# Former Goods Shed, 14 Kirkgate, Currie
*Edinburgh*

*Data Structure Report on Historic Building Recording:*
*May 2016 2016*

*for*

Kate Perry & Alasdair Gordon

*May 2016*

*View of Goods Shed from north-east*

Addyman Archaeology
Archaeology Heritage Consultancy Architecture

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# Former Goods Shed, 14 Kirkgate, Currie
## *Edinburgh*

*Historic Building Recording*
*May 2016*
*Job number 2222*

*May 2016*

by Elizabeth Jones

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Addyman Archaeology would like to thank Kate Perry for providing assistance and information about the building on site and for providing some of the information used in the report.

# Former Goods Shed, 14 Kirkgate, Currie
## *Edinburgh*

## *Historic Building Recording*


### *Executive Summary*

Addyman Archaeology were commissioned by Kate Perry and Alasdair Gordon to carry out historic building recording and monitoring at 14 Kirkgate, Currie, prior to the conversion of the former goods shed to form a dwelling house.

The goods shed and sidings were located to the south of the former Currie Station, part of the Slateford-Ravelrig (Balerno) line, a branch of the Caledonian Railway from Carlisle to Edinburgh. The line was closed in 1968 and the tracks taken up and the former railway line to the north of the site is now the Water of Leith walkway. The building is a single large brick shed with sandstone copes and a modern cement-tiled roof, dating to the late 19th century. There are large entrances at the gable ends where trains would have ran through along the sidings and smaller arched entrances on the north elevation (facing the railway) for carriages or trucks. The small office building adjoining to the east has a raised floor, level with the former internal loading platforms and a stepped entrance from the outside. Inside the building burnt timbers along the walls provide evidence of the location of the former loading platforms and burnt timbers with iron fittings at the wall heads indicate the fittings for the former sliding doors across the arched entrances. The recent concrete floor of the building is absent in places revealing an earth floor with no evidence of the former tracks. Since the closure of the railway, the building and yard have been used as a coal yard, as a youth training facility for carpentry by Edinburgh City Council and most recently by the Ranger Service.


### *1. Introduction*

#### *1.1 General*

Addyman Archaeology were commissioned by Kate Perry & Alasdair Gordon to carry out historic building recording and monitoring at the Former Goods Shed, 14 Kirkgate, Currie, prior to its conversion to form a dwelling house. A planning application for the work submitted in March 2016 is pending a decision (16/01475/FUL). In response, the City of Edinburgh Council Archaeology Service (CECAS) recommended the following condition be attached to any consent to ensure that a programme of archaeological works is undertaken (see *Appendix A*):

> *No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (historic building survey, excavation, reporting and analysis) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.*

The building recording and watching brief methodology was submitted as a Written Scheme of Investigation (WSI), submitted to John Lawson, City of Edinburgh Council Archaeology Officer in May 2016. The building recording was undertaken on 16th May 2016. This report contains the results of the historic building recording. The associated watching brief will be undertaken in due course and the results added to this report in order to fulfil the planning condition.

A record of this project has been deposited with the Online Access to the Index of Archaeological Investigations (OASIS) website hosted by the Archaeological Data Service (addymana1-253890) and

with *Discovery and Excavation in Scotland* (DES), the annual publication of fieldwork by Archaeology Scotland.

### *1.2 Setting*

The village of Currie lies along the Lanark Road to the west of Juniper Green in the valley of the Water of Leith (NT18339 67517). Vegetation now covers the site, which is typical of disused railway land. The site has an open aspect to fields to the south and a dense strip of trees bounding the Water of Leith walkway, previously the railway line, to the north. Elsewhere on the site are other remains of the Victorian railway infrastructure. The building has self-seeded trees growing from its base, which have been recently removed, along with ivy which has damaged the brickwork; it is also suffering from water ingress.

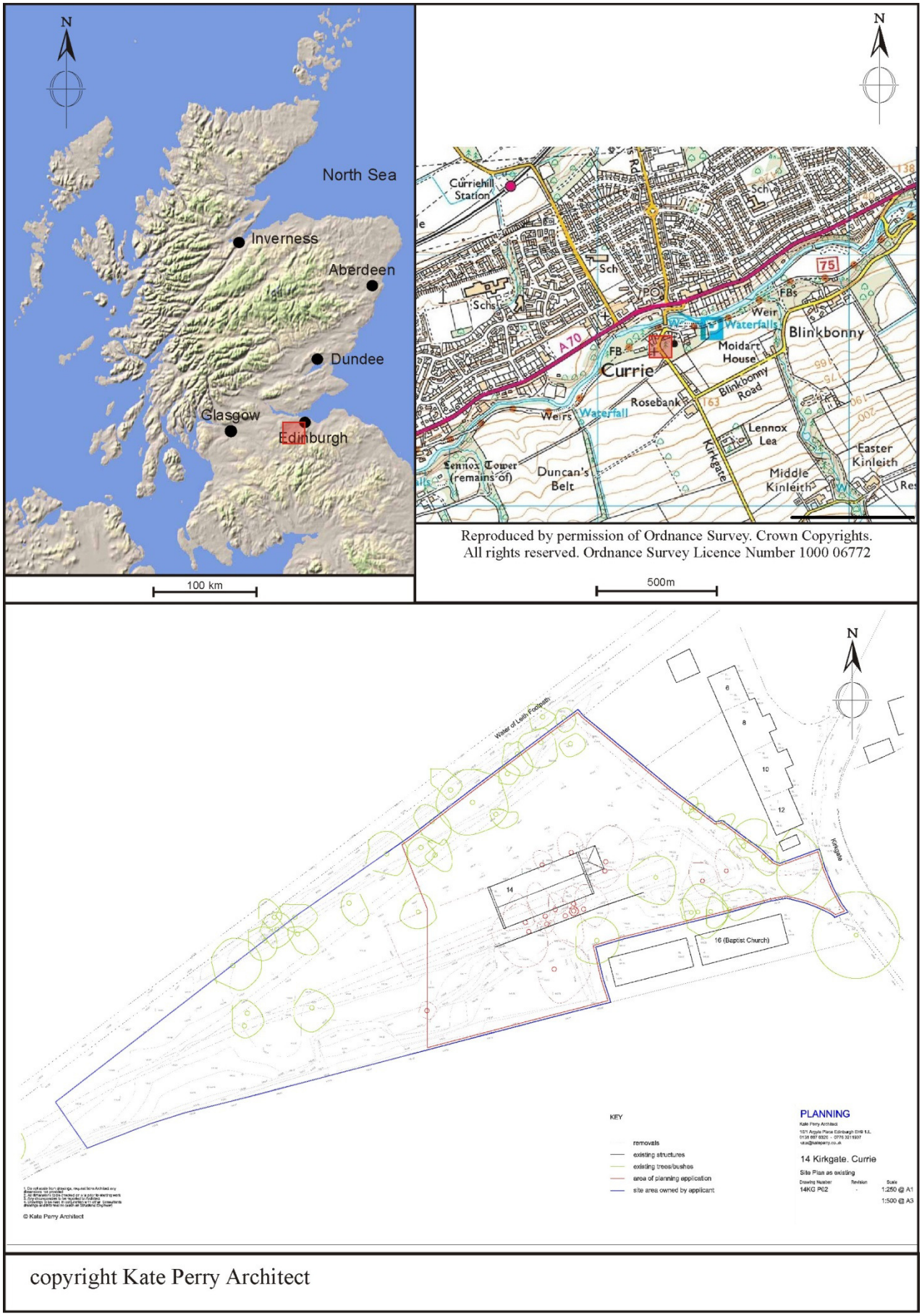


*Figure* 1 *Site location*

## 2. Archaeological Background

### 2.1 Historical Summary

A Design and Access Statement submitted as part of the planning application included a historical summary of the site, with maps and photographs. This was included with the WSI and is not reproduced here; however, the following summary includes information from that report (Perry 2016).

