

**Cardiff Bay Plot 5, Cardiff**

**HERITAGE IMPACT STATEMENT**

**PART 1 OF 2 - HERITAGE ASSESSMENT**

**produced by Ashley Davies Architects Limited**

**for Dukes Education / Cardiff Sixth Form College**

**in support of a Planning application**

**for a scheme submitted by Expedite, Patel Taylor and DWD**

**December 2022**





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View of the 'proposed development site' in 1934 when it was the East Bute Dock (source: 'coflein.gov.uk' website)

## I.0 INTRODUCTION AND OBJECTIVES OF REPORT

### I.1 Introduction and Purpose

This Heritage Assessment is written by Ashley Davies Architects on behalf of Dukes Education / Cardiff Sixth Form College to inform, and subsequently in justification of, proposals for a Planning Application submitted by Expedite Architects, Engineers & Project Managers, Patel Taylor Architects and DWD Planning Consultants.

The proposed 'development site' - known as Plot 5 - is an undeveloped piece of hardstand within the Cardiff Bay area running along the north west edge of Pierhead Street within the boundaries formed by the Q-Park Car Park (to the north west), the new Premier Inn Hotel (to the south west), Pierhead Street (to the south east) and the remaining water course from the East Bute Dock (to the north east). Further to the south west is the Wales Millennium Centre and the Senedd. Further to the north west is the Red Dragon Centre and Odeon Cinema. The site is currently a temporary surface car park for major events held within the wider Cardiff Bay area.

The Statement seeks to establish the historical development and heritage significance of the proposed development site, in order to inform the development of an appropriate heritage-led scheme for the site. It considers the proposals and evaluates the heritage impact that the proposals would have on the heritage and, where appropriate, identifies potential mitigation.

### I.2 Authorship

This document has been produced by Ashley Davies, an RIBA-accredited Specialist Conservation Architect, a member of the RIBA Conservation Register Steering Group and a Visiting Lecturer in Conservation Principles, following visits to, and appraisal of, the site in 2022.

Ashley is also a Chartered Architect and has undertaken Building Conservation courses at SPAB, the RIBA, the RSAW and the CEW as well as hand-on practical courses at Ty Mawr Lime and SPAB. He has delivered dozens of heritage-led projects over his career involving the repair, restoration and adaptation of many grade I, II\* and II listed buildings.

In the last ten years, Ashley has researched and written around 115no. Historic Building Reports for around 75no. historic buildings/sites, involving around 55no. Heritage Impact Statements.

### I.3 Policy Context

This Heritage Impact Statement has been prepared in the context of the Cardiff Council's Listed Building policy. The policy context against which the Planning and Listed Building Consent applications must be determined, insofar as the heritage context is concerned, is as follows:

- Planning (Listed Buildings and Conservation Areas) Act 1990 [Paragraph 16(2) indicates that, in considering whether to grant listed building consent for any works, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.]
- The Historic Environment (Wales) Act 2016
- Planning Policy Wales – 9th Edition – November 2016
- Planning Policy Wales 'Technical Advice Note 24: The Historic Environment', dated May 2017 [Note: Previously important Welsh Office Circulars '60/96 Planning and the Historic Environment: Archaeology'; '61/96 Planning and the Historic Environment: Historic Buildings and Conservation Areas'; and '1/98 Planning and the Historic Environment: Directions by the Secretary of State for Wales' have all been superseded by TAN 24].
- Planning Policy Wales 'Technical Advice Note 12: Design', dated March 2016.
- Cardiff Council's Adopted Local Development Plan (LDP), which was adopted on the 28th January 2016.

### I.4 The Objectives of this Heritage Impact Statement

A Heritage Impact Statement must be submitted with any Listed Building Consent application and any Conservation Area Consent application.

The objective of the Listed Building Justification Statement (or Heritage Impact Statement) is to establish the historic development of the site and its setting, and provide an evaluation of the significance of the building and its context, to inform the development of an appropriate heritage-led scheme for the site. Planning Policy Wales 'Technical Advice Note 24: The Historic Environment', dated May 2017, states:

*"5.12 Applicants for listed building consent are required to provide a heritage impact statement. This presents the results of a heritage impact assessment, which is a process designed to ensure that the significance of the building is taken into account in the development and design of proposals for change. Heritage impact assessments should be proportionate both to the significance of the listed building, and to the degree of change proposed, and the statement should provide enough information to allow the local planning authority to judge significance and impact when considering applications for listed building consent."*

The Welsh Government's 'Heritage Impact Assessment in Wales' document has been used as a guide to preparing the Statement. This sets out the general principles to consider when planning changes to historic assets and applying for listed building, and states:

*"Your heritage impact assessment should take into account sufficient information to enable both the significance of the asset and the impact of change to be understood."*

*"The basic stages of heritage impact assessment, whatever the size and scope of the project, are:*

1. *explaining your objective and why changes are desirable or necessary;*
2. *understanding the significance of your historic asset;*
3. *identifying your proposed changes;*
4. *assessing the impact of your proposals;*
5. *setting out the reasoning behind your preferred option, including your design concepts and principles, in the light of the assessment process.*

*Once you are clear about stages 1 and 2, stages 3, 4 and 5 may be repeated until you find the best proposal that meets your objective and has the maximum benefit for your historic asset."*

### I.5 The Structure of the Heritage Impact Statement

In line with the previously-mentioned guidance, this Heritage Impact Statement has been set out in six main sections with an Executive Summary.

Section 1 explains the objective of the project and why changes are desirable or necessary.

Section 2 - 'Understanding the Heritage' - seeks to summarise the key information known about the study location – its historical development and principal phases – through historical and architectural research.

Section 3 – 'Understanding the Significance of the Historic Asset' - takes the form of a Statement of Significance, which involves appraisals based on the Evidential, Historical, Aesthetic and Communal Value of the heritage asset, drawn from what the 'Understanding the Heritage' research reveals.

Section 4 identifies and explains the proposed changes to the heritage asset and its context.

Section 5 assesses the impact of the proposals against the respective Values and Significances already established.

Section 6 sets out the reasoning / justification behind the preferred option, including the design concepts and principles, in the light of the assessment process.

## 2.0 EXECUTIVE SUMMARY

Cardiff owes much of its history to the Industrial Revolution of the 1790s, which stimulated mining in the valleys of South Wales. In order to satisfy the need for an export outlet for the ever-increasing supplies first of iron, and then of coal, coming down from the Valleys, the docks at Cardiff were developed and the town changed completely.

A small town of 1,870 people in 1801, less than a third the size of neighbouring Swansea (with its growing copperworks) and less than a quarter the size of Merthyr Tydfil (the centre of the valleys' coal and iron works), Cardiff's population had increased considerably by 1901 to 164,000, making it Wales' largest conurbation. In this time, it had become a major exporter of coal and iron with the construction of its docks by the second and third Marquesses of Bute, from 1798, linked to the industrial and mining hinterland by the Glamorganshire Canal, from 1794, and subsequently the Taff Vale Railway Company, from 1840. By 1901, Cardiff's docks were handling more coal than any other port in the world. On the eve of the First World War in 1913, coal exports peaked at over 13 million tonnes. At this time, the international price of coal was struck in the Coal Exchange building where the world's first £1 million pound deal was signed.

The rapidly increasing iron and coal trade was the catalyst for the construction of the docks in Cardiff. The roughly 2 mile (3.2 kilometre)-square peninsular of flat marshland lying to the north-east of Cardiff Bay provided the perfect site for the great development of docks by the second and third Marquesses of Bute. The function of these docks being to satisfy the need for an export outlet for this iron and coal.

In 1822, John Crichton-Stuart, the 2nd Marquess of Bute, had the idea of building docks on his lands at Cardiff to facilitate the exploitation of the vast mineral wealth of the South Wales coalfield. In 1827, he commissioned a report from eminent canal engineer, James Green. In 1829, Thomas Telford revised Green's plans and a Bill was prepared for presentation to Parliament. This bill was presented to Parliament and the 'Bute Ship Canal Act' received Royal Assent in July 1830, despite some opposition.

The Marquess of Bute was, however, still unsure about the plans for the docks and consulted William Cubitt, the eminent British civil engineer. A revised bill was prepared in 1833, based on Cubitt's changes to the plans. The amended 'Bute Ship Canal Act' was passed and in December 1834 work commenced on the new docks.

Between 1834-9, this new dock was constructed under the supervision of William Cubitt. The completed Bute West Dock opened on 8 October 1839 and the event was marked with great festivities in Cardiff. The Bute West Dock, 4,000 feet (1,219 metres) long and 200 feet (61 metres) wide, lay parallel to the east of the final, sea-lock stretch of the Glamorganshire Canal with its seaward entrance known as the Oval Basin.

The 2nd Marquess of Bute died in Cardiff on 18 March 1848 and was succeeded by his six-month-old son, John Patrick Crichton-Stuart. The long minority of the 3rd Marquess delayed the further development of Bute Docks in Cardiff. By the late 1840s the existing dock provision was already proving inadequate, however, his trustees were unwilling to commit the large amounts of capital investment required to expand the docks. In 1851, the freighters of Cardiff petitioned the Bute Trustees to construct a new dock and the engineers, Sir John Rennie and John Plews, prepared a report on the proposed new dock.

Finally in 1852, the Bute Trustees committed to the construction of a new dock at a cost of £193,284. The Bute East Dock, plus locks, basins and canals opened in stages and all was fully completed by 1859. The first stage opened in June 1855, the tidal harbour to the east of the Bute East Dock in August 1856, the second stage in January 1858 and the final stage in September 1859. The Bute East Dock, 4,300 feet (1,309 metres) long and up to 500 feet (152 metres) wide, enabled a huge expansion of activity.

Built between 1855 and 1859, the Bute East Dock was entered from the sea by a two-gate lock, where there was a basin and a further two-gate lock to enter the main dock. 45 acres of water were enclosed and fifteen coal staiths erected, allowing 1 million tons of coal a year to be handled at this dock alone. By 1890 there were 30 staiths, plus three ballast cranes and 22 hydraulic cranes.

Bute East Dock was constructed under the supervision of engineers Sir John Rennie and John Plews, with the contractors being Hemingway and Pearson.

Following 9 years of pressure to expand the docks further, in 1868, when the 3rd Marquess came of age, Roath Basin was constructed to the south-east of the Bute Docks West and East, almost at right-angles to them, and it was completed and opened for trade in 1874. This was followed by the Roath Dock, in 1887, and Queen Alexandra Dock, in 1907.

Unfortunately, during the decline of coal exports in the late 1930s, Butetown suffered from the effects of mass unemployment, and, by 1932, the city was in the depths of depression and coal exports had fallen to below 5 million tonnes.

After the Second World War, demand for coal slumped further and international markets were lost as other countries developed their own steel industries. Trade was increasingly lost to container ports and, by the 1960s, coal exports had virtually ceased, resulting in the commercial closure of all but two of Cardiff's docks.

In 1964 Bute West Dock was infilled along its whole length. In 1970, Bute East Dock was closed. During the 1970s, the dock's south end, its locks and its basin were infilled, with the main northern part of the dock retained and surrounded by new apartments, housing and offices.

In 1987, the Cardiff Bay Development Corporation was set up to bring new life back to Cardiff Bay. It was finally dissolved in 2000. From the early 1990s to now, a new road structure has been laid out and many new buildings were constructed around the area of the old docks, accommodating cultural, commercial and residential provisions, with only a few areas remaining undeveloped.

An area of the city little changed in over 100 years then changed significantly over the next 30 years. This is the context to which the proposed development site relates.

The proposed development site is an undeveloped piece of hardstand used for occasional car parking, flanked by roads and buildings, and some remnants of the docks. It is finished in tarmac and surrounded by galvanised steel chain-link fencing on concrete posts. The site possesses no discernible aesthetic or architectural value.

However, whilst it contains no buildings of structures itself and no perceptible heritage, the site is just outside the Pierhead Conservation Area and very near the Mount Stuart Square Conservation Area, and this is important. The Pierhead Conservation Area Appraisal determines the wider area to be "part of Butetown's historic dock area, giving recognition to its historical and architectural quality". Indeed, of particular note is the fact that one can just about see the highly significant grade I listed Pierhead Building from the edge of the site.

It is also acknowledged that the site sits very near award-winning modern buildings of high architectural design quality, including the Wales Millennium Centre and the Senedd.

Map research clarifies that the proposed development site is at the southern end of what was the Bute Dock East, this part of which is now infilled. The site overlaps the south end walls of the Dock and its south west corner. The site also covers the northern end of the Lock which connected the Bute East Dock with its Basin, along with the north set of Lock Gates.

The ground / structure on which it sits therefore dates to the 1970s, when the southern part of the Bute East Dock, its Basin, and the Lock connecting the two, were infilled. The dock, basin and lock themselves assumedly still reside, in some form, below ground. Prior to the 1850s, the site was open marshland. The site appears never to have had a building constructed on it, only docks built into the ground.



Historical value is deemed to be the associative or illustrative ways in which past people, events and aspects of life can be connected through a place to the present. The docklands area has a huge amount to offer in terms of illustration of Cardiff (and Wales') industrial and commercial hey-day, the work (and hardship) that its people undertook and the lives that they led, from some of the richest men in the country to the thousands of immigrants who arrived with almost nothing to their names. One only has to walk around the Cardiff Bay area and look down and across to still get a feel for its layout. However, the activity, noise and smell of that period are no longer in evidence.

A historic asset might be associated with a notable family, person, event or movement. In this respect, many associations are directly linked:

- John Crichton-Stuart, the 2nd Marquess of Bute - who initially set the docklands concept in motion;
- James Green, Thomas Telford and Sir William Cubitt – the Engineers who delivered the Marquess' vision;
- John Patrick Crichton-Stuart, the 3rd Marquess of Bute – who orchestrated the construction of the Bute Dock East, the land on which the site resides, along with many other significant commitments, including the restoration of Cardiff Castle and the reconstruction of Castell Coch, with the architect William Burges;
- Sir John Rennie and John Plews – the Engineers who designed the Bute Dock East, its Basin, Locks and Gates; Rennie being renowned for engineering London Bridge, and Plews for Southwark Bridge.

Of course, it is understood that the functions of a historic asset often change over time, as has very much happened in this case; and that, whilst historical values are not so easily diminished by change as evidential values, they may be harmed where adaptation has obliterated them or concealed them. This is clearly the case in respect of this site.

The considerable historical significance of Cardiff's Docklands to Cardiff, Wales, the UK and the World, is noteworthy. The East Bute Dock - with its Basin, Lock, Gates and other elements - is, of course, a huge part of this. The proposed development site sits directly on top of the area where the Dock was sourced by the Basin via its Lock. This area will have been party to a whole lot of activity between 1855 and 1970.

However, what we can see now bears almost no relationship to what was there during that 115 years, apart from a small remnant of the dock (not including its walls) just to the east of the site. This is now lost, or buried in the ground. This significant historic value is ethereal and imperceptible, but it is not lost.

In this regard, the proposed development site is deemed to possess low to medium historical value, whilst the wider Docklands area might possess a much higher historic value. The site itself possesses an aspect of value that makes a slight (yet still noteworthy) contribution to the significance of its place. In material terms it still adds something to the heritage values of the area, although this contribution has been significantly compromised by loss and covering up. Change would therefore be acceptable.

The proposed development site is also deemed to possess neutral evidential value, insofar as what is evident. This means that it is an aspect that has no discernible value that neither adds to nor detracts from the significance of the place.

However, the site's archaeology - what lay, and presumably still lies, beneath - might possess much higher historical and evidential value and, whilst there may be little opportunity for exposing this; we would encourage the project to seek, by some means, to help tell and interpret the story of Cardiff's Docklands, and the location on which the site resides, either through elements of the site's design or its interaction with its users, particularly given their enquiring brains.

If, of course, exposure of this evidence is possible, and suitable, then extreme care would have to be taken; but the result could be that the development adds further to the stories the site can tell.

In terms of its communal value, the wider Cardiff Docklands site possesses considerable communal value in the way that it acted as a source of social interaction and economic stimulus for well over a century. Of course, much of this value relates to a period which ended over 50 years ago and was waning as much as 90 years ago, making the area's most significant social value a matter for people of past generations and hence barely in the memory of the current population. Nonetheless, this social and economic value was, and remains historically, considerable, on a national, even international, level. As such, the value is also symbolic – the Cardiff Docklands is symbolic of Cardiff and South Wales' prominence within industrial Victorian and Edwardian Britain.

Cardiff Bay, as it is now, is a very different area. It still possesses significant social, economic and cultural value. It is the centre of Wales' democratic governance, with the Senedd. It includes, in the Wales Millennium Centre, Wales' most prominent cultural institution, consistently drawing performers and audiences from all parts of Wales and much further beyond. It is an area now at the heart of Cardiff's and Wales' social, cultural and political life, whilst also providing significant commercial and economic value. This is a significant shift in the focus of the area; however, it is a shift still based on its industrial and commercial past and one which still draws much of its being from its own heritage.

The proposed development site is very much part of this social, economic and symbolic heritage; as well as being in close proximity to the area's new social, cultural and political heart. However, as it stands now, the proposed development site displays none of this. It is rather more a statement that the area's renaissance is yet to be fully realised.

In this regard, much as the site's historical value, its communal value is ethereal and imperceptible, and few would walk past the site and appreciate or even realise the extent of its past social, economic and symbolic importance. This might suggest that the site itself possesses low communal value, whilst the wider Docklands area might possess a much higher communal value. However, bringing the site into use could readily provide perceptible links to this past importance, whilst engendering new communal values to the site which connect it with the area's more modern heritage.

Whilst the site is not immediately within the Pierhead Conservation Area, it does flank it, and, therefore the statements within the Conservation Area Appraisal are worth taking on board.

It states that "today the Conservation Area is a mix of old and new". It, therefore, advocates the need for quality design, detailing and materials for any new buildings and landscaping within the area to sit comfortably alongside these significant historic and modern buildings, structures and their setting.

It states that "any new development needs to be of high design quality and must preserve and enhance the aesthetic quality, unique identity/character, important views and the heritage and historic context of the Conservation Area".

It acknowledges the fact that this east end of the Area is characterised by "large scale, nationally important buildings" and states that "the scale of any development must be sensitive to its setting to ensure the character and appearance of the Conservation Area is not compromised".

It states that, "whilst there is no specific architectural style throughout the area many buildings exhibit high quality architectural detail and innovative design. Any new development should replicate this high level of design, detail and innovative style to complement existing structures and spaces.

It refers to "a wide range of materials are used throughout the area" and suggests that "the best buildings and spaces use these imaginatively to create features of interest. Any new development should seek to use high quality materials and use them to create high quality buildings and spaces of interest".

