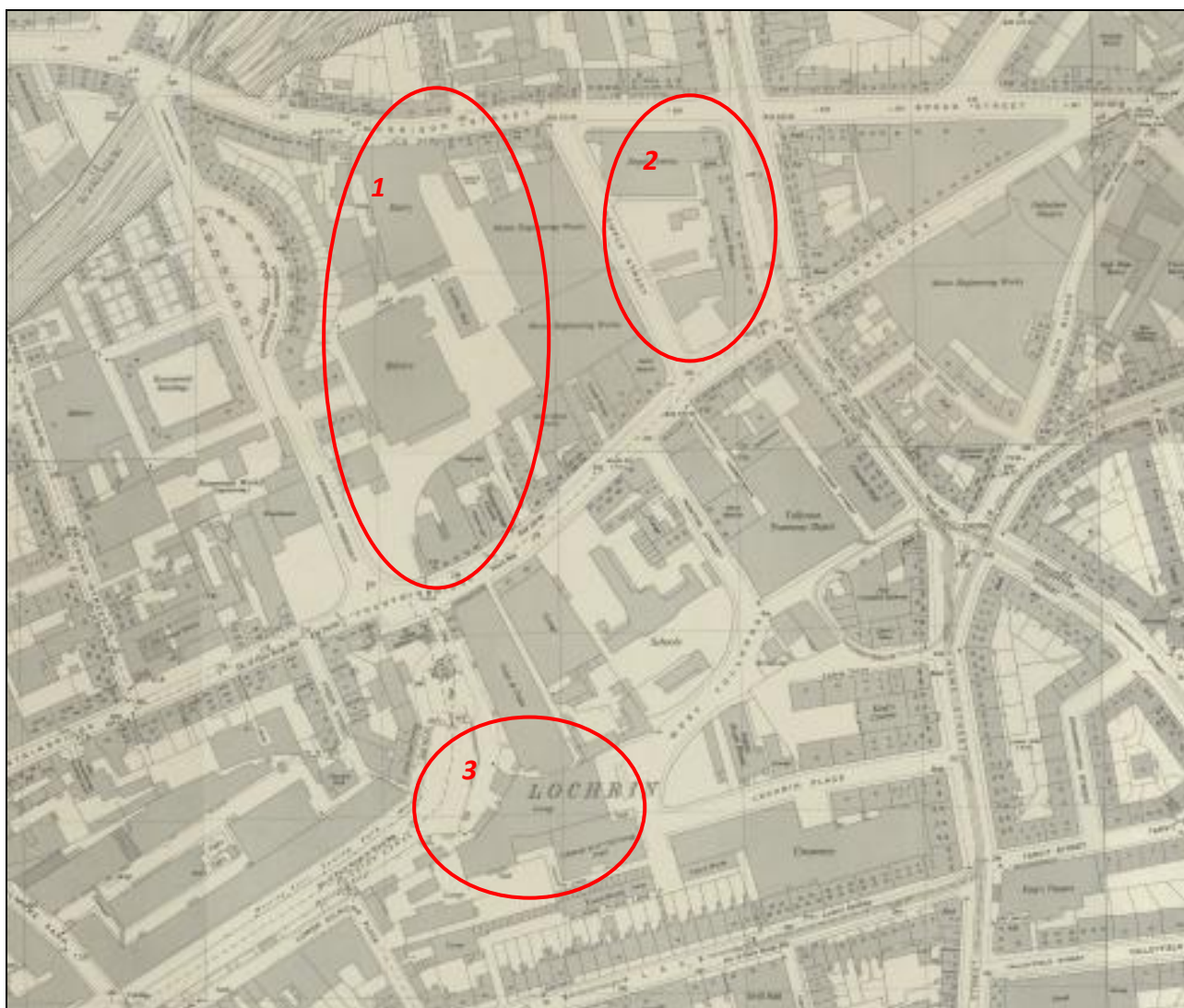


**Figure 21:** Extract from Ordnance Survey Plan 36/2372 SE 1:1 250 map, 1948, showing street layout south of canal (Reproduced with the permission of the National Library of Scotland)



### 2.3 20<sup>th</sup> Century and Beyond

The canal was not to recover as a serious competitor to the railway. By 1922 all three basins were closed and then filled in (Lochrin by 1906, Ports Hamilton and Hopetoun in 1922). Many existing structures were swept away and new ones built in their place. The canal itself was filled in back to its current (2017) terminus. The large coal yard on the western side of Port Hamilton was built over as St Cuthbert's Bakery, while the north end of the basin became part of the foundations for St Cuthbert's Dairy. By 1923 St Cuthbert's Co-operative (established 1859) was one of the largest co-operatives in Britain and the opening of the bakery in 1925 and the dairy in 1927 was a sign of the thriving co-operative movement in general.<sup>19</sup> The site of the Hopetoun Iron Foundry became first a roller skating rink and then the Coliseum – Edinburgh's largest cinema. The railway itself fell victim to 1960s cutbacks to the network, notably with Princes Street Station being closed in 1965,<sup>20</sup> and the railway line being given over to a high speed road into the city centre (West Approach Road, opened 1974) – maintaining its role as a barrier between Fountainbridge and the adjacent north. The whole Fountainbridge area had been defined by the presence of the railway and the canal. The closure of both ultimately contributed to the decline of Fountainbridge as an industrial area.