The 14th century Index of Charters records Currie as being 'favourite hunting grounds' for the Lords and Knights of Edinburgh Castle. The medieval settlement grew up around Currie Kirk and the main Lanark Road, which was the main route south. The bridge across the Water of Leith (Currie Brig) dates back to the 14th century and unites the two parts of the village on either side. Lennox Tower to the west of the village dates to the 15th century. The construction of mills along the Water of Leith from the 17th century led to the area becoming semi-industrialised. Before the arrival of the railway, transport between Currie and Edinburgh was by stagecoach, which ran twice a week, or by the Union Canal two miles away. The post arrived and departed twice daily, brought from Edinburgh by pedestrian carrier. The arrival of the railway brought increased prosperity and Victorian development to the original farming and milling community.

The Slateford and Ravelrig railway line opened in 1874 with a passenger service to Currie Station. This was a branch line of the Caledonian Railway from Carlisle to Edinburgh. In order to cope with the severe curves of the track special coaches and engines were built, called Balerno Tanks and Threepenny Bits. Currie station had buildings and platforms on both sides of the tracks with a footbridge (*figure 2*). Twin tracks ran through the station, as this was a passing place on what was otherwise a single-track loop. The track was originally used as a goods line serving the mills along the Water of Leith and provided a passenger service, with other stations at Colinton, Juniper Green and Balerno (Shaw 1989).

*Figure 2 View of Currie station looking west. Water tank (directly under bridge) is located on northern boundary of site. ©RCAHMS*

The site of the Former Goods Shed formed part of the former railway goods yard and sidings alongside Currie Station. The sidings enabled goods to be loaded from railway wagons to horse drawn carts or lorries and the goods shed provided cover from the elements (Shaw 1989).

Currie station and passenger services closed in 1943, while the goods line was closed and the track taken up in 1968 (*figure 3*). Today the only physical evidence of the station are the raised banks to either side of the Water of Leith walkway.

Following the closure of the line the City of Edinburgh Council took over the track and ownership of the Goods Shed and sidings. After the goods shed went out of use the building was in use as a coal yard for some time and was subsequently used by the City of Edinburgh Council for Youth Training in carpentry. It was most recently used by the Pentland Rangers, who erected the fenced compound to the west of the goods shed for storage of boats.

*Figure 3 View of Currie sidings looking east after removal of the footbridge and station. The Goods station is on the right with the water tank in the centre of the picture. ©RCAHMS*

## *2.2 Map regression*

The earliest map to depict Currie is John Adair's map of 1682, which shows a building at *Currie Toun,* the bridge over the river and *Currie Kirk* on the other side.

The first map showing a substantial settlement at Currie is General William Roy's military survey of the Lowlands of Scotland from 1752-55 (*figure 4*), which shows a small settlement around the kirk on the south side of the river as well as a settlement to the north. Robert Kirkwood's map, shows the site in more detail and shows numerous mills along the water of Leith (*figure 5*).

The first edition Ordnance Survey map, published in 1853 is the first to show the site in some detail, and indicates a quarry, to the north of the present goods shed (*figure 6*). The second edition Ordnance Survey map was published in 1895 after the railway was constructed and shows the site and the goods yard in some detail. This shows the sidings extending as a spur to the north-east from the main railway line.


*Figure 4 General William Roy's Map of the Lowlands 1752-55*




*Figure 5 Robert Kirkwood, A map of the environs of Edinburgh, published 1817, NLS*

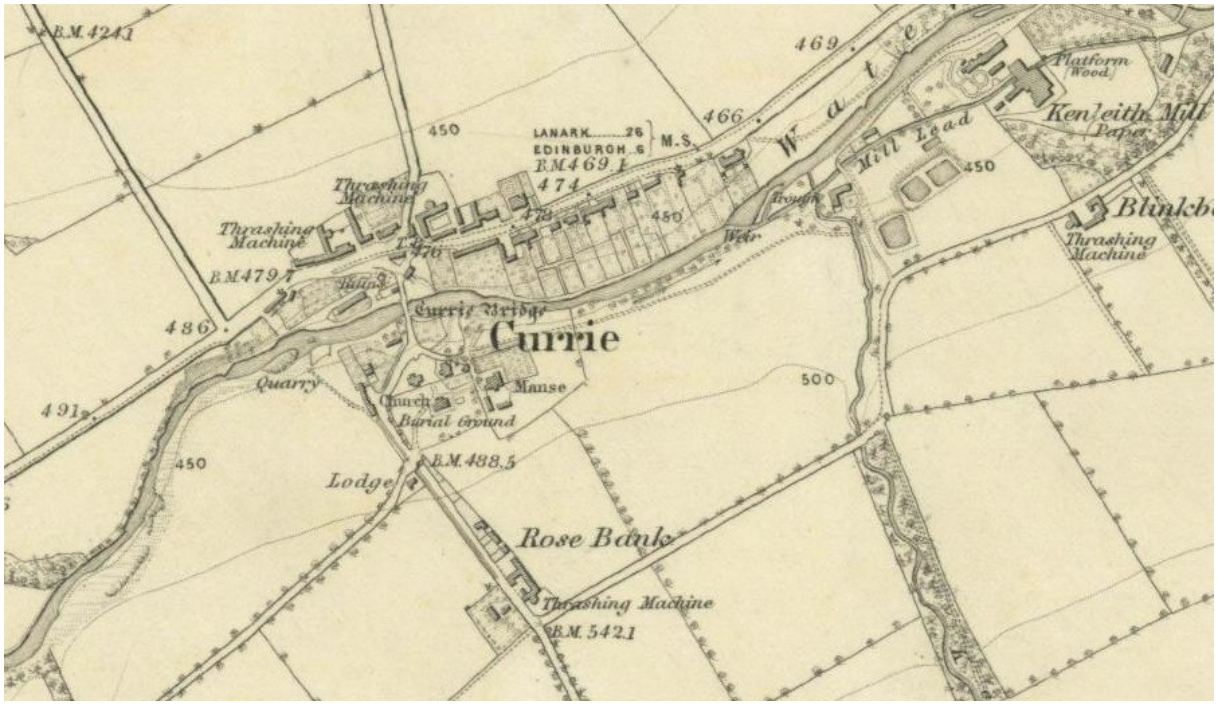


*Figure 6 First Edition Ordnance Survey Edinburghshire sheet 5 surveyed 1852 published 1853 NLS*