It advises that "proposals that would result in inactive frontages, either day or night, particularly at ground floor level should be resisted."

The design proposal seeks to address this currently empty site, and the significant brief, with the following principal aims:

- To provide street frontages along Pierhead Street and the remaining exposed part of the Bute East Dock.
- To animate these street frontages with a pedestrian-friendly environment.
- To respond, in its massing, to the massing of the surrounding buildings.
- To provide the significant floor area required by the brief using height.
- To use materials in keeping with the local context.

These aims are met by the proposed design.

The design proposal has been carefully considered to respond to, and accord with, not just the immediate context, but also the secondary context. It responds to the immediate context through its:

- Footprint, and its depth being consistent with most of the buildings around;
- Massing, and the way its breaks down the larger mass much as the building opposite does;
- Materiality, and the way it responds completely to the surrounding buildings becoming a member of a visually-cohesive cluster of buildings.

The design proposal needs to meet a challenging brief and so uses height to achieve this. The implications of this approach cannot be underestimated – the proposed building is tall, relative to its context.

However, the proposal acknowledges this. It sees the tower as:

- A new townscape marker for the area, one which will ‘mark’ entry into the heart of Cardiff Bay from the two main arterial routes in;
- The culmination of an upward sweep along Pierhead Street, starting at the Pierhead Building, working passed the Wales Millennium Centre, passed the end of the Premier Inn, along the body of the proposed new building, and up to the tower at the end;
- A sweep which is also clearly defined through its materiality – from the ‘hot’ red brickwork of the Pierhead Building, along the ‘hot’ red brickwork of the Wales Millennium Centre, to the ‘hot’ red brickwork of the proposed building; the full stop being the cool white brickwork of the tower, which in turn responds to the building opposite.

The proposal also responds to the road structure and the remaining exposed part of the Bute East Dock, which leads off Junction Lock. It does so despite having to turn its back on the historical layout of the docks, probably still extant below, as to do so would result in a significant move away from the streetscape and the resultant urban grain which now exists – an approach deemed by most not to be suitable.

The secondary context is the more historic fabric and value beyond the immediate boundaries of the site. This includes the sister site to the teaching accommodation only 300 metres to the west, which will comprise a new building and two highly significant historic buildings – Merchant Place and Cory’s Building. In its use of materials (the red brickwork of Merchant Place particularly), and indeed in its use of architectural expression (such as the giant order of Cory’s Building), the proposal pays homage to their architectural quality.

Beyond this, however, the proposal also makes reference, again in its choice of red brickwork, to the route which students will take between the two sites, passed the Wales Millennium Centre - a red brick façade, and passed the grade I listed Pierhead Building – a celebration of natural hot red materials.

The proposed development site – as we see it now - possess little historical value, whilst the wider Docklands area might possess a much higher historical value, making the idea of change to the site acceptable. Clearly, building on the site is a significant change; however, given the above, it is a change which will have little or no impact upon the historical value of the site.

This being said, there is an opportunity here, particularly given the use of the site as boarding accommodation for young students, to incorporate interpretation within the student social spaces which might offer the students an insight into what the area once looked like, how busy it was, what happened here, how important it was to the development of Cardiff and South Wales. There are a large number of photographs and maps from the last 140 years which, enlarged and displayed on walls, would provide a sense of the area’s history. Other thoughts might be to name rooms after pertinent people involved with the formation of the area.

The proposed development site is an undeveloped piece of hardstand used for car parking, surrounded by roads and buildings, dating back no earlier than the 1970s, with some remaining remnants of the docks.

It is assumed that the south end walls of what was the Bute Dock East (now infilled) and the northern end of the Lock which connected the Bute East Dock with its Basin, along with the north set of Lock Gates, still reside, in some form, below ground. However, it has been deemed that there is little opportunity, or indeed little benefit, to exposing what lies beneath. Indeed, archaeologists often say that the best thing one can do with known archaeology in the ground is to leave it undisturbed and preserve it for future generations. This is what the proposal seeks to do.

The primary concern, then, must be to limit any damage caused to the archaeology, and hence the evidential value of the site, through both establishing, on the site, where the likely archaeology is; and through using foundation methods and designs which seek to minimise any harm to the archaeology. If this can be achieved, then the impact of the proposals on the evidential value of the site could be deemed to be less than substantial; and any such ‘minimal’ harm should be balanced against the benefits of the proposals to the city and the public, by bringing the site into viable use and, in so doing, providing a further commitment to the future of Cardiff Bay.

The proposed development site is a vacant undeveloped plot used for occasional car parking. It is finished in tarmac and surrounded by galvanised steel chain-link fencing on concrete posts. It has no aesthetic value, making the idea of building upon it an opportunity to uplift this aesthetic value.

The Pierhead Conservation Area Appraisal (which is an area just to the west of the site) states that “today the Conservation Area is a mix of old and new, where the historic is readily visible and accessible and is complemented by two of Wales’ highest quality, high profile, modern landmark buildings (the Wales Millennium Centre and the Senedd), public spaces and public art.”

The Appraisal goes on to state that “in the main part of the Conservation Area (the larger of the two shapes to the east) the overall scale is large, both buildings and structures, (which) is in contrast to the domestic scale of the properties of Bute Esplanade, Windsor Terrace and Windsor Esplanade (the smaller of the two shapes to the west)”.

The Appraisal then refers to various matters deemed worthy of reference, including the quality of design, materials and detailing in both building and landscaping, and it recommends that the same quality is encouraged in any new buildings in the area.

Given the acknowledgement that new buildings are important to the area, as they sit within a developing context of the new and the old side-by-side; and the appreciation that the scale of buildings around the proposed site (all of which date to the last 30 years) is larger than the more historic area to the west; a new, large building on this site is an expectation and not something to be resistant to. As such, the proposed sizeable building on the site might be seen as appropriate, in principle.

A further important outcome is that the building provides active frontages to the streetscape to ensure a welcoming and vibrant setting. This is very much a focus of the design, with its entrances to the boarding accommodation, which include a prominent double-height entrance lobby at the south corner; the two prominent staircase sweeps up to the rear podium at the south and north corners; the long, glazed frontages to the main student social / lounge areas; and a sizeable commercial unit on the prominent corner of the two elevations, which could be retail or food and drink.

It is also deemed important that the building use high quality materials. The choice of materials – brickwork, particularly red - is one which is intentionally a response to the architecture of the area – ensuring that the material palette creates a visually-cohesive cluster of buildings. Brick is not just the most suitable material for the setting; but, when selected carefully, brick is arguably one of the best quality materials, with one of the most long-lasting characteristics, within the architect’s material palette.

The principal criteria, then, sitting alongside all of the above, is that the building be of high quality design. Design is subjective, however, with careful detailing and the considered use of proportions, this style of massing and façade composition – which is often used with student accommodation schemes – has resulted in a good number of what are deemed to be high quality designs across the UK.



### 3.0 SECTION I - A STATEMENT THAT EXPLAINS THE OBJECTIVES FOR THE PROJECT AND WHY CHANGES ARE DESIRABLE OR NECESSARY

Dukes Education / Cardiff Sixth Form College are proposing to relocate their facilities to Cardiff Bay, also expanding their offer. This would involve providing both teaching and living accommodation for around 400 no. young people of 15-18 years of age.

Dukes Education / Cardiff Sixth Form College are proposing to repair, restore and adapt the two historic and listed buildings - Cory's Building and Merchant Place - within Cardiff Bay for teaching accommodation, also extending to it at the rear; and they are proposing to construct a new facility on the undeveloped Plot 5 within Cardiff Bay for living accommodation for these 400 no. students.

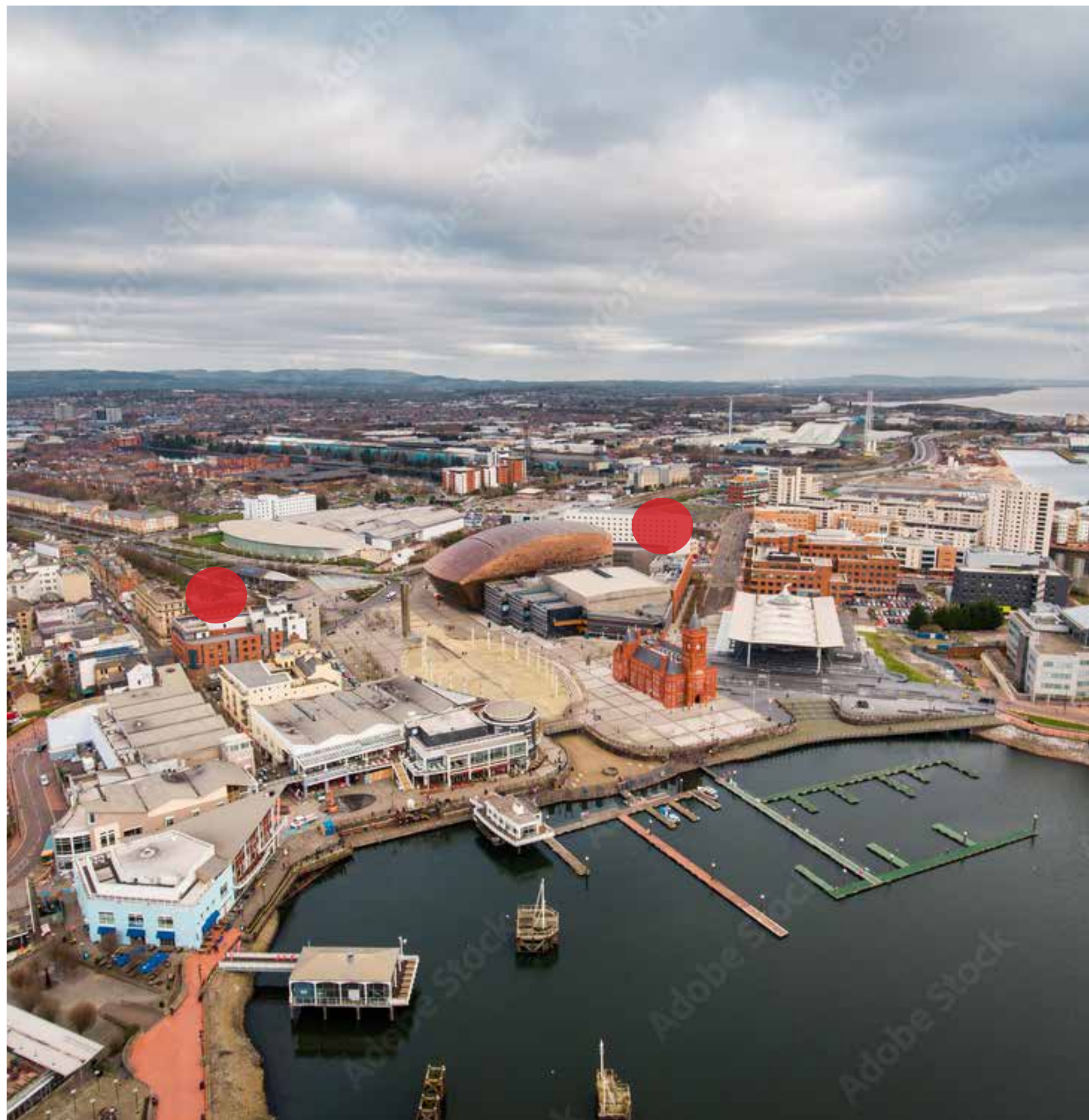
The proximity of the two sites would provide easy and safe access between living and teaching facilities.

The Plot 5 site is currently barely used, acting only as a temporary surface car park for major events held within the wider Cardiff Bay area.

The vision is to create a high quality and environmentally sustainable residential block for 400 no. student beds to house pre and post 16 year old student residential placements; and to provide the students with an exceptional educational and development experience.

The student experience will be defined by creating a high quality development, with leading student welfare amenities and accommodation. It is to be a concierge-managed site that will contain private a cinema room; gym; reading, music and workrooms; games rooms; common rooms; and private laundry, along with the 400 no. bedrooms.

Despite decades of development focus, Cardiff Bay still possesses undeveloped sites and unused buildings. Such a commitment would significantly benefit the future of Cardiff Bay.



Aerial photograph of the Cardiff Bay area with the 2no. proposed development sites identified with red dots (source: 'Adobe Stock' website)



## 4.0 SECTION 2 – UNDERSTANDING THE HERITAGE

### 4.1 Location & Setting

The proposed development site's address is:

Plot 5  
Cardiff  
CF10 4AA

The proposed development site is a vacant undeveloped plot which fronts on to Pierhead Street.

The proposed 'development site' - known as Plot 5 - is an undeveloped piece of hardstand within the Cardiff Bay area running along the north west edge of Pierhead Street within the boundaries formed by the Q-Park Car Park (to the north west), the new Premier Inn Hotel (to the south west), Pierhead Street (to the south east) and the remaining water course from the East Bute Dock (to the north east). Further to the south west is the Wales Millennium Centre and the Senedd. Further to the north west is the Red Dragon Centre and Odeon Cinema.

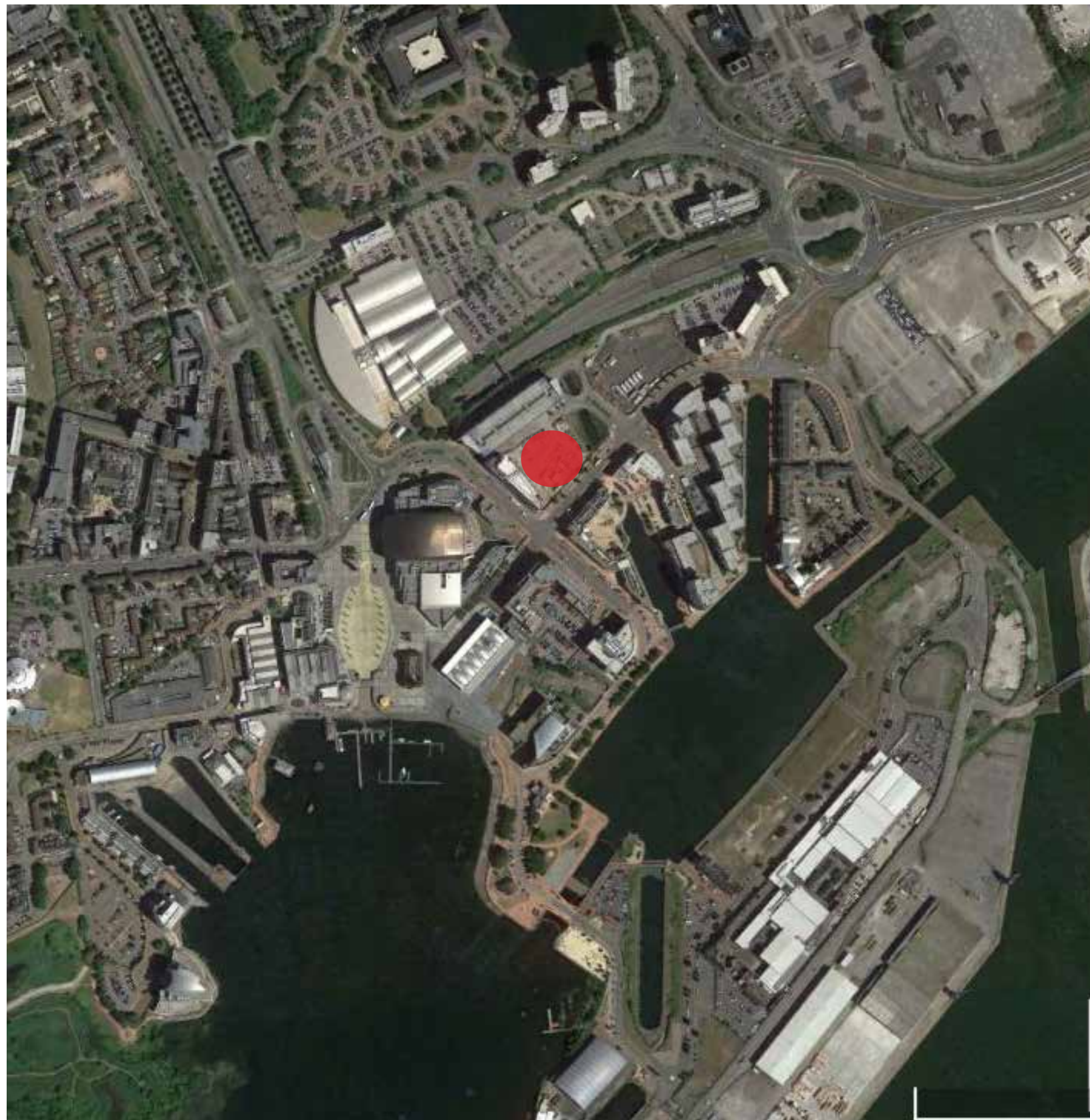
Surrounding the site are fences providing security for the vehicles, with vehicle access to the site gained via the shared rear access road off Pierhead Street, running along the eastern and northern boundaries of the site.

### 4.2 Use

The site is currently unused most of the time; and a temporary surface car park for major events held within the wider Cardiff Bay area.

### 4.3 Age

The ground / structure on which the site sits dates to the 1970s, when the southern part of the Bute East Dock, its Basin, and the Lock connecting the two, were infilled. The Dock and Lock themselves - which still reside below ground - were constructed between 1855 and 1859.



GoogleEarth aerial photograph of the Cardiff Bay area with the proposed development site highlighted in red



#### 4.4 Context of the Site

We stated on the previous page that the proposed development site is currently unused most of the time; and a temporary surface car park for major events held within the wider Cardiff Bay area. We also stated that the ground / structure on which the site sits dates to the 1970s, when the southern part of the Bute East Dock, its Basin, and the Lock connecting the two, were infilled. The Dock, Basin and Lock themselves - which still reside below ground - were constructed between 1855 and 1859.