**Figure 22:** Extract from Ordnance Survey 1:2500 Plans NT2572/NT2473, 1947-8, showing redevelopment on site of canal basins (**1** – Port Hamilton; **2** – Port Hopetoun; **3** – Lochrin Basin) (Reproduced with the permission of the National Library of Scotland)

<sup>19</sup> <http://www.scotmid.coop/about-us/our-history/> [Accessed 23/08/2017]

<sup>20</sup> <https://canmore.org.uk/site/79884/edinburgh-princes-street-princes-street-station> [Accessed 23/08/2017]



**Figure 23:** View of workmen blocking up and infilling [Lochrin Basin](#), c.1906 (copied 2009) (Francis M Chrystal Collection, SC1130869 ©Crown copyright HES)



**Figure 24:** View of Port Hopetoun just prior to infilling, c.1922 (copied 2009) (Francis M Chrystal Collection, SC1133096 ©Crown copyright HES)

While several industries in the area closed down during the mid-20<sup>th</sup> century, the Fountain Brewery flourished. When the North British Rubber Works (then named UniRoyal) moved their premises out to Newbridge in 1966-8, the brewery expanded into the buildings vacated by the rubber works and other industrial premises in the area between the Union Canal and the main thoroughfare of Fountainbridge. At the end of the century the brewery complex dominated what has been defined in this report as the Canal and Industrial Core Area (see **Figure 1**). Subsequent takeovers, increased mechanisation and changes in

production processes meant the brewery closed in 2004.<sup>21</sup> The site was almost completely cleared c.2006, with only the offices of the Rubber Works remaining, standing in glorious isolation due to its listed building status (C-listed), along with one (unlisted) tenement block, surrounded by a vast brownfield site of approximately 6½ hectares.



**Figure 25:** Aerial view of [Fountain Brewery](#), 1951 (copied 2004) (RAF Aerial Photography Collection (540/RAF/501, PFFO, 194), SC854467 ©Crown copyright HES)



**Figure 26:** Aerial view of [Fountain Park Leisure Centre](#), from south-east, 2014 (DP193050 ©Crown copyright HES)

<sup>21</sup> <https://archiveshub.jisc.ac.uk/search/archives/ce7857aa-f49b-3204-9cee-51d55f6a7fe5?terms=%22The%20Fountain%20Brewery%22> [Accessed 23/08/2017]

The Fountain Park Leisure Centre complex was built in 1997-8 on the north side of Fountainbridge on a site formerly used by the brewery to store barrels and various other ancillary buildings and activities.<sup>22</sup> In November 2011 City of Edinburgh Council purchased the entire site and a masterplan was passed for a major redevelopment of the site. At the time of writing this includes a relocated Boroughmuir High School, as well as new residential, office, retail and leisure facilities.<sup>23</sup> The former office block for the North British Rubber Works at the corner of Fountainbridge and Gilmore Park was threatened with demolition, but the building is now (2017) about to be converted and brought back into use as the new home of Edinburgh Printmakers.<sup>24</sup>



**Figures 27:** View of former [North British Rubber Company](#), Fountainbridge/Gilmore Park, from north-east, 2014 (DP202945 ©Crown copyright HES)

<sup>22</sup> <http://www.montagu-evans.co.uk/news/planning-and-leisure-agency-splash-at-fountain-park-for-montagu-evans/&highlight=fountain+park> [Accessed 23/08/2017]