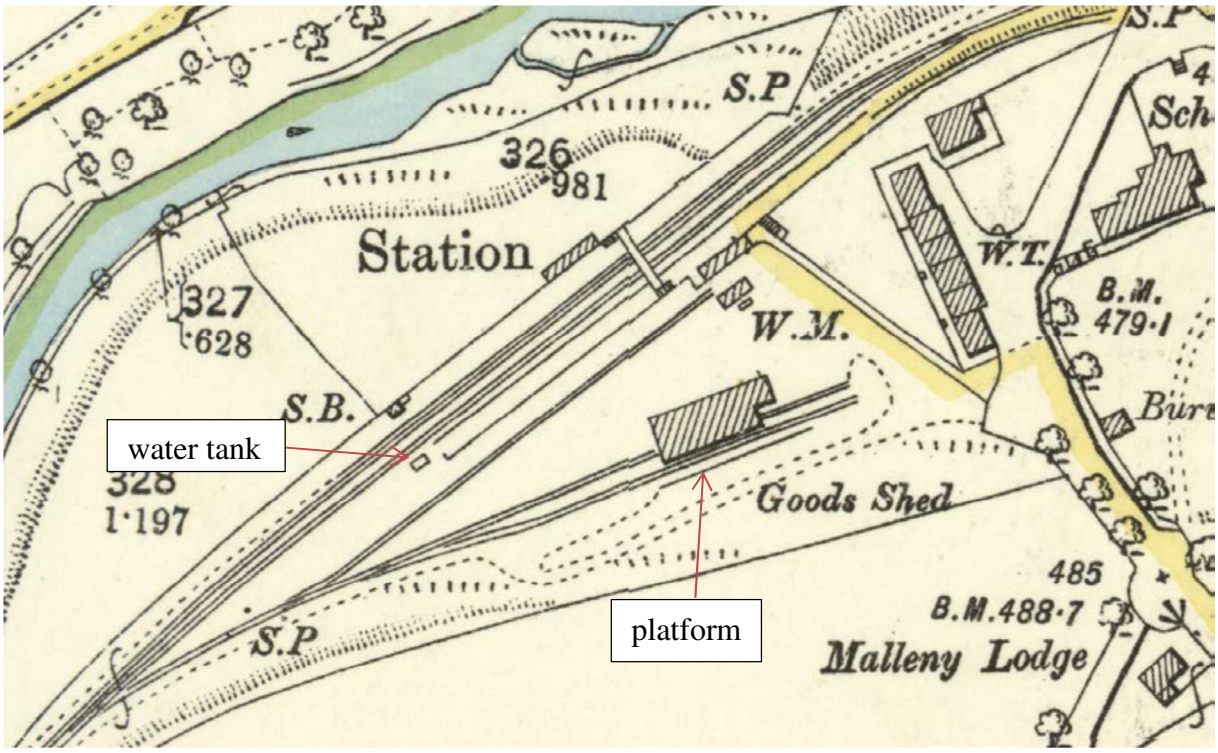


*Figure 7 Second Edition Ordnance Survey Edinburghshire sheet VI.NE surveyed 1893 published 1895 NLS*

The sidings comprise three lines: one to the south of the goods shed alongside a stone platform; one into and beyond the goods shed to allow goods to be unloaded from the goods carriages; and a third to the north of the goods yard, parallel to the main line. This map also shows the platforms and buildings of Currie Station immediately north of the goods yard and the cottages along Kirkgate to the east. The track to the station behind the cottages is now an access path to the water of Leith walkway. The details of the sidings are not clear on many of the later maps, due to the smaller scale, but are still depicted on the 1955 edition (*figure 8*).

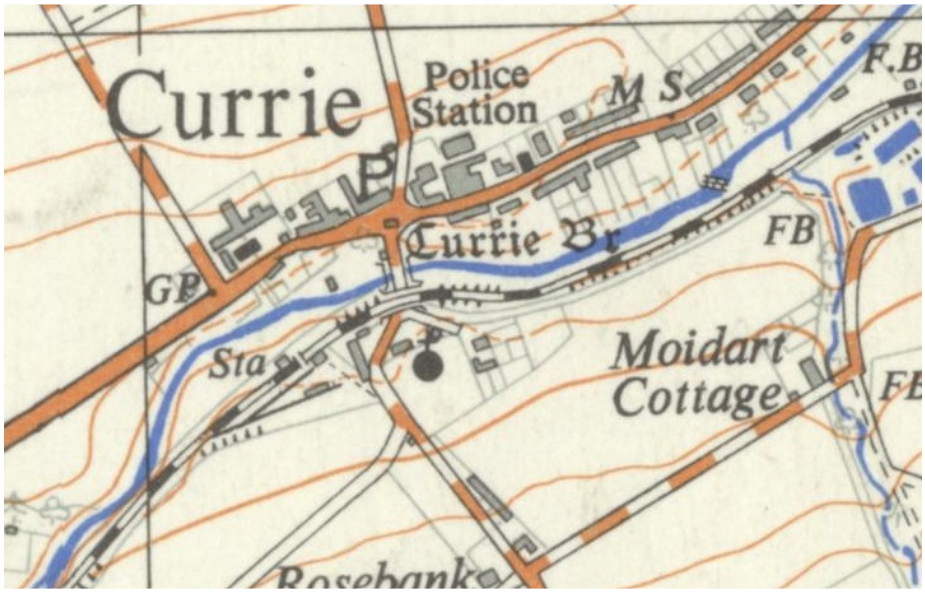


*Figure 8 Ordnance Survey Edinburgh NT16 published 1955 NLS*

## *3. Methodology*

### *3.1 Historic Building recording*

The requirements for Historic Building Recording, following the recommendations from CECAS comprised:

- a photographic survey of the Former Goods Shed, internally and externally, including details of significant features/architectural details and a record of the site in its setting. In addition a photographic record will be made of any other railway infrastructure or objects located within the site.

- ground plans and internal and external elevation drawings, based on the existing architect drawings will be annotated to show particular features and/or phasing where evident. Field drawings will be presented in digital format and illustrated with photographic details where required.

- a report including historic summary, map regression, location plan, a brief descriptive summary of the Goods Shed structure and main building phases, together with a short narrative on its significance in its geographical, architectural and historical context.

### *3.2 Watching Brief*

Although the proposed development required very little excavation, there were a number of small-scale excavations required for services and the existing concrete floor of the Goods Shed was to be removed. It was thought possible that these works may disturb archaeological remains and therefore all excavation works were required to be monitored by an archaeologist.

## *4. Results*

### *4.1 General*

Annotated architects elevations and plans of the building, at A3, are in *Appendix E.*

The building is situated to the south of the Water of Leith and accessed from the pathway that runs to the south of the river; this path is built along the line of the former railway, with the banking either side representing the former platforms. Immediately south of the building is a platform (*figure 9*), which stands 1m in height at the east end of the building, rising to 1.4m to the rear of the shed, before dropping downwards again sharply towards the overgrown area on the west side of the building.

The building is oriented east to west, facing the former track. All tracks associated with the railway and the sidings have been taken up, however the layout of the arched openings at the western and eastern ends suggests that there would have been a single line of track through the shed, accessed via the doors at the east and west ends. A pair of arched openings at the front would have provided access for horses and carts delivering goods to the shed from the northern entrance; bollards in front of the entrances were to prevent carriages being driven into the shed walls.

*Figure 9 Platform to rear of goods shed*

*Figure 10 Timber propping up modern roof*

### *4.2 External Description of Goods Shed*

The Former Goods Shed comprises a large brick-built shed, with a smaller single storey office building, with raised floor, keyed in and adjoining it at the east end. The main shed measures 22m long by 10m wide with train doors on the gable walls and five internal divisions, comprising loading platforms and arched openings. The shed is of stretcher bond in red brick, with blond bricks used at the entrance archways on the northern elevation and on the corners and blond sandstone coped gables and wallheads. There is evidence of whitewashing along the lower 2m of walling all around the shed, although this has largely faded and been replaced by graffiti, particularly on the western and southern sides. The roof has been rebuilt in more recent years using timber joists and trusses with concrete tiles; these are undersized for the weight of the concrete tiles and sagging and this has necessitated the addition of wooden supporting piers internally (Kate Perry, pers comm; *figure 10*).

The front (northern) elevation has two arched openings, both bricked up with inserted doorways. The easternmost archway had white cement harl across the lower half and cement plaster across the top half; with a number of timber and cement fixtures set within the top half (plate). The doorway contains a new wooden door. There is a cast iron drainpipe on the east side of the arch, with an outlet pipe leading to it boxed in with cement (*figure 11*). The western archway has also been infilled with brick and the wooden door covered with a metal plate (*figure 12*). Outside each of the entrances are cement bollards (*figures 11 & 12*). The entrance to the office building is via a flight of five steps, constructed of stone setts and into a newly fitted door (*figure 13*). The office building is also of brick; the roof is piend and slated (*figure 13*). The office floor was level with the loading platforms on the inside of the shed, hence the external steps.

*Figure 11 Eastern blocked archway in northern elevation*

*Figure 12 Western blocked archway, looking south-east*

*Figure 13 Office block, north elevation*

The western elevation has a single entranceway, which has been fitted with a (still working) roller shutter. Either side of the opening are five square iron fixings with central bosses (*figure 14*). Beneath the upper two fixings runs an iron beam with a wooden beam fitted into it; the wooden beam has a series of iron bolts along its length. This would presumably have held a sliding door to cover the entrance to the shed. Immediately below the beam on either side are blocks of blond sandstone; apparently inserted, perhaps when rebuilding the roof, for support. There is also some evidence of repointing on the northern side of the entranceway.