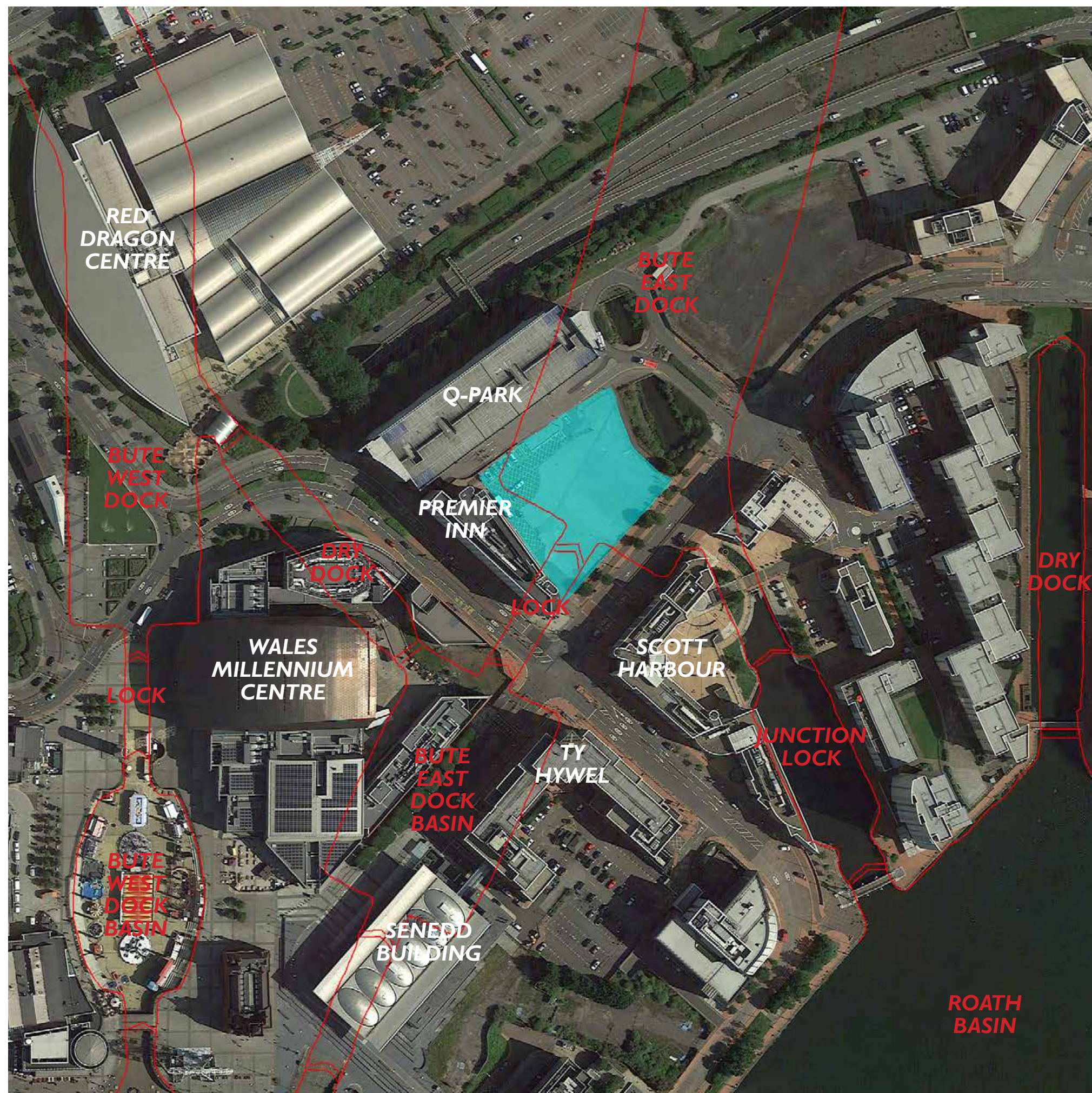
The image to the right shows the GoogleEarth aerial photo of the site and area as it currently is. In **cyan blue**, the proposed development site is identified. In **red**, the outlines of the original Cardiff Docks, Basins and Locks are overlaid on the image.

It is apparent from these overlays that the proposed development site is at the southern end of what was the Bute Dock East (now infilled). The site overlaps the south end walls of the Dock and its south west corner. The site also covers the northern end of the Lock which connected the Bute East Dock with its Basin, along with the north set of Lock Gates.

Bute East Dock was the second dock opened by Lord Bute, built between 1855 and 1859. The dock was entered from the sea by a two gate lock, where there was a basin and a further two gate lock to enter the main dock. 45 acres of water were enclosed and fifteen coal staiths erected, allowing 1 million tons of coal a year to be handled at this dock alone.

In 1964 Bute West Dock was infilled along its whole length. In 1970, Bute East Dock was closed. During the 1970s, the dock's south end, its locks and its basin were infilled, with the main northern part of the dock retained and surrounded by new apartments, housing and offices.

- In 1987, the Cardiff Bay Development Corporation was established to regenerate the docklands. It was wound up in 2000.
- In 1991, Ty Hywel (originally known as Crickhowell House) was built just to the south of the site.
- In 1997, the Red Dragon Centre (originally known as the Atlantic Wharf Leisure Village) was built.
- Between 1997 and 1998, the commercial buildings (known at Scott Harbour) immediately opposite the site, to the south east, were built.
- In 1999, a Barrage was constructed across Cardiff Bay to create a large freshwater lake.
- In 2004, the Wales Millennium Centre was built.
- In 2006, the Senedd Building was built.
- In 2008, the Q-Park Car Park (originally known as the Pierhead Street Car Park) was built immediately to the north west of the site.
- In 2019, the Premier Inn was built immediately to the south west of the site.

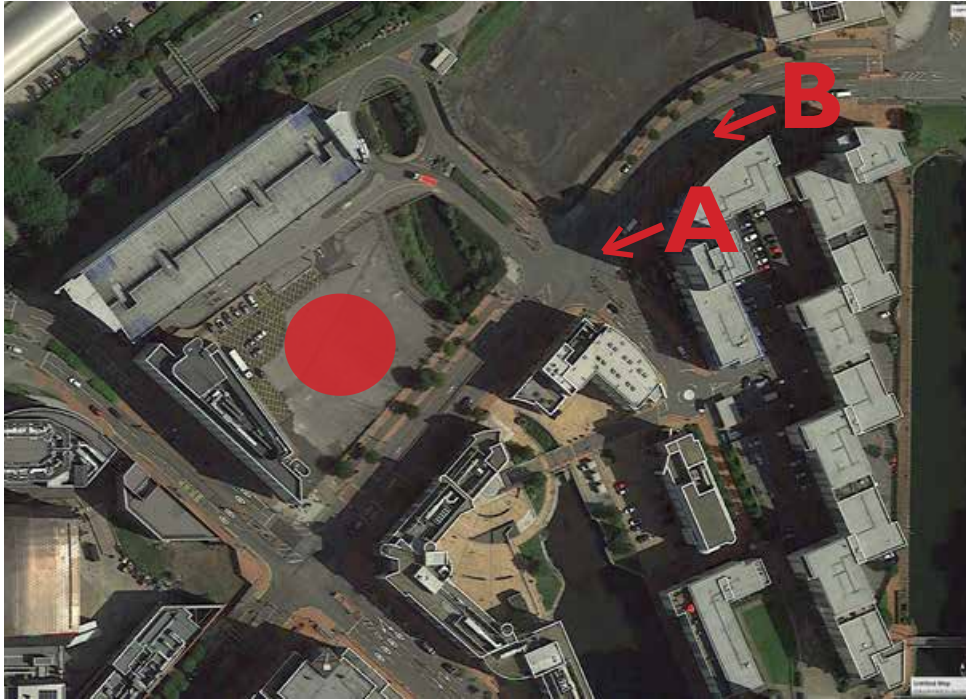


GoogleEarth aerial photograph of the Cardiff Bay area with the proposed development site highlighted in cyan blue & the original docks, basins & locks in red



#### 4.5 Current Photographs of the Site

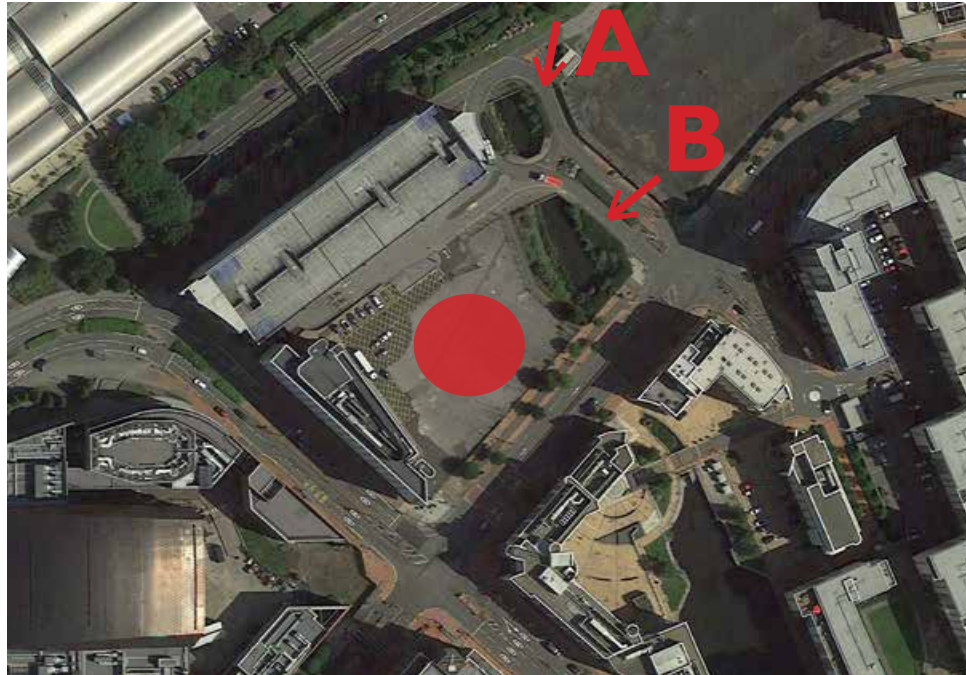
On this page are photographs looking towards the site from the top (north) end of Pierhead Street, to the north east of the site. Photo B is further away than Photo A, which is taken from the junction directly to the north east of the site. The site sits in front of the south elevation of the Q-Park Car Park (to the right) and the east elevation of the Premier Inn Hotel to the left.





#### 4.5 Current Photographs of the Site

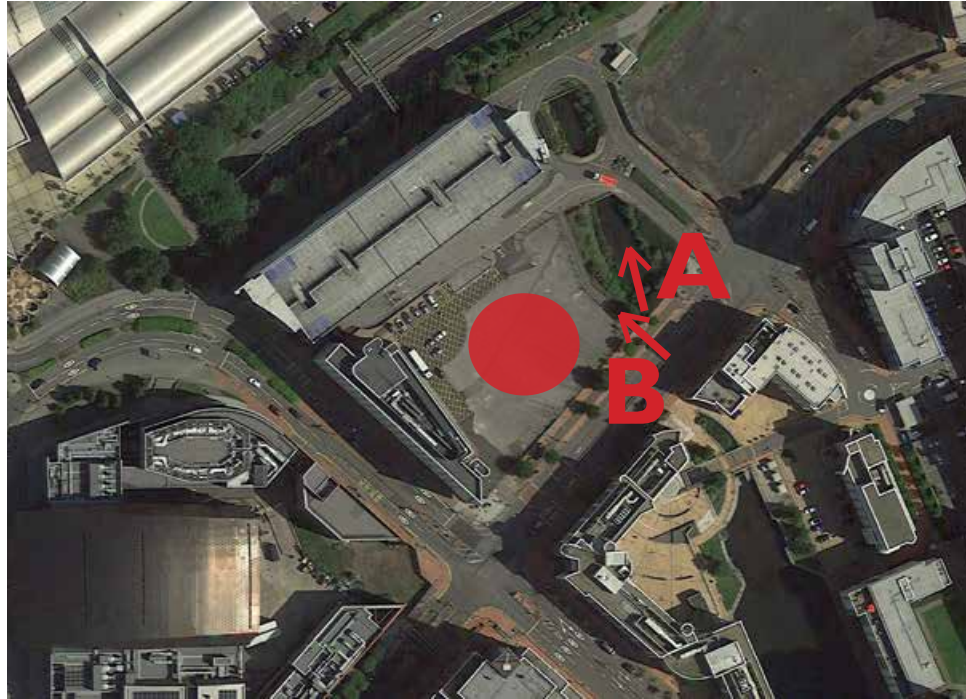
On this page are photographs looking towards the site from the top (north) end of Falcon Drive, which is the access road to the Q-Park Car Park, to the north east of the site, just beyond the extent of water which remains from the Bute East Dock. Photo B is looking directly along the length of the site, with the Premier Inn Hotel at the end and the Q-Park Car Park to the right. Photo A is taken from the roundabout to the Car Park access and is, therefore, a more oblique view of the site.





#### 4.5 Current Photographs of the Site

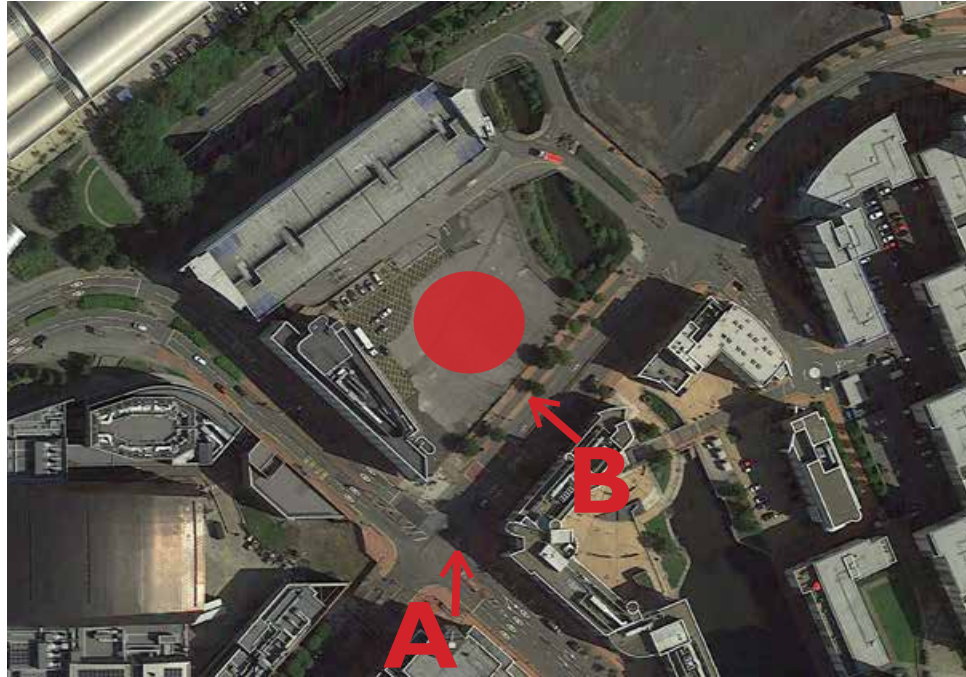
On this page are photographs taken from the east of the site, from the pedestrian path between the site and the extent of water which remains from the Bute East Dock. Photo B is looking north west, up the path and towards the Q-Park Car Park, with the water to the right. Photo A is looking directly down to the water, with the bridge to the roundabout over the water in the distance.





#### 4.5 Current Photographs of the Site

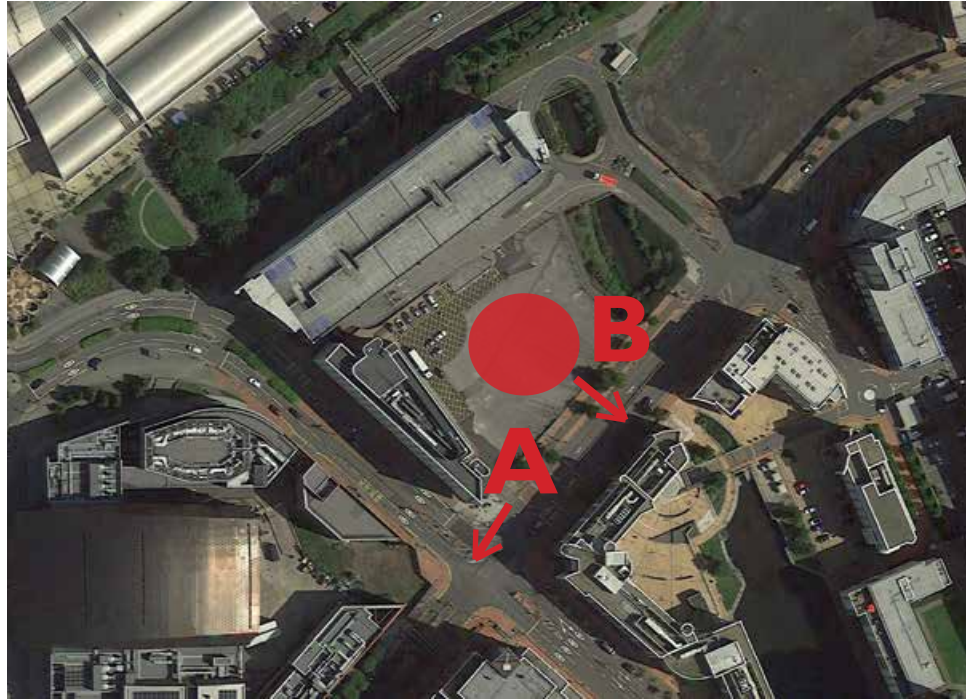
On this page are photos looking towards the site from the south and south east, from the central part of Pierhead Street. Photo B shows the full extent of the site as seen from Pierhead Street, with the Premier Inn to the left and the Q-Park at the back. The Wales Millennium Centre and Pierhead Building are visible on the left of this view. Photo A is taken from the junction of Pierhead Street and Bute Place, looking into the site with the Premier Inn to the left and Scott Harbour to the right.





#### 4.5 Current Photographs of the Site

On this page are photographs of the views looking away from the site. Photo B shows the Scott Harbour offices along Pierhead Street, with Ty Hywel to the right. Note that, from here, one gets a distant view of the Pierhead Building. Photo A is taken from the south corner of the site, looking directly at the Pierhead Building, with Ty Hywel to the left and the Wales Millennium Centre to the right.