<sup>23</sup> City of Edinburgh Council, *Item No 8.2, Report No CEC/68/11-12/C&F Boroughmuir High School: Purchase of Fountainbridge Site and Options for Future Development*, 24 November 2011 (accessed online via: [http://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&frm=1&source=web&cd=2&ved=0CCUQFjABahUKewjeoL-V9pTJAhVDvBQKHdCOApw&url=http%3A%2F%2Fwww.edinburgh.gov.uk%2Fdownload%2Fmeetings%2Fid%2F34203%2Fitem\\_82-boroughmuir high school purchase of fountainbridge site and options for future development&usq=AFQjCNErJHOW4hIAm8BqO69EOTFR3gi6kA](http://www.google.co.uk/url?sa=t&rct=j&q=&esrc=s&frm=1&source=web&cd=2&ved=0CCUQFjABahUKewjeoL-V9pTJAhVDvBQKHdCOApw&url=http%3A%2F%2Fwww.edinburgh.gov.uk%2Fdownload%2Fmeetings%2Fid%2F34203%2Fitem_82-boroughmuir%20high%20school%20purchase%20of%20fountainbridge%20site%20and%20options%20for%20future%20development&usq=AFQjCNErJHOW4hIAm8BqO69EOTFR3gi6kA)) [Accessed 23/08/2017]

<sup>24</sup> <http://www.edinburghprintmakers.co.uk/Capital-Project> [Accessed 23/08/2017]



**Figures 28:** View of former [North British Rubber Company](#), Fountainbridge/Gilmore Park, from south-east, 2014 (DP202952 ©Crown copyright HES)



**Figure 29:** View of former North British Rubber Company, Fountainbridge/Gilmore Park, from south, 2014 (DP202947 ©Crown copyright HES)



**Figure 30:** View of former North British Rubber Company, Fountainbridge/Gilmore Park, from south-west, 2014 (DP202949 ©Crown copyright HES)

The banks of the Union Canal have seen a revival since the restoration of the canal route west as part of the Millennium Link project enabled the canal to be reopened as a navigation route in 2001.<sup>25</sup> This restoration has been a major contributing factor in the recent redevelopment of the former industrial zone of Edinburgh’s western city centre. Several residential and commercial developments have sprung up along the banks of the canal, which has reinvigorated use of the canal towpaths.



**Figure 31:** Aerial view of Union Canal, Lochrin Basin and [Edinburgh Quay](#), from east-north-east, 2014 (DP193073 ©Crown copyright HES)

<sup>25</sup> <https://www.scottishcanals.co.uk/heritage/union-canal/> [Accessed 23/08/2017]



**Figure 32:** View of Union Canal, from south-west, showing brickwork of [former public wash house](#) wall at end of Yeaman Lane (left) and late 20<sup>th</sup> century development on Murdoch Terrace (centre), 2014 (DP199637 ©Crown copyright HES)



**Figure 33:** View of early 21<sup>st</sup>-century housing, at [Rope Walk](#) on south bank of Union Canal, from north-west, 2014 (DP199722 ©Crown copyright HES)



**Figure 34:** View of [New Lochrin Basin](#) on Union Canal, from west, 2014 (DP199725 ©Crown copyright HES)

The masterplan for the area also includes the redevelopment of north-eastern Fountainbridge, with much of the western portion of Brandfield Street, along with Nos 127-183 Fountainbridge and the majority of the east side of Grove Street south of the West Approach Road being demolished and replaced with modern residential developments.<sup>26 27</sup> The 1920s and 30s buildings in the Port Hamilton area were demolished and replaced by offices in the early 21<sup>st</sup> century. Similarly, the buildings constructed on the site of Lochrin Basin at that time have also been cleared.



**Figure 35:** View of [McEwan Square](#) at Brandfield Street/Upper Grove Place, from south-west, 2016 (DP234211 ©Copyright HES)

<sup>26</sup> <http://www.7narchitects.com/projects/india-quay-fountainbridge/> [Accessed 23/08/2017]

<sup>27</sup> <http://www.oberlanders.co.uk/projects/master-planning/springside-fountainbridge> [Accessed 23/08/2017]





**Figure 36:** View of flats built at entrance to former Lochrin Basin, Lower Gilmore Place, from north-west, 2014 (DP195068 ©Crown copyright HES)



**Figure 37:** View of modern development on [Port Hamilton site](#), from west, 2016 (DP234212 ©Copyright HES)



*Figure 38: View of modern development on [Port Hamilton site](#), from west, 2016 (DP234213 ©Copyright HES)*

#### **2.4 SUMMARY**

Fountainbridge owes its character to its position close to the city centre, at first on the road to Glasgow, then as the terminus for the Union Canal and the Caledonian Railway. These factors made it an ideal place for industrial development as it was easy to bring raw materials in and send processed goods out. Accommodation was needed for the growing population, leading to residential areas being developed around the industrial heartland. Over time, industries rose and fell, the canal lost relevance and was partly filled in, and the railway line was replaced by a key arterial road. Most of the residential property extant in the area at the end of the 19<sup>th</sup> century is still standing and in the same use. Very few of the industrial buildings survive, with many sites going through multiple incarnations. For 200 years Fountainbridge has been reinventing itself – a process which continues to this day.