*Figure 14 West elevation*

The southern elevation is plain with the exception of a blocked doorway towards the western end.

The eastern elevation of the shed has the office building on the northern side and a set of wooden painted doors within the square opening on the south side (*figure 15*). The wooden doors rise to just below the roofline, with the upper part of the opening filled with wooden panelling. There is a metal lintel across the top of the opening, but no other external fixings.

*Figure 15 East elevation and office block, looking north-west*

The east elevation of the office building comprises a single central window with stone sill, boarded up with a metal plate. The southern elevation also contains an identical window, with additional metal plate beneath to cover a hole in the wall. There are metal hoops beneath the roofline indicating the location of former guttering.

The platform to the south of the building comprises six courses of squared sandstone, laid in alternate courses of large and smaller blocks (*figure 9, above*). The platform wall runs the length of the rear of the building before dipping downwards and disappearing among the overgrown vegetation to the west end of the site.

### *4.3 Internal Description of Goods Shed*

The Goods Shed is internally divided along its length into five bays, with arched entrances in two of the bays and loading platforms in the other three. There are few other original internal features. At some point, a fire has destroyed or damaged much of the internal timberwork and the remaining original timbers are completely charred.

The northern internal elevation is of plain brick, with the lower c2m whitewashed. At c0.6m from the ground level, a wooden beam runs the length of the wall, interrupted only by the entrance archways. The thoroughly burnt beam is roughly at a level with the former floor of the office and represents the location of the loading platform. Above the level of the arched entrances are further partial remains of burnt wooden beams with large iron bosses. These are similar to that on the west elevation and would have been part of the rails for sliding doors across the northern entranceways. Openings in the brickwork at the top of the walls indicate the position of the original structural roof trusses and purlins.

Within the west entrance archway is the original wooden inserted door (*figure 16*). To the east of this door and immediately above the burnt wooden beam are five openings in the brickwork, not visible externally. These would presumably have held joists for the wooden platform. A piece of wooden board and a new piece of timber partially cover these holes. Within the eastern archway, a breezeblock toilet cubicle was inserted during the time the building was used by the City of Edinburgh Council for Youth Training. This was accessed via a door immediately to the left as you enter through the door from outside, marked ‘GENTS’. The small room was filled with broken debris from the toilet and sink.

*Figure 16 Internal north wall showing blocked archway and inserted door; openings in the brickwork to the right of the door indicate the position of the loading platform.*

The western internal elevation contains the large square opening with roller shutter door and the iron fixings for this (*figure 17*). To the right of the door at the same height are four large iron bosses, with markings on the wall perhaps indicating the former location of a wooden beam.

*Figure 17 Iron bosses to right of roller shutter on west internal elevation*

The southern elevation contains a blocked opening towards the west end, presumably the doorway as seen externally (*figure 18*). However, there is no clear evidence whether this was an original or later doorway and the blocking and painting is such that there is no lintel or defined surrounds evident, suggesting the opening may represent repaired damage or collapse. An area of obvious repair to the east of this may support this assertion. There is a pair of modern brick pillars towards the centre of the wall, with no clear function; they may represent buttressing. Much of the eastern end of the wall was obscured by the contents of the shed.

The eastern elevation contains an opening leading to the office. To the south is the large rectangular opening containing a set of wooden doors. Level with the top of the doors is a wooden beam running the length of the wall with a modern steel rail attached, presumably for sliding doors. The burnt

wooden beam with iron bosses, as seen on the western and northern elevations, partially survives and is level with the top of the opening.

*Figure 18 Blocking in southern internal elevation*

*Figure 19 View into office from shed*

### *4.4 Office building*

The ceiling of the office building had been removed and a new floor inserted. The interior walls were whitewashed. The office was accessed internally from the goods shed via full height opening in the eastern elevation using a small stepladder, although the office floor would formerly have been level with the loading platforms, now removed (*figure 19*).

The northern elevation contained only the external doorway, which had a newly replaced door. The eastern internal wall of the office contained a central recessed window, blocked with a metal plate. On the north side of the window were a number of small holes in the brickwork, of unknown function. To the right of this was an electricity meter and wiring boxes (*figures 20 & 21*). The southern wall contained a further central recessed window, blocked with hardboard and bricks. Beneath the stone sill, the wall appears to have partially collapsed and has been blocked again with brick.

The western wall contained a fireplace, with stone cheeks arched with red brick, which had been recently unblocked (Kate Perry, pers comm). The upper part of the surround had been plastered and was covered in graffiti (*figure 22*).

### *4.5 Goods yard*

The surroundings of the Goods Shed were largely overgrown, with semi-mature trees forming the northern boundary between the site and the Water of Leith walkway and thick vegetation covering much of the former platform and the area to the west of the goods shed, where the tracks would have returned to meet the main branch line. Within this area, the water tank was located; however, there was no evidence of this during the historic building survey. The area to the rear of the goods shed had been fenced off relatively recently in order to store boats and within this area there were also a number of piles of stone, concrete and rubble, that may have been related to the demolition of structures associated with the former goods yard and

sidings. There was a tall concrete pole with metal fitting in the area immediately west of the fenced compound (*figure 23*). This was a loading gauge - to check that wagons weren't loaded too high before entering the shed (Alasdair Gordon, pers comm).

With the exception of this structure, however, there was no other evidence relating to the railway infrastructure.

*Figure 20 Internal view of office looking north-east* *Figure 21 Internal view of office looking south-west*


*Figure 22 Graffiti above fireplace*

*Figure 23 View of concrete pole looking towards west end of goods shed*

### *4.6 Watching Brief*

The concrete floor of the Goods Shed was partially absent in places at the time of the historic building recording. This revealed an earth floor with a degree of natural build-up through general demolition debris, pigeon guano etc. The concrete floor of the building is not original and was laid in small areas as bases for a saw and a plane used by the youth training scheme.

In addition, during the historic building recording there was a small trench open on the south side of the office building, which had been excavated in order to expose electrical services. This was c0.5m in depth and was filled with a uniform mid brown soft clayey silt; no artefacts or features were observed within the c0.25m wide hole.

## *5. Conclusion and Recommendations*

The Goods Shed at 14 Kirkgate Currie is a good example of Victorian railway architecture, which has been preserved along the former railway and is considered to be of local archaeological importance in terms of railway heritage. The industrial nature of the Water of Leith, both in terms of the former mills and the former railway, is being altered as it is developed into a leisure route and the mills are lost or converted for residential use. The Former Goods shed therefore acts as a reminder to the heritage of the area.

The building survives fairly well, although the original roof has been lost. Externally it is largely unaltered, with the exception of the original doors, which have been bricked up on the north elevation and replaced with roller shutters on the west. Internally there has been a fire at some point, which has burnt out the remains of the loading platforms, although many of the fittings survive and the way the building functioned is clear.

The proposals for the building aim to maintain its character and respect its structure, returning the building to use, while maintaining its integrity.

Following the watching brief required during ground breaking works, the results will be incorporated into this report.

## *6. References*

Perry, K 2016 *14 Kirkgate, Currie: Design and Access Statement*. Kate Perry Architect.

Shaw, D 1989 *The Balerno Branch and the Caley in Edinburgh.* Oakwood Press, Monmouthshire.