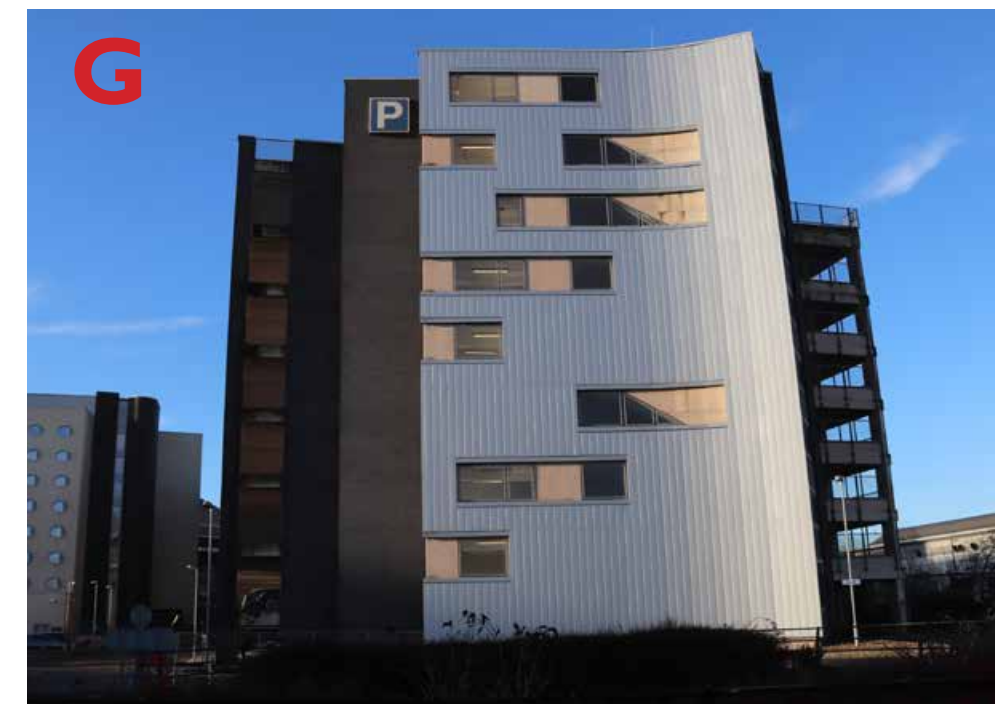
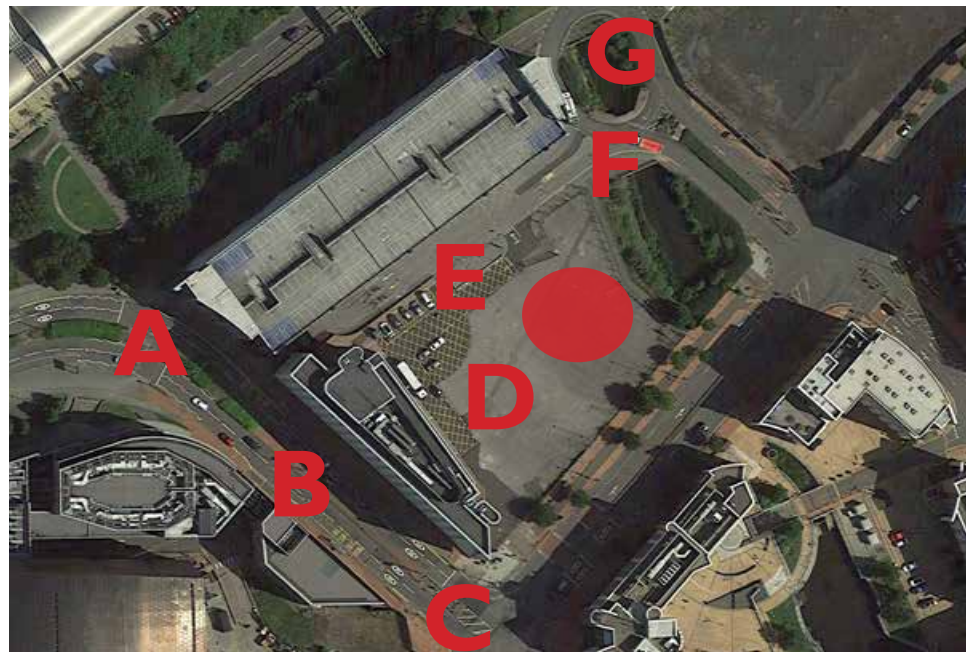


#### 4.5 Current Photographs of the Site

On this page are photographs of the 2no. existing buildings which flank the site.

Photos A to D are of the Q-Park Car Park (originally known as the Pierhead Street Car Park), which was built in 2008, and is immediately to the north west of the site.

Photos E to G are of the Premier Inn Hotel, which was built in 2019, and is immediately to the south west of the site.





## 4.6 Statutory Designations of the Site and Surrounding Area

### 4.6.1 Listings

Plot 5 is a vacant undeveloped plot so it is not protected by any listing.

### 4.6.2 Conservation Areas

Plot 5 is not within a Conservation Area.

However, it is located close to the boundary of the Pierhead Conservation Area and very near the Mount Stuart Square Conservation Area.

To the right is a map of all of Cardiff's Conservation Areas with the red dot identifying the Cardiff Bay area.

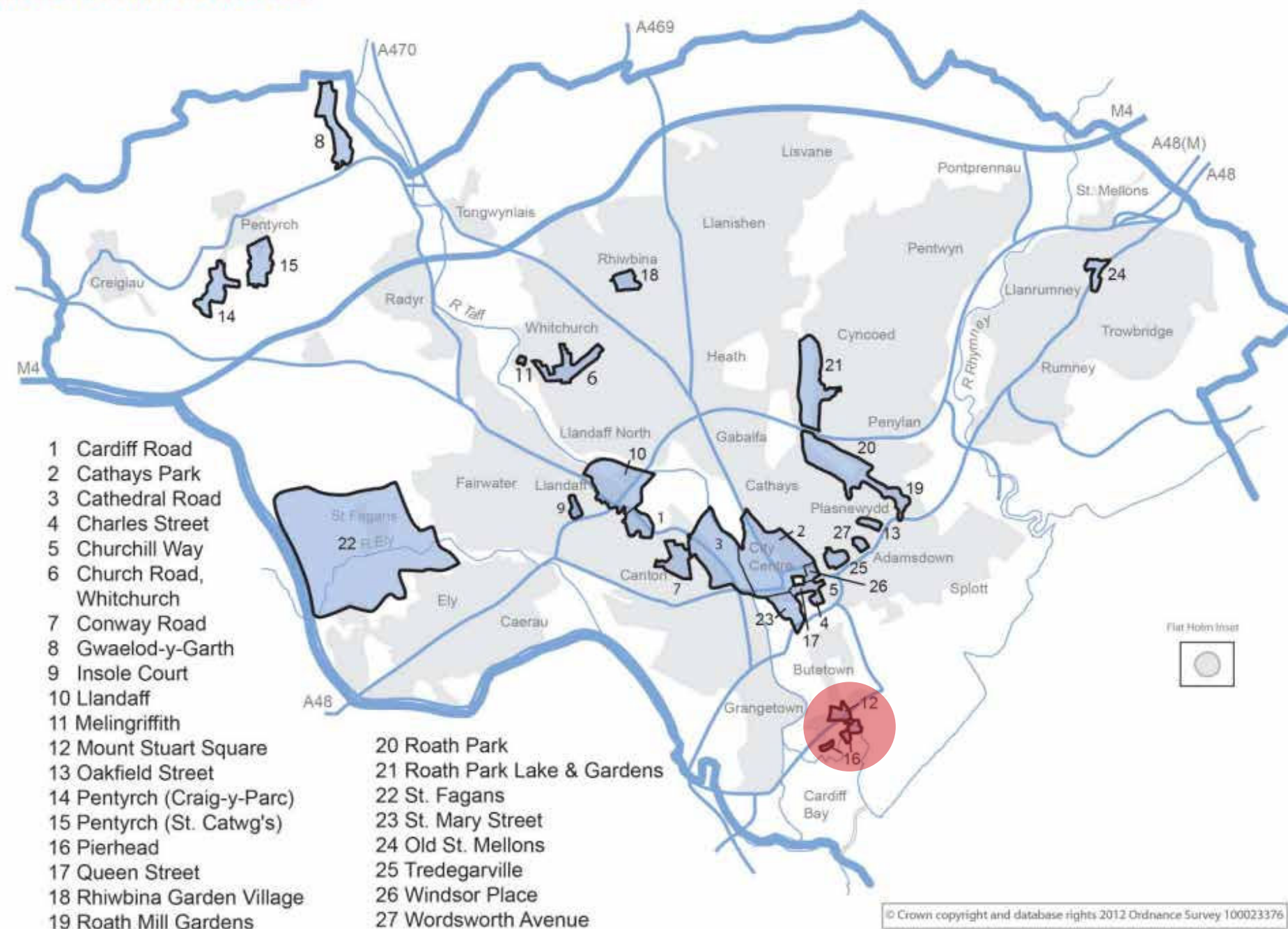
Number 16 identifies the 'Pierhead Conservation Area' and Number 12 identifies the 'Mount Stuart Square Conservation Area'.

The legal definition of a Conservation Area is set out in Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, as being: "An area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance".

Conservation Areas are areas of special architectural or historic interest. A decision to designate a Conservation Area is made after an appraisal of the area and an assessment of its character. Designation gives special protection to this character and to achieve this, the Council has extra controls over demolition, minor developments and the protection of trees.

Whilst the site is not actually within a Conservation Area, its proximity to two will have some bearing on this heritage value of the site. As a result, we include some information about those two Conservation Areas over the next few pages.

## Conservation Areas



Map of Cardiff's 27no. Conservation Areas; with the Pierhead Conservation Area and Mount Stuart Square Conservation Area identified within red circle

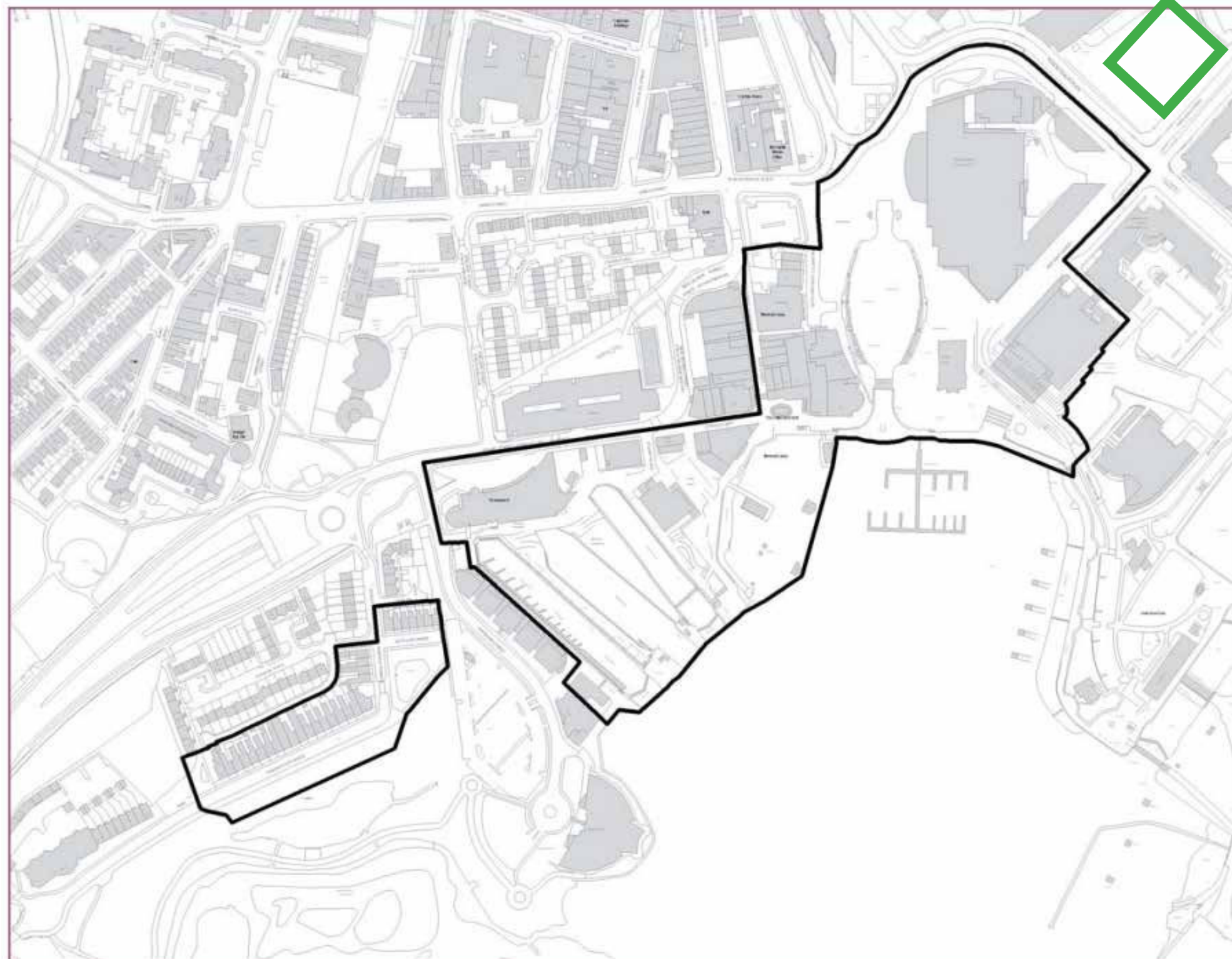


#### 4.6.3 Pierhead Conservation Area

To the right is a map showing the extent (within the bold black enclosure) of the Pierhead Conservation Area. Just to the top right (north east) of the designated area the green box identifies the location of the proposed development site.

The Appraisal document states that the “Pierhead Conservation Area was designated in 1984 focussing on part of Butetown’s historic dock area, giving recognition to its historical and architectural quality. It was subsequently extended in 1992 to include Windsor Terrace and Bute Esplanade, original residential development designed to house workers associated with the docks. This docks area is unique within Cardiff, and has an important history relevant not only to Cardiff but internationally. Over the past twenty years, the Conservation Area has been the subject of a major waterfront regeneration project which has changed its character in a fundamental and dramatic way. Today the Conservation Area is a mix of old and new, where the historic is readily visible and accessible and is complemented by two of Wales’ highest quality, high profile, modern landmark buildings (the Wales Millennium Centre and the Senedd), public spaces and public art. Together these create a Conservation Area with a unique sense of history, importance and place, both day and night.”

It goes on to state that “in the main part of the Conservation Area (the larger of the two shapes to the east) the overall scale is large, both buildings and structures. These are set in an open and expansive landscape. This is in contrast to the domestic scale of the properties of Bute Esplanade, Windsor Terrace and Windsor Esplanade (the smaller of the two shapes to the west)”.



*Pierhead Conservation Area Boundary identified with thick black line with green box to top right showing location of Plot 5, just outside the boundary*



4.6.3 Pierhead Conservation Area

On this page are four diagrams from the Conservation Area Appraisal. On all, we show the site as a green box.

The Appraisal talks about significant ‘Groups of Buildings’. It is clear that those which concern the Appraisal are the groups to the western part of the boundary, further away from the site, and hence of lesser consequence to the site.

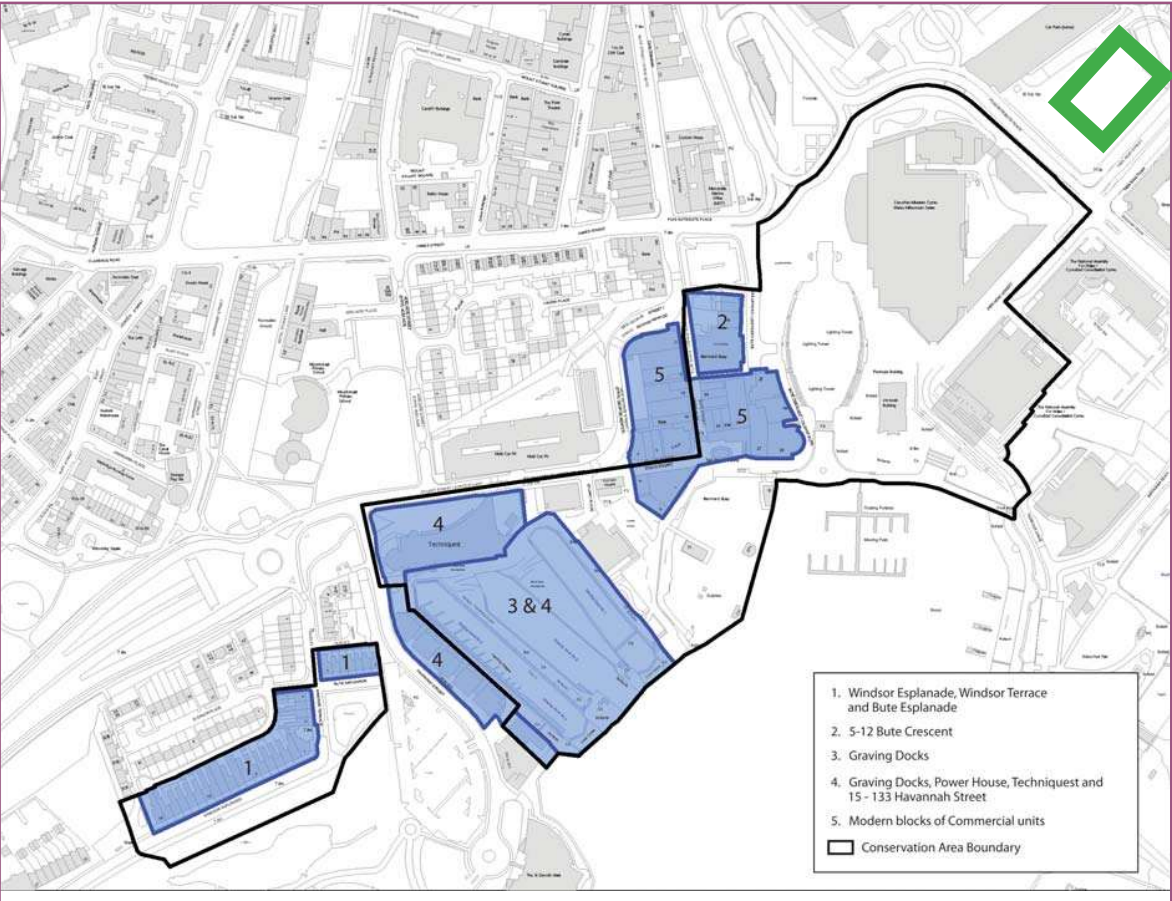
The Appraisal also talks about ‘Key Views and Focal Points’. It states “Views are an important part of the Conservation Area and are part of the attraction of the area. Looking out of the Conservation Area key views include the wetlands, Bay, barrage, Penarth Head, the Norwegian Church, historic buildings in the Mount Stuart Square Conservation Area and the Flourish. Within and looking into the Conservation Area key views are of Windsor Esplanade, Windsor Terrace and Bute Esplanade, the Graving Docks and the surrounding area including Techniquet, the entrance to the West Bute Dock (Roald Dahl Plass), the sea and dock walls, 5-12 Bute Crescent, the Wales Millennium Centre, the Pierhead Building and the Senedd.”

These buildings and structures are then shown on the ‘Landmark Buildings/Structures’ diagram, whilst those elements of ‘Historic Fabric’ are also identified.