***Appendix A Written Scheme of Investigation***

# AA2222
## *Former Goods Shed, 14 Kirkgate, Currie*

Written Scheme of Investigation (WSI) for historic building recording and watching brief

***Addyman Archaeology – 12th May 2016***

### *1. Introduction*

### *i. General*

Addyman Archaeology have been commissioned by Kate Perry & Alasdair Gordon to carry out historic building recording and a watching brief at the Former Goods Shed, 14 Kirkgate, Currie, prior to its conversion and form a dwelling house. A planning application for the work has been submitted (16/01475/FUL). In response, the City of Edinburgh Council Archaeology Service (CECAS) recommended that the following condition be attached to any consent to ensure that a programme of archaeological works is undertaken (see Appendix A):

> *No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (historic building survey, excavation, reporting and analysis) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.*

This written scheme of investigation (WSI) is presented here for acceptance by CECAS Archaeology Officer, John Lawson. This document contains the methods that will be used to appropriately record the building and undertake the watching brief. The results of both exercises will be presented in the form of a single written and illustrated report which will be submitted to the council for approval on completion of the field work.

### *ii. Setting and Background*

The village of Currie lies along the Lanark Road to the west of Juniper Green in the valley of the Water of Leith (NT18339 67517). It was originally a farming and milling community, until the arrival of the railway brought increased prosperity and Victorian development. The Slateford and Ravelrig railway line opened in 1874 with a passenger service to Currie Station. Special coaches and engines, called Balerno Tanks and Threepenny Bits, were built to cope with the severe curves of the track. The station closed in 1943. The site of the Former Goods Shed was constructed as part of the former railway goods yard and sidings at Currie Station. The site is bounded by the Water of Leith walkway to the north, which was previously the railway line. Further Victorian railway infrastructure remains are also found elsewhere on the site.

The 14th century Index of Charters records Currie as being 'favourite hunting grounds' for the Lords and Knights of Edinburgh Castle. The medieval settlement grew up around Currie Kirk and the main Lanark Road, which was the main route south. The bridge across the Water of Leith (Currie Brig) dates back to the 14th century and unites the two parts of the village on either side. From the 17th century the area became semi-industrialised as mills began to be constructed along the Water of Leith.

The Design and Access Statement, submitted as part of the Planning Application, provides a brief historical summary of the site (see Appendix B). A combined historical summary alongside a map regression will be presented as part of the final report.

### *iii. Archaeological Potential*

The following is a summary of the archaeological potential of the site based upon John Lawson's response to the current planning application (Appendix A).

*The surviving Victorian building and the site itself are considered to be of local archaeological importance in terms of industrial heritage. The proposed scheme will see the significant alteration to this former Victorian railway Engine Shed and may also disturb archaeological remains associated with the Victorian Railway and adjacent medieval village. There is potential for further industrial and possible medieval remains across the site.*

It is possible therefore that archaeological remains relating to both the Victorian railway and medieval settlement earlier occupation of the site may survive and be uncovered during ground breaking works.

## *2. Scope of Proposed Works*

### *i. Historic Building Recording methodology*

The requirements for Historic Building Recording, following the recommendations from CECAS comprise:

- a photographic survey of the Former Goods Shed, internally and externally, including details of significant features/architectural details and a record of the site in its setting. In addition a photographic record will be made of any other railway infrastructure or objects located within the site.

- ground plans and internal and external elevation drawings, based on the existing architect drawings will be annotated to show particular features and/or phasing where evident. Field drawings will be presented in digital format and illustrated with photographic details where required.

- a report including historic summary, map regression, location plan, a brief descriptive summary of the Goods Shed structure and main building phases, together with a short narrative on its significance in its geographical, architectural and historical context.

### *ii. Watching Brief*

Although the proposed development requires very little excavation, there are a number of small scale excavations required for services and the existing concrete floor of the Goods Shed is to be removed. It is possible that these works may disturb archaeological remains, therefore all excavation works will be monitored by an archaeologist. If any significant finds or features are revealed contact will be made with John Lawson in order to determine an appropriate strategy for their excavation and recording. The results of this watching brief will be incorporated into the building recording report.

### *iii. Standards and Recording.*

Addyman Archaeology is committed to providing a high standard of work, for historic building recording and assessment and for any below-ground archaeological investigations. We use standard *pro-forma* sheets for the recording of archaeological contexts, finds and samples and for drawings and photographs produced during the archaeological works, which become part of the archaeological record. These records are produced to *CIfA* standards and Addyman Archaeology adheres to the *CIfA*'s principal codes of conduct. The *pro-forma* sheets are completed manually on site and generally digitised in the office in excel database or word format as required. The historic building recording will comply with *ALGAO* standards.

Standard recording drawings are undertaken at 1:20 scale (in plan) with details and sections drawn at 1:10. Plans and sections of areas that reveal significant historic fabric or areas that yielded archaeological remains will be produced representing and preserving the features and encountered stratigraphy. A general site plan indicating the position of historic fabric and archaeological features will be prepared at a larger scale.

### *iv. Reporting, archiving and artefact analysis*

The results of the historic building recording and monitoring will be presented in a formal Data Structure Report (DSR), as per Addyman Archaeology standards, following C*IfA* procedures.

The formal report is to include:

- An executive summary
- National Grid Reference and formal address
- Note of any statutory and non-statutory designations
- Date of record, names of recorders, archive location
- Location plan
- Detailed description of findings
- Summary statement of results
- Recommendation for mitigation

Addyman Archaeology will complete the report within 4 weeks of completion of the fieldwork.

All material, drawings, reports, site records and photographs be catalogued and deposited in a suitable archive, typically with HES.

A summary of the findings will be presented in a small article for 'Discovery and Excavation in Scotland' (DES), published by Archaeology Scotland. The results of the project will also be uploaded to the Online Access to the Index of Archaeological Investigations (OASIS) platform, and be available for wider public consultation.

### *v. Post fieldwork methodology and Publication*

If significant artefacts and/or ecofacts are recovered during the building recording/watching brief that require detailed specialist study, a separate Post-Excavation Research Design (PERD) will have to be agreed with The City of Edinburgh Council. This will detail the methodologies to be employed for any specialist analyses. Proposals for publication will be discussed with The City of Edinburgh Council and submitted to a suitable journal if required. The costs of the production of any publication report or other means of dissemination will be met by the client.

### *vi. Staff*

The project will be managed by Tom Addyman, Director of Addyman Archaeology Ltd.

The Historic Building Recording and Watching Brief will be undertaken by one of Addyman Archaeology's experienced Archaeologists/Historic Buildings Specialists.

Any artefacts recovered during the watching brief will be assessed by Addyman Archaeology's Finds Officer Andrew Morrison, with specialist finds or ecofact analysis undertaken as appropriate and detailed in the DSR.

CV's will be supplied on request.

### *vii. Timetable*

Subject to the approval of this written scheme and with the agreement of John Lawson of the City of Edinburgh Council Archaeology Service, the historic building recording will be carried out on Monday 16th May 2016. The completion of the watching brief, together with any additional work necessary to complete the historic building recording, will be undertaken in response to the developer's schedule.

The results of all phases of work will be combined into one report which will be submitted to the client and John Lawson of The City of Edinburgh Council within four weeks of the completion of fieldwork.

***Appendix A: Planning Conditions/Archaeological Recommendations***

# Memorandum

**To** Head of Planning
City of Edinburgh Council
Planning and Building Standards
Services for communities
Waverley Court
4 East Market Street
Edinburgh
EH8 8BG

F.A.O Lucy George

**From** John A Lawson **Your ref** **16/01475/FUL**

Date 14th April 2016 **Our ref** **16/01475/FUL**

Dear Lucy,

**14 Kirkgate, Currie**

Further to your consultation request I would like to make the following comments and recommendations concerning this application for a change of use and conversion of former goods shed to dwelling.

The proposed development affects a Victorian railway engine-shed. This structure was constructed as part of the former railway goods-yard/siding at Currie Station which formed part of the branch line of the Caledonian Railway constructed c.1874/6. The remains of further railway infrastructure are also noted on the site. Accordingly this surviving Victorian building and the site itself is considered to be of local archaeological importance in terms of its industrial heritage. Therefore this application must be considered under terms of the Scottish Government's Scottish Planning Policy (SPP) and Scottish Historic environment Policy (SHEP) and also CEC's Rural West Edinburgh Local Plan policy E30. **The aim should be to preserve archaeological remains *in situ* as a first option**, but alternatively where this is not possible, archaeological excavation or an appropriate level of recording may be an acceptable alternative.