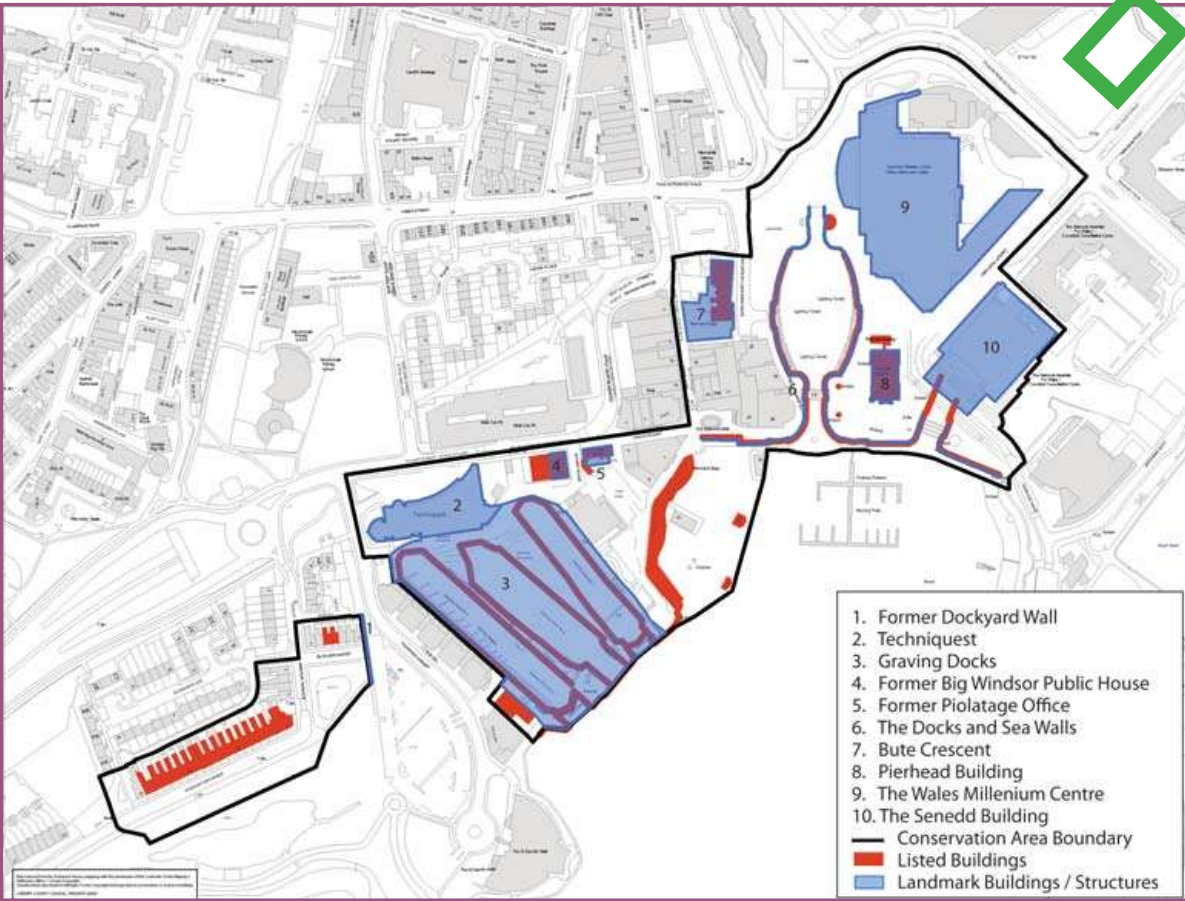
It is clear from this, and the diagram to the right, that no ‘key views or focal points’ identified are towards the site, and the only ‘landmark buildings and structures’ in close proximity to the site deemed to be ‘key’ are the Wales Millennium Centre, the Senedd, the Pierhead Building and the dock and sea walls, all of which are seen as one looks away from the site. Likewise, the important ‘historic fabric’ is some way from the site.

On the next few pages is some information of the historic structures referred to here - the Pierhead Building and the dock and sea walls.

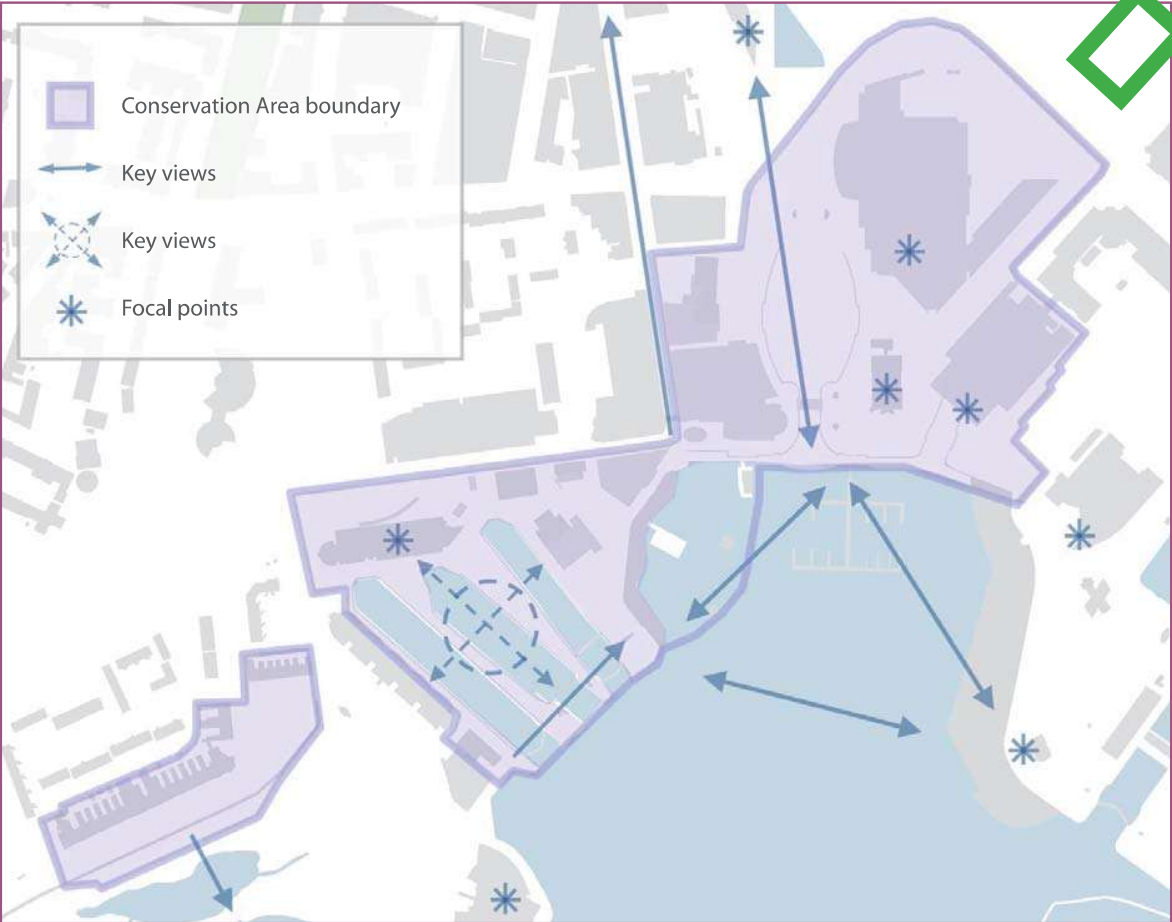
Map 2: Groups of Buildings



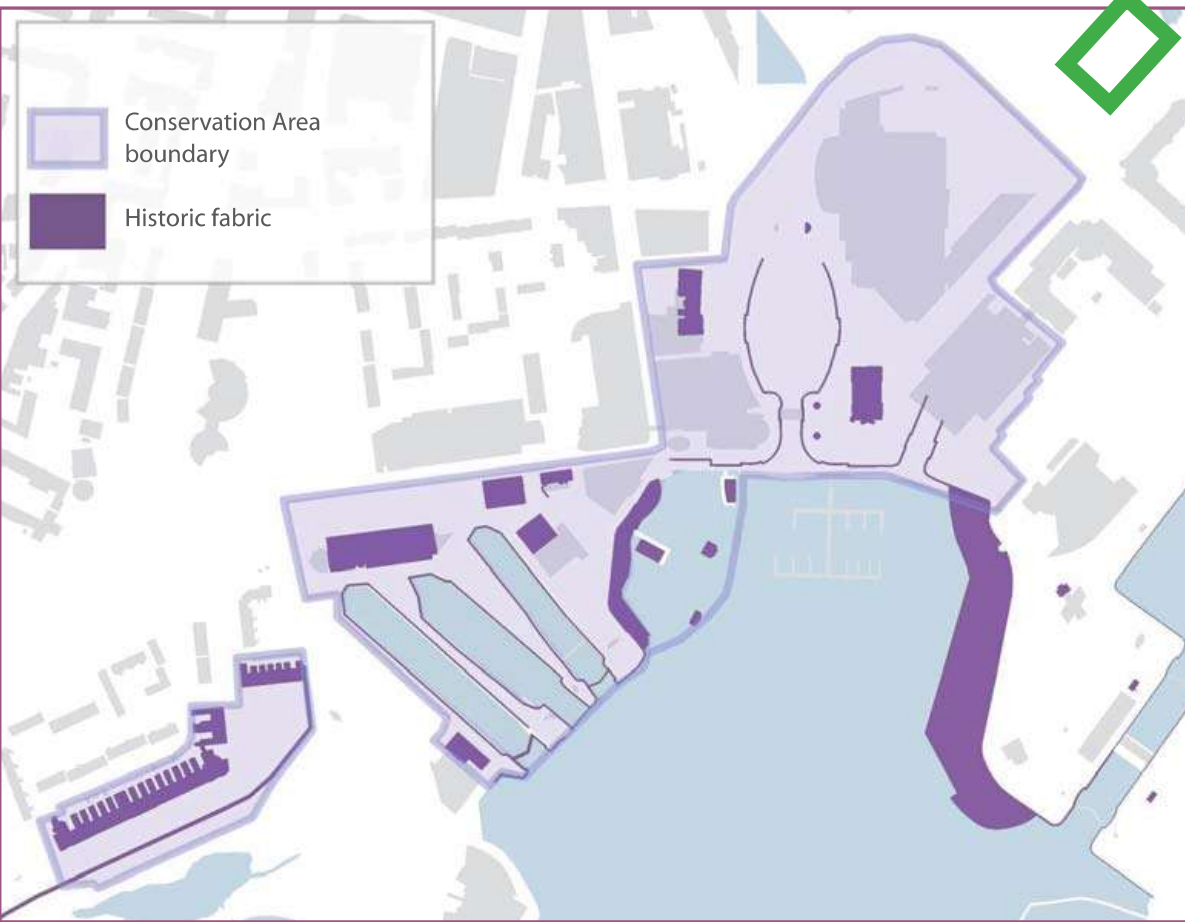
Map 4: Landmark Buildings/Structures



Map 3: Key Views and Focal Points



Map 5: Historic Fabric



Diagrams taken from the Pierhead Conservation Area Appraisal with a green box to the top right of each showing the location of Plot 5, just outside the boundary



#### 4.6.3.1 Pier Head Building (Grade I Listed Building)

In his book 'The Buildings of Wales – Glamorgan (Pevsner Architectural Guides – 1995)', John Newman describes the building as follows: "Proudly isolated at the water's edge, facing across Cardiff Bay to survey the bustling activities managed by the Bute Docks Company, whose offices it was built to house. The trustees of the third Marquess of Bute in 1887 formed a public limited company, and the Pierhead Building was constructed a decade later, in 1896-7, to the design of William Frame. Frame had been assistant to William Burges at Cardiff Castle and Castell Coch, and Burges's influence is powerful here. The architect may even have intended it as his Castell Coch, his Red Castle. The materials are hot red brick and hot red terracotta exactly matched. Boldly overscaled tower over a porch with early French Renaissance detail, rising via an oriel window to a clock stage decked with armorial shields and crowned with arcading and deep battlements. Steep pavilion roof. Steeply pitched roofs everywhere else, defining the mass of the two-storey building, and an array of heavily modelled chimneystacks. Short, symmetrical entrance front, with mullion-and-transom windows, their top lights arched. Its symmetry is broken by a polygonal bay at the south west angle, with its own candle-snuffer roof. Round the corner more heraldic decoration, and a triple chimneystack of special elaboration, all denoting the fact that the upper room in this corner was the manager's office. Otherwise the long sides are quieter, the large windows in the central section lighting a hall, the rear range accommodating offices for the company."

The stylistic eclecticism observable outside continues within, but here the influence of Waterhouse, the doyen of late Victorian public architecture, becomes more apparent. This is true of the glazed majolica tiling of the vestibule and staircase, and even more of the central hall, aisled in three bays with round-headed arches on square, panelled piers, the central aisle top-lit. The manager's office, however, reasserts romantic medievalism, with its vaulted look-out window and its splendid hooded chimneypiece, on coupled side shafts with fishy capitals and turreted like a toy fort in Burges's favourite way."

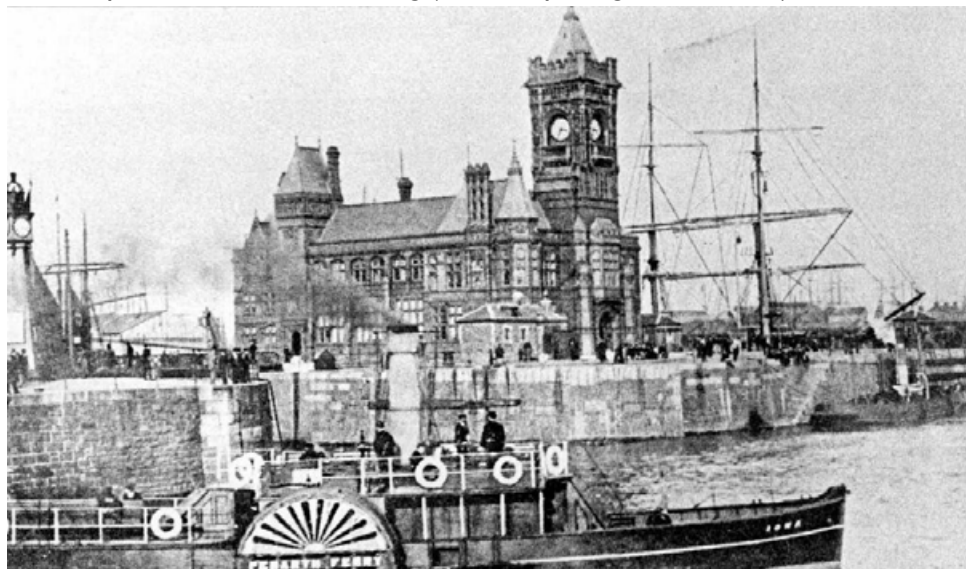
The building is protected by a grade I listing "as a central and especially important building to the historical and visual dockscape of Cardiff; it is furthermore an exceptional Victorian building reflecting the confidence of the period in its flamboyant architectural detail, particularly in its use of terracotta".



Pierhead Building as now (source: 'donaldinsallassociates.co.uk' website)



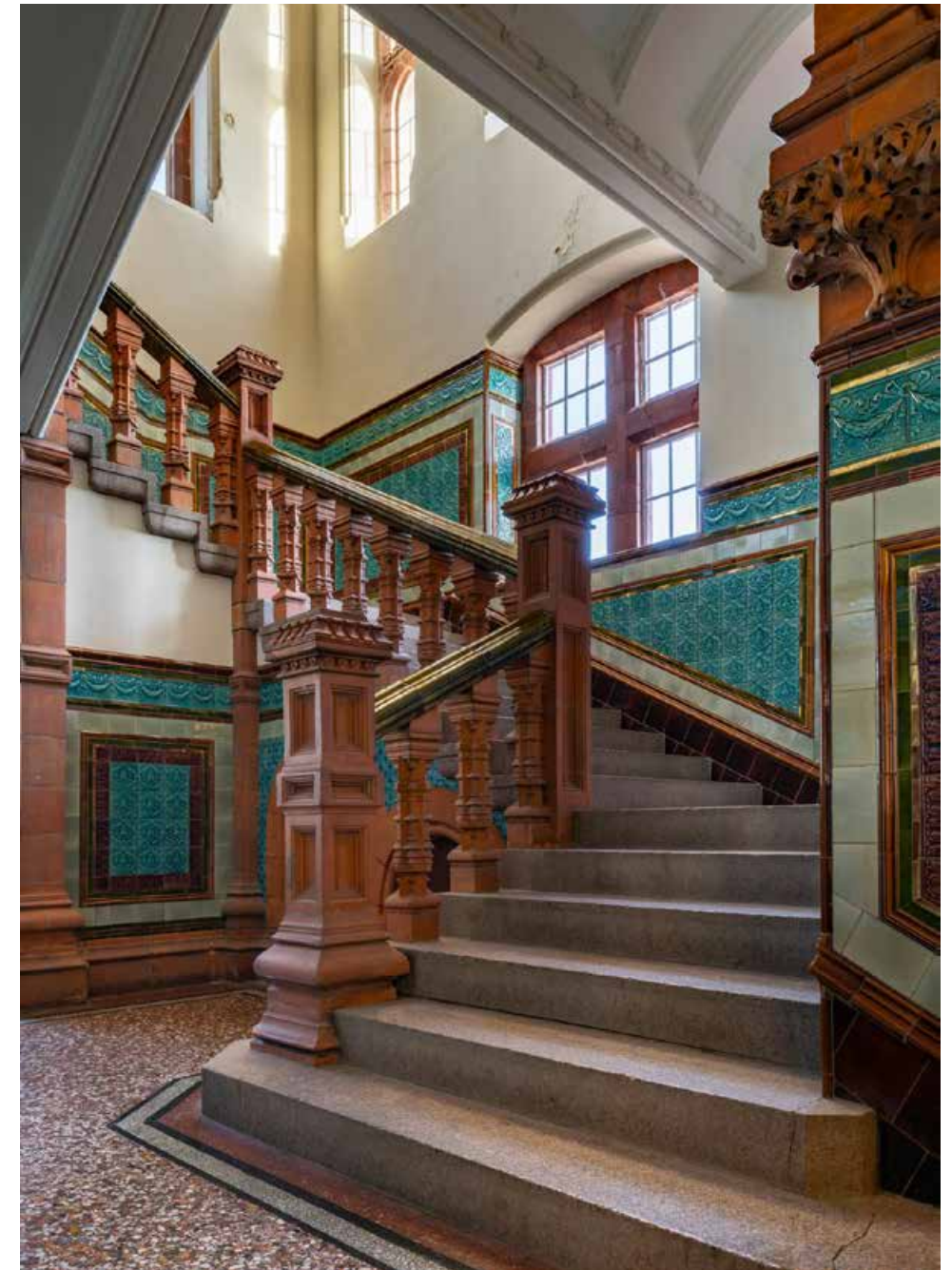
Historic photo of Pierhead Building (source: 'i.pinimg.com' website)



Pierhead Building - circa 1900 (source: 'twitter.com' website)



Pierhead Building at front of Cardiff Docks (source: 'pinterest.co.uk' website)



Interior of Pierhead Building now (source: 'donaldinsallassociates.co.uk' website)



The full listing for the **Pierhead Building** can be found below.