The proposed scheme will see the significant alteration to this former Victorian railway Engine Shed considered to be local archaeological importance and may also disturb archaeological remains associated with the Victorian Railway and adjacent medieval village. It is considered that the overall impact of this scheme is acceptable and indeed the reuse of this historic railway building is welcomed. However it is essential that prior to alteration/development that an historic building survey is undertaken (annotated plans, photographic and written report) this historic former engine shed and also of associated railway structures in order to provide a permanent record.

In addition given the potential for further industrial and possible medieval remains across the site, the above archaeological historic building survey work must be linked to an appropriate programme of archaeological works to be undertaken during ground breaking works, in order to excavate, record and analyse any significant surviving archaeological remains that may be disturbed.

It is therefore recommended that the following condition be attached consent to ensure that this programme of archaeological works is undertaken.

> 'No development shall take place on the site until the applicant has secured the implementation of a programme of archaeological work (historic building survey, excavation, reporting and analysis) in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Planning Authority.'

The work must be carried out by a professional archaeological organisation, either working to a brief prepared by CECAS or through a written scheme of investigation submitted to and agreed by CECAS for the site. Responsibility for the execution and resourcing of the programme of archaeological works and for the archiving and appropriate level of publication of the results lies with the applicant.

Please contact me if you require any further information.

Yours sincerely

**John A Lawson**
**Archaeology Officer**

## *Appendix B DES Entry*

| | |
|---|---|
| **LOCAL AUTHORITY:** | City of Edinburgh Council |
| **PROJECT TITLE/SITE NAME:** | Former Goods Shed, 14 Kirkgate, Currie |
| **PROJECT CODE:** | AA 2222 |
| **PARISH:** | Edinburgh (city of) |
| **NAME OF CONTRIBUTOR:** | Elizabeth Jones |
| **NAME OF ORGANISATION:** | Addyman Archaeology |
| **TYPE(S) OF PROJECT:** | Historic Building Recording and Watching Brief |
| **NMRS NO(S):** | |
| **SITE/MONUMENT TYPE(S):** | 19th century Railway Goods Shed |
| **SIGNIFICANT FINDS:** | None |
| **NGR** (2 letters, 8 or 10 figures) | NT18339 67517 |
| **START DATE** (this season) | 16/5/16 |
| **END DATE** (this season) | 16/5/16 |
| **PREVIOUS WORK** (incl. *DES* ref.) | none |
| **MAIN (NARRATIVE) DESCRIPTION:** (May include information from other fields) | Addyman Archaeology were commissioned by Kate Perry and Alasdair Gordon to carry out historic building recording and monitoring at 14 Kirkgate, Currie, prior to the conversion of the former goods shed to form a dwelling house.<br><br>The goods shed and sidings were located to the south of the former Currie Station, part of the Slateford-Ravelrig (Balerno) line, a branch of the Caledonian Railway from Carlisle to Edinburgh. The line was closed in 1968 and the tracks taken up and the former railway line to the north of the site is now the Water of Leith walkway. The building is a single large brick shed with sandstone copes and a modern cement-tiled roof, dating to the late 19th century. There are large entrances at the gable ends where trains would have ran through along the sidings and smaller arched entrances on the north elevation (facing the railway) for carriages or trucks. The small office building adjoining to the east has a raised floor, level with the former internal loading platforms and a stepped entrance from the outside. Inside the building burnt timbers along the walls provide evidence of the location of the former loading platforms and burnt timbers with iron fittings at the wall heads indicate the fittings for the former sliding doors across the arched entrances. The recent concrete floor of the building is absent in places revealing an earth floor with no evidence of the former tracks. Since the closure of the railway, the building and yard have been used as a coal yard, as a youth training facility for carpentry by Edinburgh City Council and most recently by the Ranger Service. |
| **PROPOSED FUTURE WORK:** | none |
| **CAPTION(S) FOR ILLUSTRS:** | none |
| **SPONSOR OR FUNDING BODY:** | Kate Perry & Alasdair Gordon |
| **ADDRESS OF MAIN CONTRIBUTOR:** | St. Ninian's Manse,<br>Quayside Street,<br>Edinburgh,<br>EH6 6EJ |
| **EMAIL ADDRESS:** | admin@addyman-archaeology.co.uk |
| **ARCHIVE LOCATION** | RCAHMS, OASIS (intended) |

## *Appendix C Photographic contact sheets*


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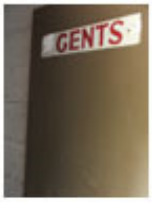

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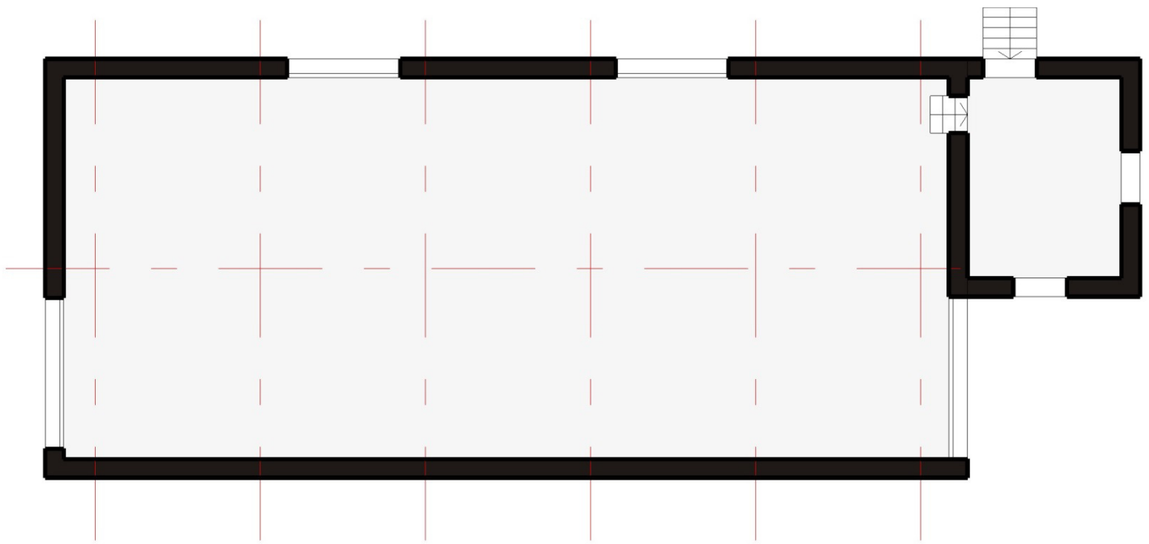
## *Appendix D Photograph Register*

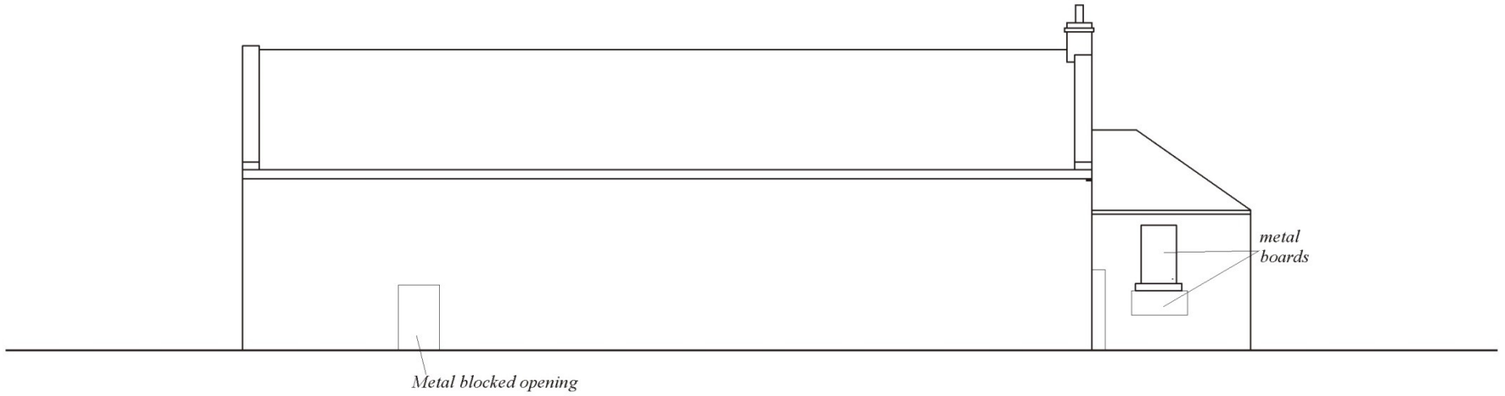
| *Shot Num.* | *Direction facing* | *Description* |
|---|---|---|
| 001 | W | View from doorway |
| 002 | NE | View into goods shed from W doorway |
| 003 | NE | Internal N wall, showing W infilled arched opening and inserted doorway |
| 004 | NW | NW corner of shed showing metal fittings along internal W wall for former roller door |
| 005 | NW | Internal N wall, W end showing burnt timbers and metal fittings for former roller door |
| 006 | NE | Internal N wall showing breeze block toilet room addition |
| 007 | NW | Internal N wall showing breeze block toilet room addition |
| 008 | N | Internal N wall of shed, showing corner with office building and burnt timbers showing location of former platform |
| 009 | N | Internal N wall, E end showing small opening in wall covered with chicken wire |
| 010 | NE | Internal E wall of shed showing internal doorway into office and burnt timbers above |
| 011 | E | Internal E wall of shed |
| 012 | NW | Internal N wall showing burnt timbers and metal fittings above E infilled arched opening,for former roller door |
| 013 | E | Internal E wall of shed showing wooden doors and modern roof supports in foreground |
| 014 | SE | Brick pier additions on internal S wall |
| 015 | SW | Brick pier additions on internal S wall |
| 016 | S | Noticeboard on internal S wall |
| 017 | SW | General view of interior of shed from office doorway |
| 018 | W | Metal fittings for roller door on internal W wall |
| 019 | SE | Internal S wall of office |
| 020 | W | Fireplace on internal W wall of office |
| 021 | W | Graffitti on fireplace |
| 022 | E | Blocked window on internal E wall of office |
| 023 | NW | NW corner of office |
| 024 | N | External doorway to office on internal N wall |
| 025 | NE | NE corner of office |
| 026 | SW | SW corner of office |
| 027 | W | Light switch on internal W wall of office |
| 028 | SW | General view of modern roof structure |
| 029 | N | Close up of hole with chicken wire mesh covering |
| 030 | NE | View into toilet room |
| 031 | SE | Door into toilet room |
| 032 | SE | Close up of timber doors in internal E wall of shed |
| 033 | E | Burnt timber on internal E wall, for former roller door and modern runner below |
| 034 | SW | Patching in internal S wall |
| 035 | S | Blocked opening in internal S wall – see external S wall drawing |
| 036 | N | Wooden panel on internal N wall to E of doorway |
| 037 | N | W blocked arched opening in internal N wall with inserted doorway and wooden door |
| 038 | E | Close up of metal fittings on external W wall by roller shutter door |
| 039 | E | External W doorway and roller shutter |
| 040 | E | External W elevation |
| 041 | | Concrete pipes, misc railway debris? |
| 042 | | Misc railway debris inside fenced area to W of shed |
| 043 | | Misc railway debris inside fenced area to W of shed |
| 044 | | Misc railway debris inside fenced area to W of shed |
| 045 | W | View of fenced area W of shed |

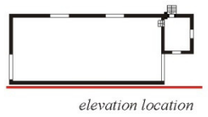
| *Shot Num.* | *Direction facing* | *Description* |
|---|---|---|
| 046 | SW | General view of front of building |
| 047 | SW | General view of front of building, showing E elevation of office at E side |
| 048 | S | Doorway into office N elevation |
| 049 | S | Close-up of doorway into office |
| 050 | S | E blocked arched opening with inserted doorway, hole in wall, wooden beam for sliding door, drain pipe and concrete casing, bollards |
| 051 | S | Close up of E inserted doorway |
| 052 | S | Close up of hole with chicken wire |
| 053 | S | W blocked archway and inserted doorway, wooden beam, bollards |
| 054 | S | Close up of inserted doorway |
| 055 | SE | W end of N external elevation |
| 056 | SE | View of building from W end |
| 057 | SW | E external elevation of office showing blocked window |
| 058 | NW | S external elevation of office showing blocked window and blocked hole below |
| 059 | NW | E external elevation of shed adjoining office building |
| 060 | NW | S external elevation of shed and adjoining office |
| 061 | NW | S external elevation showing blocked opening (metal panel) |
| 062 | SE | Platform to S of shed |
| 063 | SW | Platform directly behind (S of) shed |
| 064 | SW | Platform to S of shed |
| 065 | W | W end of site |
| 066 | N | Concrete post to W of fenced area |
| 067 | NE | Concrete post and shed |
| 068 | E | View of shed from area to W |
| 069 | NE | View from platform to W of shed |
| 070 | W | View from platform to rear of shed |
| 071 | S | Concrete casing for water outlet pipe to E of doorway in N elevation |
| 072 | | 'DARNGAVIE' brick and misc object |
| 073 | N | E Bollard at office entrance |
| 074 | | 'HEATHFIELD' brick |
| 075 | N | W Bollard at office entrance |

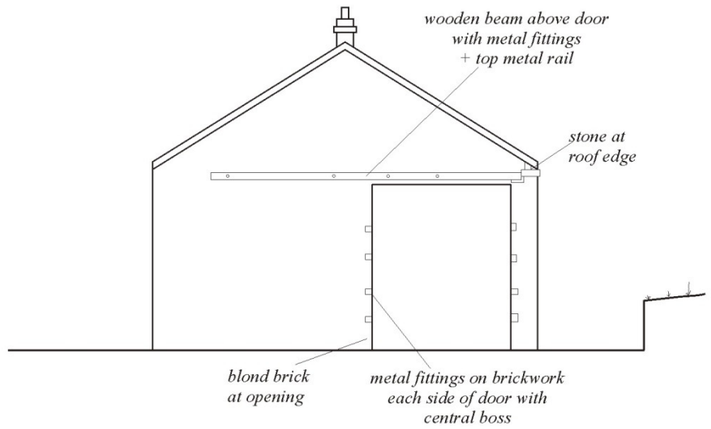
## *Appendix E Annotated architects elevations and plans*