The Pier Head Building is protected by a Grade I listing, which was designated on 19 May 1975 and last amended on 21 August 1998.

The listing (with a Cadw ID No. of 14055) states:

### **History**

Built in 1896 by William Frame, assistant to William Burges as offices for the Cardiff Railway Company, successor to the Bute Dock Company. Medievalist style with strong influence of Burges (in contrast to the Classical dock offices at Barry) combining muscular Gothic and French Renaissance elements. 2-storeys; brightly constructed throughout in glazed terracotta, representing a fine example of the use of this material; abundant sculptural ornament and banding. Slate roofs; small-pane glazing, round headed to 1st floor and square headed below.

### **Exterior**

Design dominated by 2-stage clock tower at S end over main entrance; pyramidal roof and crenellated parapet with gargoyles. Clock faces recessed beneath semi-circular arches with fleuron panelled balconies; flanking lions heads and coats of arms. Splayed oriel over main entrance including crenellated transom and machicolated bracket base. Squat round arched entrance with deeply rounded jambs; battered bases to flanking octagonal and domed turrets. Panelled doors, half-glazed tympanum and swirling bands of foliage. Larger, Low Countries style, polygonal corner towers beyond, incorporated into main rooms and glazed to each face; pyramidal roof, gargoyles, colonnettes and foliage band between floors. 7-bay left hand side, the southernmost of which is taken up with exceptional chimney breast, heavily enriched with terracotta ornament including steam train and ship over the company's motto 'Wrth ddwr a than'; the whole set in a tiered frontispiece-like frame and topped by 3-linked chimney stacks; bronze commemorative plaque to base. Central 3-bays are divided by buttresses with polygonal faces and domed caps. Steep-hipped roof tower beyond over entrance inscribed Bute Docks Co.; round arched with panelled surround; chimney stack and band of narrow round arched panels to top. Northernmost bay has bracketed gable-oriel with 3-light transomed window; gable has blind oculus and finials. Simpler right hand side with central 3-bays divided off as before; 2-windows near southern end are set in foliage surround. Plain N end.

### **Interior**

Entrance is onto square lobby, decoratively tiled and with panelled ceiling; round arched recesses to both sides with labels and nook shafts. This leads through to tall and grand hall; includes terrazzo floor; with central roundel repeating the company's motto and panelled ceiling. Church-like, double-arcaded hall of offices to rear through full height, moulded arch with foliage spandrels; terracotta detail includes twin pilasters between each arch, rising to carry the glazed clerestory roof along the central nave. The main stairwell leads off the front right hand corner of the entrance hall. The staircase is enriched by varied and colourful materials including granite treads, terracotta (stellar-section) balusters including enormous newels and green-glazed tile handrail; gilded Minton style tilework to dado (ca 1.8m high) - includes swagged band to top. The single-best room is the Port Manager's office on 1st floor with castellated and canopied 'medieval' chimneypiece with heavily foliated columns and herringbone tiled fireback; panelled ceiling with pendant to octagonal centrepiece. Round arch into corner tower bay in this office and that below. Crenellated and half-glazed partitions to 1st floor office corridors; panelled doors. Original ironwork spiral stairs inside clock-tower manufactured by St Pancras Ironwork Co, London; curved braces to treads.

### **Reasons for Listing**

Listed Grade I as a central and especially important building to the historical and visual dockscape of Cardiff; it is furthermore an exceptional Victorian building reflecting the confidence of the period in its flamboyant architectural detail, particularly in its use of terracotta.



Pierhead Building (source: own)



Pierhead Building (source: 'britishlistedbuildings.co.uk')



4.6.3.2 Sea Wall and Lock of Bute East Dock Basin

The Sea Wall and Lock of Bute East Dock Basin are protected by a Grade II listing, which was designated on 20 August 1992 and last amended on 21 August 1998.

The listing (with a Cadw ID No. of I4056) states:

**History**

Bute East Dock constructed 1852-1859, supervising engineers Rennie and Plews, contractors Hemingway and Pearson. Lock now filled in and truncated by road on line of former swing-bridge.

**Exterior**

Lock listed only as far as road (former swing bridge) beyond which walls are incomplete. Walls in finely-jointed level-coursed brown stone. Copings to gate rebates and E wall generally in brown stone, other copings granite. Near gate rebates, depth scale inscribed in Roman numerals. Sea wall continues to E with massive blocks in brown stone; granite copings except at extreme E where they are brown stone.

**Reasons for Listing**

Listed as structure defining Inner Harbour of Cardiff Bay, and for group value.



Bute East Dock Basin Sea Walls (source: 'britishlistedbuildings.co.uk')

4.6.3.3 Sloping Stone Sea Wall between Entrance to Bute East Dock and Roath Basin, including 5 Dolphins

The Sloping Stone Sea Wall between Entrance to Bute East Dock and Roath Basin, including 5 Dolphins are protected by a Grade II listing, which was designated on 20 August 1992 and last amended on 21 August 1998.

The listing (with a Cadw ID No. of I4058) states:

**Exterior**

Sloping sea wall revetted in rubble masonry running N to S between sea lock to former Bute East Dock and sea lock to Roath Basin. Wall approximately 240m long and up to 38m wide. Wall has grey stone steps leading to base of wall. At N end, vertical section of rubble walling connecting sloping wall with sea wall to former Bute East Dock. At foot of wall, 5 dolphins, timber structures with 4 almost upright corner piles, sloping slightly inwards, and cross-braced, with metal plate reinforcements at angles. Dolphins each connected to wall by 2 walkways at low level and were used for mooring ships during repairs.

**Reasons for Listing**

As structure defining Inner Harbour. Group value.



Sloping Stone Sea Wall and 5 Dolphins (source: 'Wikimedia Commons')

4.6.3.4 Bute West Dock Basin, including Sea Walls and Catch Pit

The Bute West Dock Basin, including Sea Walls and Catch Pit are protected by a Grade II listing, which was designated on 6 March 1977 and last amended on 21 August 1998.

The listing (with a Cadw ID No. of I4052) states:

**History**

West Bute Dock and Basin opened 1839 by Bute Docks Company. Originally planned by James Green, with revisions and consultations from Telford, Cubbitt and R Stephenson. Resident engineer George Turnbull, chief contractor Daniel Storms. Basin walls probably refaced in later C19.

**Exterior**

Sea walls faced with massive grey-brown stone blocks with copings generally in granite but grey-brown stone at W end of sea wall to S of Industrial and Maritime Museum. Squat cast iron bollards set into coping stones, some of which have iron lipping to kerbs. At time of inspection (March 1991), walls partially obscured by rubble dumped as reinforcement. Beginnings of stairs down to water visible to E and W of entrance to basin. Basin largely filled in but walls of basin where visible are in snecked brownish stone with band courses. Granite copings. Basin entrance has rebates for former gates, each retaining (to S), iron seatings for gate hinges. Basin elliptical with granite steps down to floor visible on E but largely obscured to W. To N of basin, dock entrance has rebates for former gates, each retaining (to S), iron seatings for gate hinges. To E of entrance to former dock (N of basin), is catch pit. D-shaped feeder pit in grey-brown coursed hammer-dressed masonry and having heavily built sluice archway with stepped voussoirs and keystone.

**Reasons for Listing**

Included for important historic interest as remaining structures of the earliest major dock in Cardiff. Group value.



Bute West Dock Basin Sea Walls (source: 'britishlistedbuildings.co.uk')



**4.6.3.5 Dock Walls of Roath Basin, including Sea Walls and Sea Lock, Walls of Locks, and Dry Docks**

The Dock Walls of Roath Basin, including Sea Walls and Sea Lock, Walls of Locks, and Dry Docks are protected by a Grade II listing, which was designated on 20 August 1992 and last amended on 21 August 1998.

The listing (with a Cadw ID No. of I4062) states:

***History***

Roath Basin begun 1868, opened July 1874. Former Junction Lock (which connected Roath Basin with former Bute East Dock) and Commercial Dry Dock contemporary with Roath Basin. Lock between Roath Basin and Roath Dock dates from building of Roath Dock (begun after 1882). Bute Dry Dock added to S corner of basin between 1880 and 1900.

***Exterior***

SEA WALLS: In massive grey-brown stone blocks, snecked; massive jointed brown masonry with granite copings. Depth scales in Roman numerals cut into wall at lock entrance. Areas to L and R of central approach where walls protected by adjoining sloping walls have smaller blocks.

SEA LOCK: Approx 152 metres long and 25 metres wide. Finely jointed brown masonry with granite copings c. one metre deep. Copings have squat iron bollards c. 50 cm wide and 15 cm high. Walls have rebates for lock doors at each end of lock, and smaller rebates for ladders, pipes etc. At each end of lock, brown stone flooring with pits for machinery covered with iron plates. Powered cast-iron capstan at each side of sea entrance and also each side of entry to basin proper. Each side of lock has row of bollards. (c. 60cm high) approx 6 metres back from lockside. At time of inspection, 6 bollards on NW side of lock and 5 on SE, in addition to squat bollards set into granite coping stones. The outer lock gates are hollow metal, plated and riveted, curved to rear, wooden walkway with post and chain railings. Gates opened towards basin (NE) into rebates in wall. Gates between lock and basin proper of the same pattern, and also opened into rebates towards basin. On the SE side of lock is stepped and ramped platform for demolished swing bridge.

ROATH BASIN WALLS: Approx 315 by 170 metres. Finely jointed masonry with granite copings c. one metre deep. Copings have squat iron bollards c. 50 cm wide and 15 cm high.

JUNCTION LOCK: Entrance approximately 18 metres wide and lock c. 35 metres across at widest point. Now truncated but current length approx 140 metres. Finely jointed brown masonry (but some pink stone particularly at N end). Granite copings c. one metre deep. Rebates for lock gates at S (Dock) and N ends. Depth scale in Roman numerals at lock entrance. Cast iron ex-powered capstans near entrance on E side of lock, and near N gate rebates on W side of dock. Spanned by modern bridge

COMMERCIAL DRY DOCK: Dry dock approx. 190 metres by 22 metres. Stepped stone walls to dry dock. Basin end of dry dock stepped up from dock level (steps to W). Dock gate floating caisson type. Formerly powered capstan to W of dock entrance. Spanned by modern bridge.

LOCK BETWEEN BASIN AND ROATH DOCK: Approximately 240 metres long by 22 metres wide. Finely jointed brown masonry with granite copings c. one metre deep. Copings have squat iron bollards c. 50 cm wide and 15 cm high. Walls have rebates for lock doors at each end, and rebates for lost gates to W of current bridge. Smaller rebates for ladders, pipes etc. At each end of lock, brown stone flooring with iron-covered pits for machinery. Powered cast-iron capstan at each side of entrance to lock from basin and also each side of entry to Roath Dock. Each side of lock has row of bollards (c. 60 cm high) approx 6 metres back from lockside. At time of inspection, 11 bollards on NW side of lock and 11 on SE, in addition to squat bollards set into granite coping stones. The lock gates are hollow metal, plated and rivetted, curving to rear, grated metal walkways with post and chain railings. Gates opened towards Roath Dock (NE) into rebates in wall.

BUTE DRY DOCK: Dry dock approx 190 metres by 27 metres. Basin end of dry dock considerably higher than dry dock sides. Stepped snecked stone walls, steps c. 35m wide. Stairs built into walls at N end of dock and at curved S end. Rails for travelling cranes parallel to dock sides. Gate of the floating caisson type in welded steel.

***Reasons for Listing***

Included as major example of dock engineering of the period, with dock walls, sea lock, inner lock and dry docks illustrating functioning of port of Cardiff. Group value.

**4.6.3.6 Sea Wall to East of former Mount Stuart Shiprepair Yard**

The Sea Wall to East of former Mount Stuart Shiprepair Yard are protected by a Grade II listing, which was designated on 20 August 1992 and last amended on 21 August 1998.

The listing (with a Cadw ID No. of I4049) states:

***History***

On First Edition OS Map, surveyed 1876-78.

***Exterior***

Steeply sloping sea wall revetted in coursed squared rubble masonry (grey and brown), courses of varied height. Wall approx 110 m long and up to 20 m wide. Wall runs roughly north-south in curves from near junction of Bute Street and Stuart Street to meet vertical sea wall of Graving Dock No 1 at former Shiprepairing Yard.

***Reasons for Listing***

Included as structure defining Cardiff Inner Harbour. Group value.



### 4.6.3 Pierhead Conservation Area

The Conservation Area Appraisal also refers to various matters deemed worthy of reference here. They are:

**“*High Quality Local or Unusual Materials in the Townscape.*”**

There are a range of materials in the Conservation Area due to the wide variety and age of structures, buildings and public spaces within it.

Stone is an important material in relation to historic structures and buildings. It is used in massive blocks for the dock and sea walls, for the construction of the pilotage office, the houses of Windsor Esplanade and Windsor Terrace and some boundary walling. The type of stone varies ranging from granite for coping stones on the dock and sea walls to sandstone for the houses, which are also decorated with Bath stone detailing.

Although there is little red brick in the area, it is used to great effect on the Pierhead building. It is also a feature of the listed power house associated with the Graving Docks and of the high boundary wall adjoining Bute Esplanade.

Render is used extensively throughout the area. It is particularly attractive when combined with architectural detail as demonstrated by properties along Bute Esplanade, 5-12 Bute Crescent and the former Big Windsor public house.

Three buildings stand out as using unusual or local materials that contribute to the character of the area:

- The Wales Millennium Centre
- The Senedd
- The Techniquet Building

**“*High Quality Architectural Detailing*”**

Throughout the Conservation Area there are examples of buildings featuring high architectural detail. Residential properties within the Conservation Area display generic architectural styles and unifying features; commercial buildings, however, have been designed as individual units resulting in a variety of building designs and no generic commercial style or unifying features.

Windsor Esplanade is the most complete surviving terrace of the original Butetown suburb. It displays many attractive features, either original or restored, such as bathstone dressings, copings, cornices, parapets; rounded attic-dormers, bay windows, red brick chimneys, shaped/Dutch gables, finials and sash windows.

Bute Esplanade properties are of a different style but also have attractive features such as a smooth render finish.

5-12 Bute Crescent was designed as housing for professionals in the original Butetown suburb. Like Bute Esplanade these properties are finished in sooth render and feature sash windows, architraves and cornices.

With regard to commercial buildings, the most outstanding building is the late 19th Century Pierhead building. Constructed of red brick and terracotta it combines Medieval Gothic and French Renaissance styles and displays a variety of attractive features including a clock tower with parapets and gargoyles; a chimney breast incorporating coats of arms, a train, ship and motto; and domed turrets over the building entrance.

Elsewhere, the former Big Windsor is an attractive smooth rendered building featuring details such as parapet, cornice, architraves, sash windows, portico, pilasters and moulded vine leaves and grapes.

Close by the former Pilotage Office is of stark contrast but also rich in architectural detail being constructed of stone and featuring quoins, bracket eaves, parapets, stone chimneys and a central roof tower with a modern weather vane that indicates wind direction on a compass at the base of the tower.

Even the powerhouse building, an industrial building that provided power for dock gates and machinery of the Graving Docks, incorporates attractive architectural features such as corbelled eaves and windows with round headed arches.”

**“*High Quality Hard and Soft Landscaping*”**

The majority of the public realm comprises hard landscaping. There is a wide variety of paving materials, all new apart from the old dock and sea walls, which generally gives the public realm a contemporary feel. Materials include slate, stone paving, granite cobbles, bonded gravel/chips, brick paviours, concrete paving blocks and wooden decking. As such there is no uniform or typical paving material in the area.

In terms of street furniture, Victorian style lamp posts and bollards are prevalent around the Graving Docks area. Elsewhere, lighting and bollards are of contemporary design and materials as is public seating and tables. Signposts are also modern as are information boards.

In terms of soft landscaping trees are located in the residential area, to the north of Roald Dahl Plass, adjacent to the Pierhead building and in the seating area adjacent to the former Pilotage Office. There is also a small garden/border of plants adjacent to Graving Dock I as well as some other planting in the seating area adjacent to Harry Ramsden’s restaurant. These plants help soften the built environment. Trees in the residential area are mature and deciduous and contribute to the character of this part of the Conservation Area. The small garden/border adjacent to Graving Dock I creates a pleasing greened calm space unlike any other in the area.

Limited soft landscaping is provided by private garden areas.”

The Appraisal goes on to make some recommendations on what new proposals should consider. Below is what is states about ‘new developments’.

**“*New development*”**

***Issues***

A key feature of the Conservation Area is its expanses of public spaces and feeling of openness.

With regard to development, the Conservation Area is marked by domestic scale residential development to the west with the remaining area dominated by large scale spaces and buildings. Any development proposed within the Conservation Area needs to take these features into account to ensure that the character and appearance of the Conservation Area is not compromised.

Architecturally there is a wide range of styles and detail. Generally there is a particularly high quality of architectural detail and innovative design. There is also a wide range of materials which are used imaginatively and displayed to best advantage through architectural detail.

***Enhancement Opportunities***

Development in important public spaces should be resisted.

Any new development needs to be of high design quality and must preserve and enhance the aesthetic quality, unique identity/character, important views and the heritage and historic context of the Conservation Area.

Scale varies within the Conservation Area, ranging from domestic scale houses to large scale, nationally important buildings. The scale of any development must be sensitive to its setting to ensure the character and appearance of the Conservation Area is not compromised.

Whilst there is no specific architectural style throughout the area many buildings exhibit high quality architectural detail and innovative design. Any new development should replicate this high level of design, detail and innovative style to complement existing structures and spaces.

A wide range of materials are used throughout the area. The best buildings and spaces use these imaginatively to create features of interest. Any new development should seek to use high quality materials and use them to create high quality buildings and spaces of interest.

Proposals that would result in inactive frontages, either day or night, particularly at ground floor level should be resisted. Advise against the covering up of commercial windows internally as this detracts from the character and appearance of the Conservation Area and makes the area less welcoming and less vibrant.”



#### 4.6.4 Mount Stuart Square Conservation Area

The Mount Stuart Square Conservation Area Appraisal document states that the “Mount Stuart Square area was designated as a Conservation Area in July 1980 in recognition that the Square and surrounding area has special interest in the context of the history of the commercial growth of Cardiff and because of the unique character of scale and detailing in many of its buildings.”