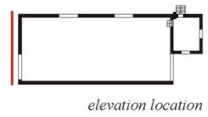


**floor plan**





elevation location

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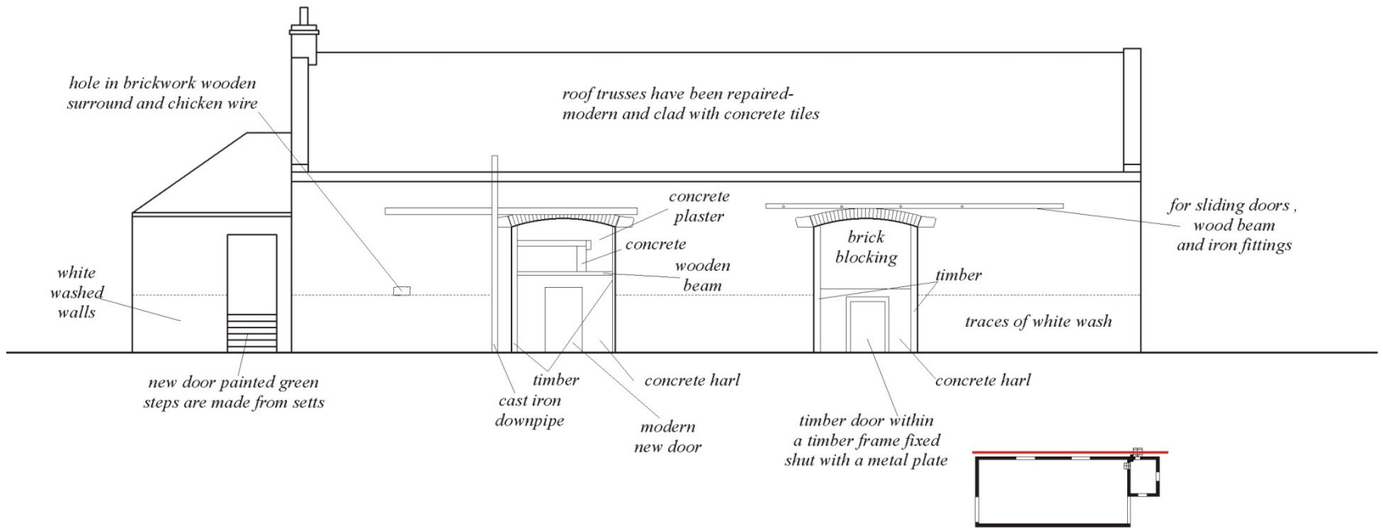
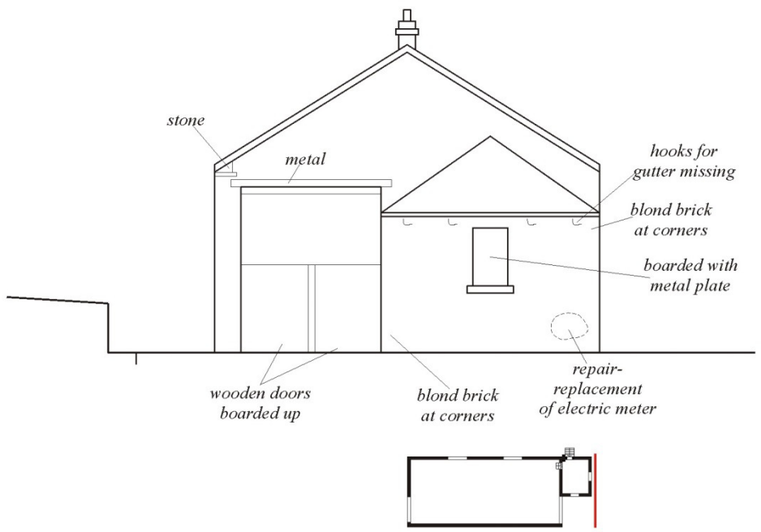
metres



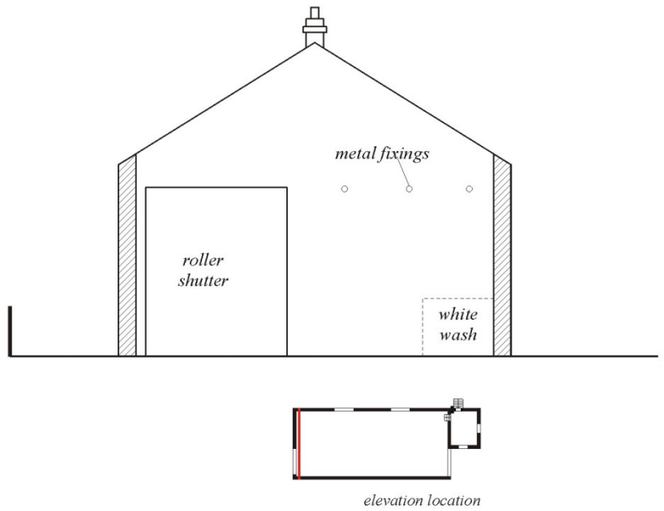


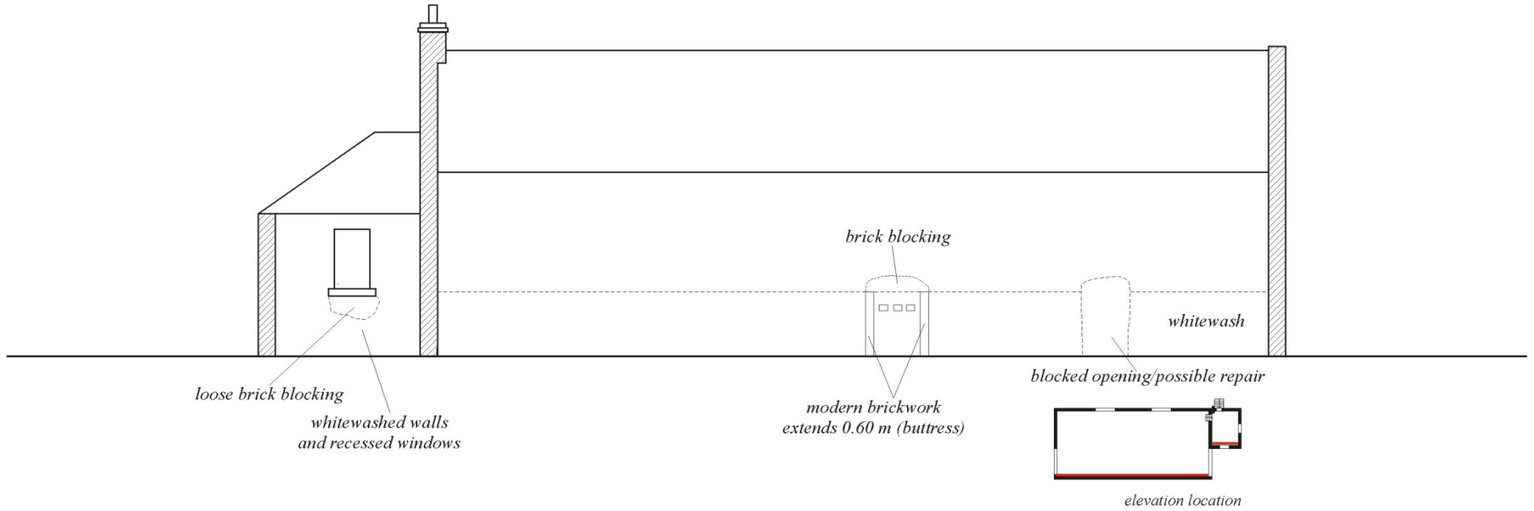
elevation location

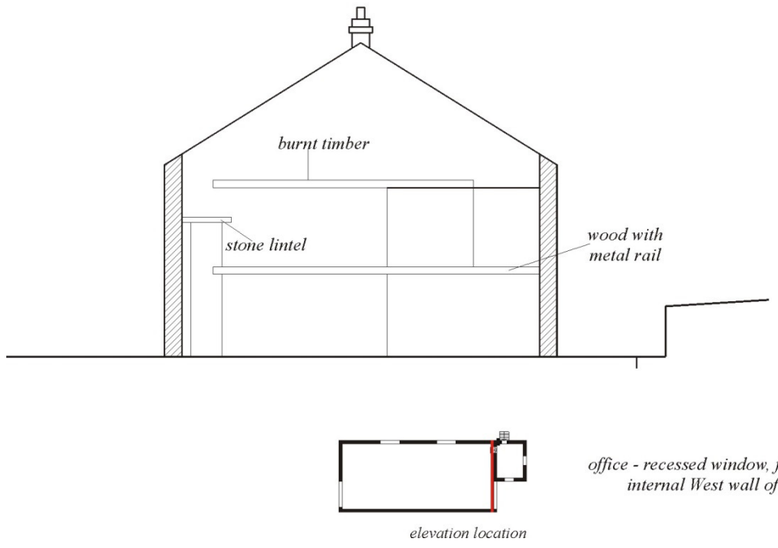




elevation location




*office - recessed window, fireplace on internal West wall of office*