To the right is a map showing the extent of the Mount Stuart Square Conservation Area with all the Nationally Listed Buildings within the area in red and the Locally Listed Buildings in blue.

The other site which Dukes Education / Cardiff Sixth Form College are looking to locate their teaching accommodation on is made up of two of those nationally listed buildings within this Conservation Area boundary - they being Cory's Building and Merchant Place - which are in the south east corner of the Conservation Area.

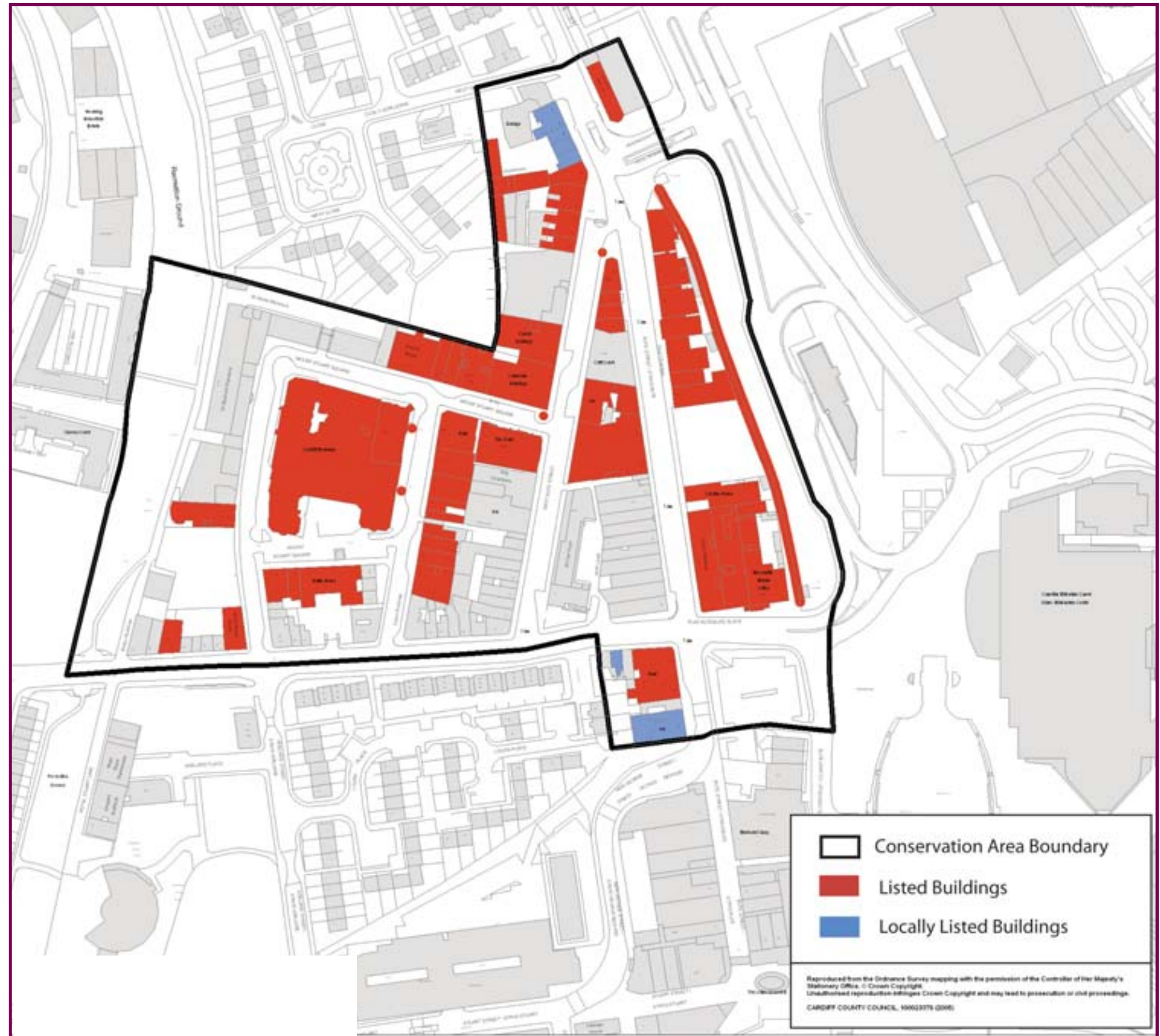
Off to the right of the map, the green rectangle identifies the direction in which the site (Plot 5) is, relative to this Mount Stuart Square Conservation Area. It is, therefore, notably further away from the site than the Pierhead Conservation Area.

The Appraisal goes on to state that “In Mount Stuart Square and the surrounding streets, many of the historic buildings have been retained due to their protection through statutory listing, providing a visual remnant of the former commercial heart of Cardiff Docks and its residential suburb. In the mid 1980's a grant scheme was set up to encourage improvement works to properties within the area resulting in a number of successful renovation projects. Unfortunately, however, the Coal Exchange has declined since its closure in 1961, damaged by fire and water penetration.

“Today the Mount Stuart Square area displays an eclectic mix of buildings of different scale and styles that visually tell a story of how the area developed, prospered, declined and then started to adapt to a new role in the late Twentieth and early Twenty First Centuries.”

The Appraisal identifies the following “key qualities” to the area:

- “A distinctive quality of place;
- The presence of landmark buildings or landscape features;
- Hierarchies of public or private space;
- High quality local or unusual materials in the townscape;
- High quality architectural detailing;
- High quality hard and soft landscaping.”



Mount Stuart Square Conservation Area Boundary identified with thick black line with nationally listed buildings in red and locally listed building in blue. The green box to the right shows the approximate location of Plot 5, which is just off this plan



#### 4.6.4 The Mount Stuart Square Conservation Area Appraisal - Presence of Landmark Buildings

To the right is an extract from the Conservation Area Appraisal, identifying what it deems to be 'Landmark Buildings' within the Area. The Appraisal states:

“For the purpose of this appraisal, a landmark building is one which has significant social and historic links with the development of the area, which is unique within its setting, and which contributes positively to the character of the area.

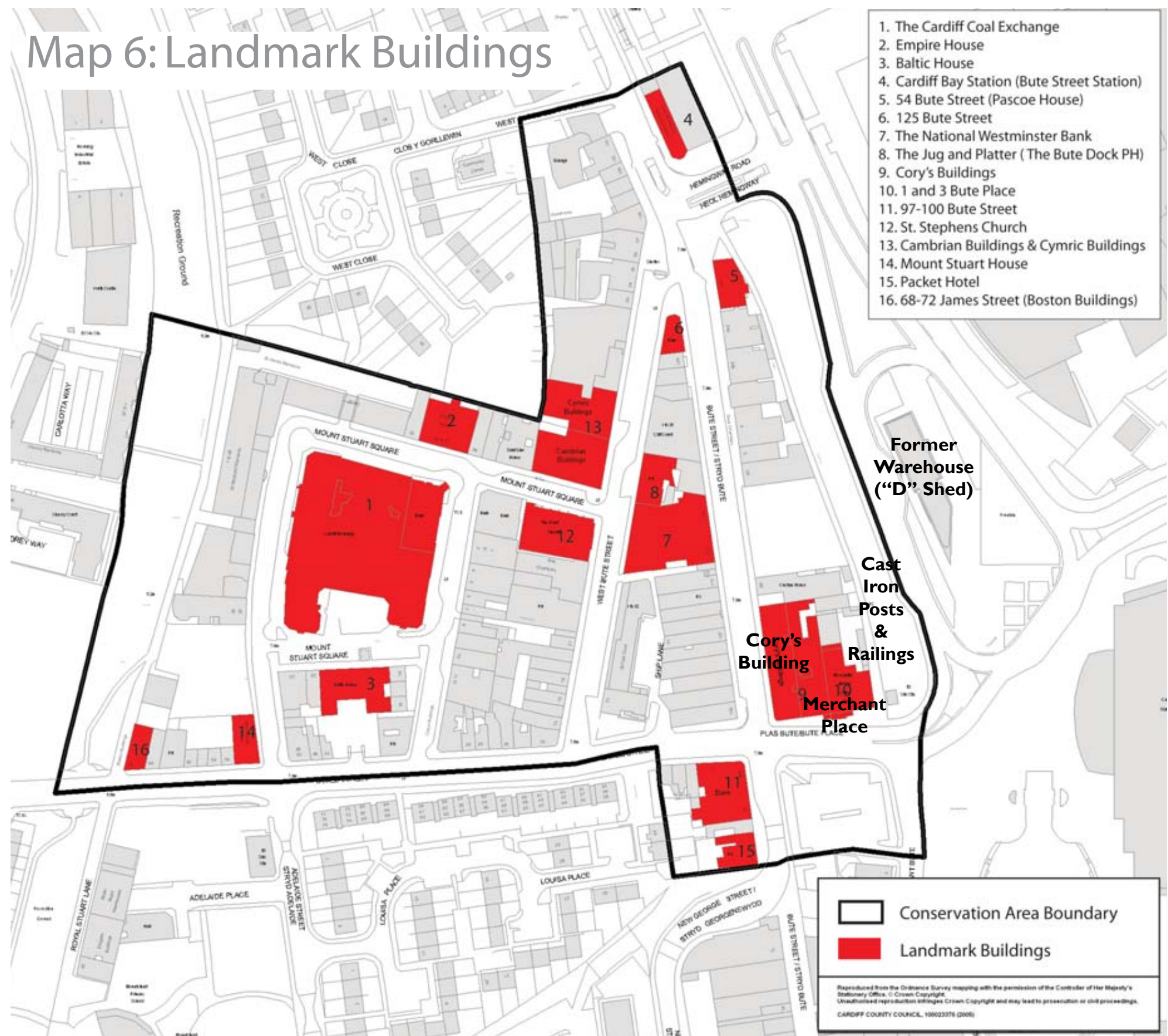
“There are numerous buildings within the Mount Stuart Conservation Area that have these qualities to some degree; however, there are certain buildings that stand out and exhibit these qualities to a greater degree than others.

“Some buildings such as the National Westminster Bank building stand out because of their sheer scale although the smaller buildings can be equally prominent because of the differences in their height. Corner sites were prime locations for commercial buildings because of the benefit of two street frontages and usually these buildings have a strong street presence. The buildings that have been identified as Landmark Buildings are shown on the map opposite”.

The following buildings within the 'Mount Stuart Square Conservation Area' were identified as Landmark Buildings:

- The Cardiff Coal Exchange, Mount Stuart Square
- Empire House, Mount Stuart Square
- Baltic House, Mount Stuart Square
- Cardiff Bay Station (Bute Street Station)
- 54 Bute Street (Pascoe House)
- 125 Bute Street
- National Westminster Bank (113-116 Bute Street)
- The Bute Dock Public House, West Bute Street
- Cory's Buildings (57 Bute Street)
- 1 and 3 Bute Place
- 97-100 Bute Street (corner of James Street)
- St Stephens Church
- Cambrian Buildings and Cymric Buildings
- Mount Stuart House, James Street
- The Packet Hotel
- 68-72 James Street (Boston Buildings)

A further historically important, listed building just outside the boundary of the Conservation Area - to its east - is the Former Warehouse 'D' Shed. This, as well as the Pierhead Building, is the closest listed building to the site. Its listing, along with information on the other two listed building which are closest to the site - Merchant Place and Cory's Building - are included on the next pages.



Map of 'Landmark Buildings', extracted from Cardiff Council's 'Mount Stuart Square Conservation Area Appraisal'



#### 4.6.4.1 Merchant Place

Nos. 1 and 3 Bute Place, which together form what we know as Merchant Place, are separately listed, however, share exactly the same listing descriptions.

##### 1 Bute Place

1 Bute Place (part of Merchant Place) is protected by a Grade II listing, which was designated on 19 May 1975 and last amended on 21 August 1998 and has a Cadw ID no. of 13960.

##### 3 Bute Place

3 Bute Place (part of Merchant Place) is protected by a Grade II listing, which was designated on 19 May 1975 and last amended on 21 August 1998 and has a Cadw ID no. of 139601.

The listings both state:

##### **History**

Built 1881. By E G Rivers, architect; builders were Kirk Randall. Originally occupied by Mercantile Marine Department of the Board of Trade, and also by the Docks Telegraph Office.

*Merchant Place to right; Cory's Building to left (source: own)*



##### **Exterior**

Italian Renaissance style, three storeys and 10 window bays to main (S) elevation. Red brick with red sandstone dressings (sandstone from Shawk quarries, Cumberland), grey Penrhyn granite columns. Hipped slate roof with red sandstone chimneys. Cornice in sandstone with balustrade and central aedicule. Second floor has segmental-headed windows with sandstone architraves with keystones. Sandstone cornice at sill level. First floor windows with sandstone architraves and bracketed triangular pediments above. Ground floor faced in red sandstone. Fourth and seventh bays are round-headed doorways with panelled double doors and semi-circular fanlights over. Remaining bays are round-headed windows with keystones over and panelled aprons below. Ground floor is articulated by grey granite columns in Roman Doric style, doubled at ends of facade. Entablature supports balustraded parapet, rising to first floor sill level, of which central four bays break forward to form porch. Wall behind porch has granite pilasters. Centre two bays of porch project with doubled columns at ends. East return of five bays in same style but first floor windows have flat cornices rather than triangular pediments, and no balustrading below sills. Doubled granite pilasters at S end of elevation. To rear, elevation in red brick with camber-headed windows, and two storey wing with similar treatment. Facing Dock Lane (E), yard surrounded by brick wall with sandstone coping. Tall sandstone gatepiers. To N of gates, outbuilding with shaped gable and tall brick chimney.

##### **Interior**

In entrance hall to R of Portico is impressive staircase with cast iron banisters in Grecian style. Similar staircase visible through doors at entrance to L of portico.

##### **Reasons for Listing**

Numbers 1 and 3 Bute Place form excellent C19 commercial building with fine Italianate design and strong use of contrasting building materials. Group value.

#### 4.6.4.2 Cory's Building

Cory's Building is protected by a Grade II listing, which was designated on 20 August 1992 and last amended on 21 August 1998.

The listing (with a Cadw ID No. of 13972) states:

##### **History**

Opened in 1889; built to designs of Bruton and Williams, architects of Cardiff, for Cory Brothers Ltd. Adjoins Customs and Immigration building to left and the former Board of Trade building on Bute Place to right.

##### **Exterior**

Free Italianate Classical style with some Mannerist derived detail. 5-storey with asymmetrical 13-window ashlar front and channelled ground floor with granite plinth. Central section emphasised by giant order, part fluted, pilaster strips and stepped up parapet incorporating segmental pediment; similar pilasters to end bays. Ground, 2nd, 3rd & 4th storeys delineated by cornices (dentil to 2nd floor). Horned sash glazing; some with bracket cornices and volutes. Either side of central columns with elaborately foliated bulbous bases; these floors are then linked to central bay by coffered giant arch, with foliated spandrels, carried on paired pilasters and flanking a splayed bay window with open pediment. Similar splayed oriels to 1st floor of flanking sections; paired segmental headed windows to end bays and camber headed windows in squared recesses to ground floor. Central entrance with Grecian brackets to stout balustrade, urn finials and inscribed entablature; recessed doorway. Left hand is red brick with stone banding. The corner to right is set back to top 2 floors, rounded below and dated 1889 to 2nd floor. 2 1-window right hand side adjoining the former Board of Trade building; the right hand bay is slightly stepped back. Similar window treatment; round arched recess to 1st floor containing aedicule and oculus; swags over semicircular-headed entrance with panelled double doors.

##### **Interior**

Retains openwell stairs with arabesque ornamented iron balustrade; moulded handrail, scrolled to base. Some windows have small-pane glazed shutters (secondary casement glazing).

##### **Reasons for Listing**

Prominently sited elaborate commercial building for important Cardiff family business. Group value.



4.6.4.3 Cast Iron Posts and Railings to E of Dock Lane

Listing

The cast iron posts and railings to the East of Dock Lane are protected by a Grade II listing, which was designated on 20 August 1992 and last amended on 21 August 1998.

The listing (with a Cadw ID No. of I3985) states:

Exterior

Cast iron posts and railings which were formerly the boundary to Docks area. Length of this section of railings approximately 220 metres.

Seventy-four posts circa 2 metres high, round shafts with bases, cubiform plinths with 4-pointed star decoration to faces, design of plinths repeated above capitals, and hexagonal pinnacles. Two modern brick piers associated with electricity supply.

Posts have inscription in raised lettering, 'Bayliss & Co, Wolverhampton'.

Between posts, simple iron railings.

Reasons for Listing

Listed for group value with other listed buildings in Bute Street.



Cast Iron Posts & Railings adjacent Merchant Place (source: own)



The Former Warehouse (The 'D' Shed) (source: 'wikipedia.org')



The Former Warehouse (The 'D' Shed), Craft In The Bay (source: 'makersguildinwales.org.uk')

4.6.4.4 Former Warehouse (The "D" Shed), The Flourish, Lloyds George Avenue

Listing

The Former Warehouse (The 'D' Shed) is protected by a Grade II listing, which was designated on 20 August 1992 and last amended on 14 March 2003.

The listing (with a Cadw ID No. of I4057) states:

History

The building marked on First Edition Ordnance Survey map (surveyed 1870's) as warehouse beside Bute East Dock Basin. Known as "D" Shed, it was dismantled in the 1990s, and re-assembled on its present site in 2002.

Exterior

Northern section is mid C19 warehouse/transit shed. Slate roof. Gables in vertical boarding with blocked tripartite window. Iron frame construction of 5 bays by 2, with cruciform-sectioned Tuscan-style columns supporting I-beam entablature. Walling on west side in wooden boarding imitating the original structure of boarding with sliding doors; other sides glazed. Roof of iron construction with closely-spaced trusses; system of narrow tie bars with v-shaped cast-iron stays bolted to rafters.

Early C21 extension at S end, of triangular plan, in metal and glass, reflecting the materials of the original.

Reasons for Listing

Listed for special interest of C19 section of building, a rare example in Wales of a mid C19 iron framed dock warehouse/transit shed.



The Former Warehouse (The 'D' Shed), Craft In The Bay (source: 'makersgui 'britishlistedbuildings.co.uk')

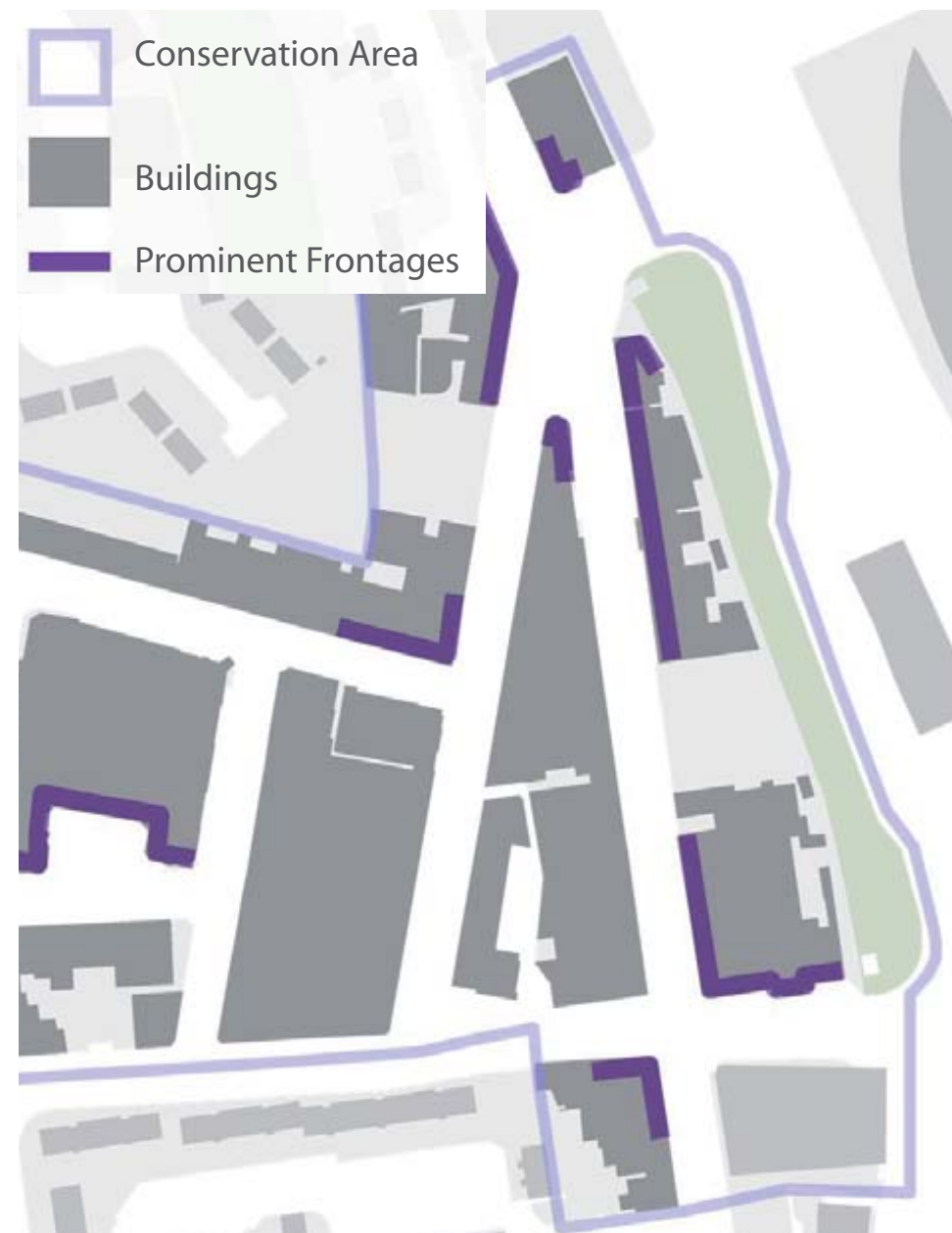


#### 4.6.4 The Mount Stuart Square Conservation Area Appraisal – Urban Context

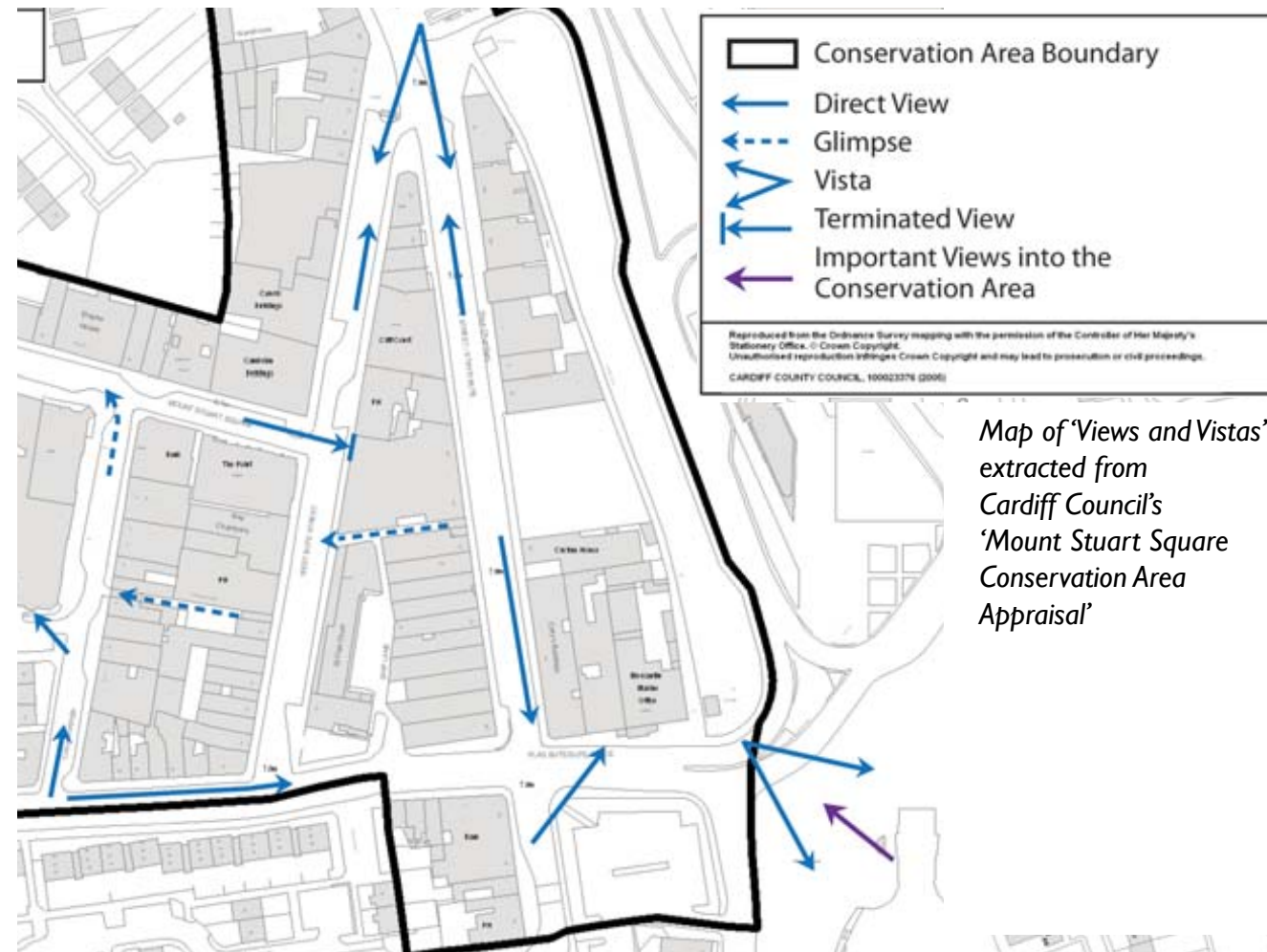
On this page are 4no. diagrams extracted from the Conservation Area Appraisal, describing important aspects of the area.

They relate to:

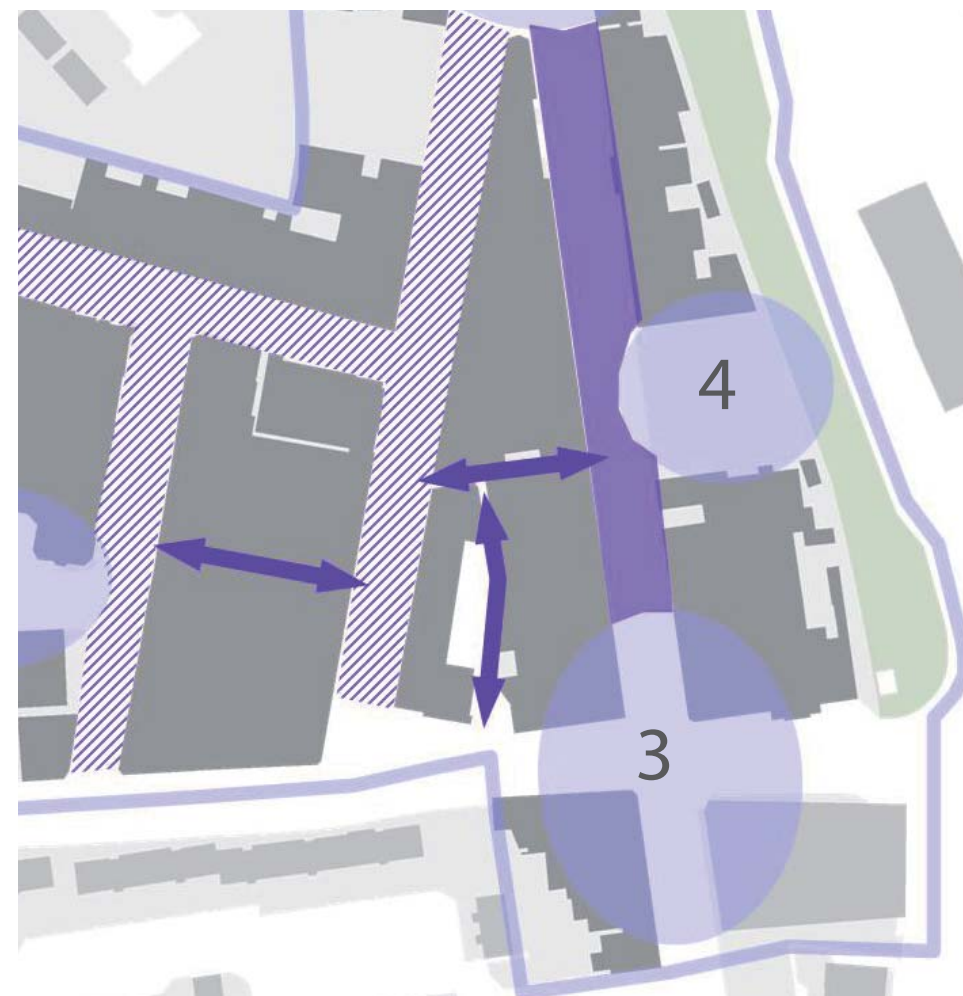
- Grouping of Buildings and Prominent Frontages;
- Views and Vistas;
- Key Opportunities for Enhancement; and
- Movement.



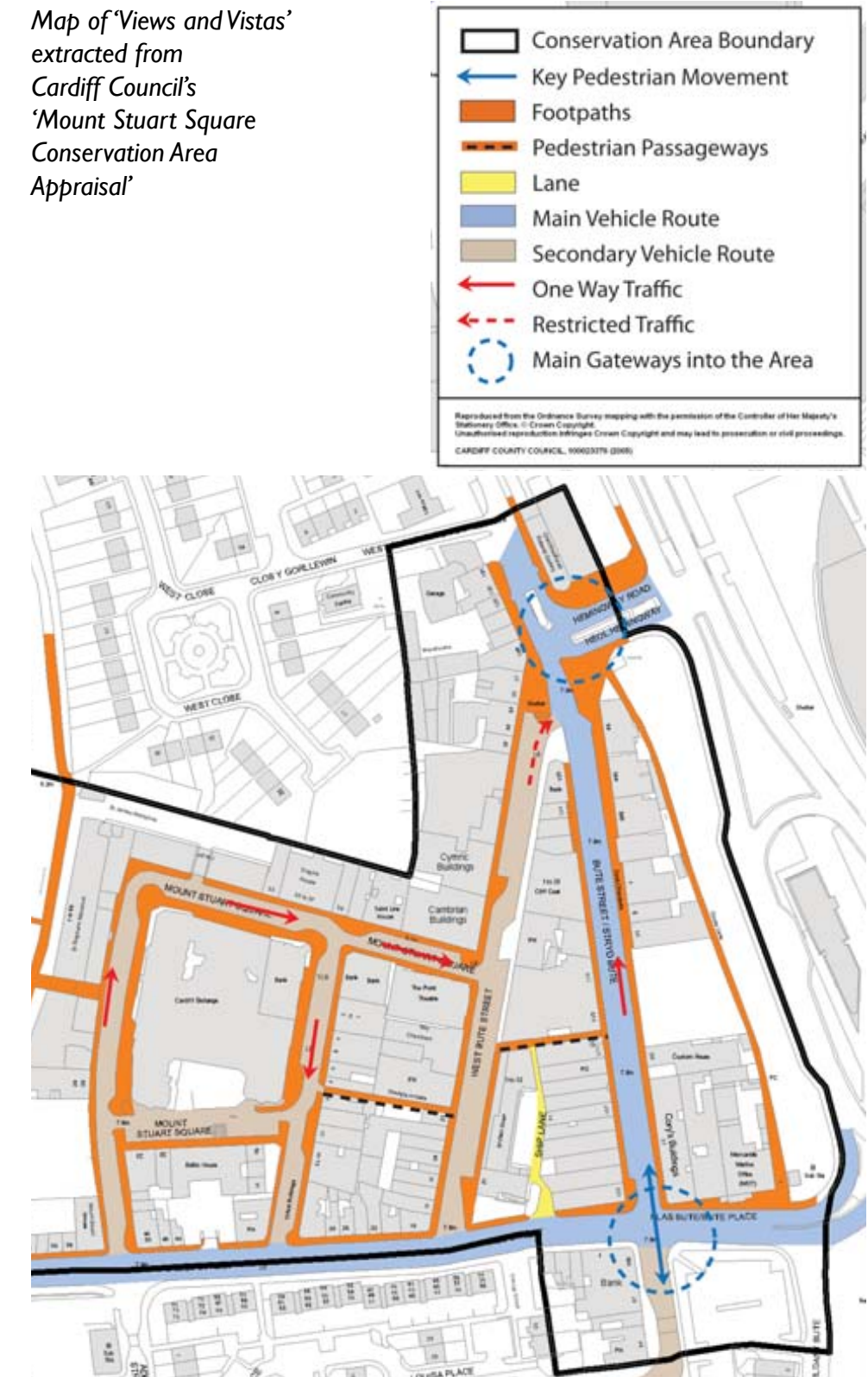
Map of 'Grouping of Buildings', extracted from Cardiff Council's 'Mount Stuart Square Conservation Area Appraisal'



Map of 'Views and Vistas' extracted from Cardiff Council's 'Mount Stuart Square Conservation Area Appraisal'



Map of 'Key Opportunities for Enhancement', extracted from Cardiff Council's 'Mount Stuart Square Conservation Area Appraisal'



Map of 'Movement', extracted from Cardiff Council's 'Mount Stuart Square Conservation Area Appraisal'



#### 4.6.4 Extracts from the ‘Mount Stuart Square Conservation Area Appraisal’

The ‘Mount Stuart Square Conservation Area Appraisal’ document talks about **high quality or unusual materials** used in the area. Extracts of this document are shown below.

“Stone is found on a number of the commercial buildings with Portland, Bath, or Pennant the main types of stone used as the principal facing material. Individual buildings frequently utilise a combination of materials that contrast or complement with the main walling material. Bath stone is typically used for dressings and it is combined with Pennant stone or red brick and may be elaborately carved.”

“Red brick is used on a number of the commercial buildings and it is often partnered by Bath stone dressings with the two materials both complementing and contrasting with one another.”

“The commercial buildings typically have impressive facades utilising high quality facing materials and architectural detailing on the main street frontages. The less public face of a building is usually plainer and tends to use lower grade materials. Cory’s Buildings are a classic example of this approach with its ornately decorated limestone frontage to Bute Street and Bute Place, while buff brick is used on the side elevations.”

“Slate is typically used for roof coverings. The roof slope can be a particularly strong feature on some of the buildings and the slate covering adds to the visual interest.”

“Many of the buildings have timber frame sash windows although there are some examples of metal frame windows on the later buildings.”

“To the east of the Conservation Area is a long run of cast iron railings bordering Dock Lane. These railings comprise a Grade II listed structure and were formerly the boundary to the docks area.”

The ‘Mount Stuart Square Conservation Area Appraisal’ document talks about **high quality architectural detailing** in the area. Extracts of this document are shown below:

“The grandeur of the architecture and the opulence of the detailing on the later commercial buildings is a reflection of the role of Butetown and the docks at the height of Cardiff’s commercial power, and the prosperity of the individual businesses that commissioned their construction. Their design was influenced by different elements of revival architecture including Gothic, French Renaissance, Italianate, and the Baroque style. As a result, each building displays individuality and there is no standard style.”

“Vertical architectural elements are found on many of the buildings and prolific use is made of columns and pilasters, giving those buildings a strong vertical emphasis. The use of giant order pilasters and columns on some of the larger scale commercial buildings emphasises their powerful appearance. Horizontal architectural details are also a strong feature and include stringcourses, cornices, and parapets.”

“On many of the later buildings there is as much attention to detail at the upper storey levels as there is at ground level. Architectural features at roof level can also add considerable interest . . . . Chimney stacks contribute to the interest of the roofscape and the substantial Bath stone chimney stacks on the Dock Chambers building together with those on Pascoe House and the 6 tall stucco rendered stacks on Bute Street Station to the north, form a particularly impressive row.”

“The purpose-built commercial buildings tend to feature fairly grand and imposing entrances. The entrance is typically accessed via steps from the street and secured by substantial wood panelled double doors, sometimes with fanlights above. Architectural detailing around the doorways can be quite lavish and embellished with elaborate carvings and mouldings.”

“In addition to the main windows, some buildings also include smaller round and oval window openings, adding to the decorative interest. Windows with semicircular heads feature and also windows in a tripartite form with a central window flanked by two narrower sidelights.”

The ‘Mount Stuart Square Conservation Area Appraisal’ document talks about the **grouping of buildings/layout** in the area. Extracts of this document are shown below:

“The area is characterised by dense development with buildings forming a largely continuous frontage along the street, creating a strong feeling of enclosure. Plots are normally intensively developed with the converted houses and the purpose-built commercial buildings making full use of the available land.”

“The buildings on Bute Street and West Bute Street are arranged in a linear form with the two streets converging to form an acute junction at the northern end of the Conservation Area. The proximity of the two streets close to where they converge, has led to fairly shallow plots, resulting in buildings which have their main frontage to Bute Street and a secondary frontage on West Bute Street. The National Westminster Bank building has made the most of its plot by having an imposing entrance onto both streets. The prominent and acute junctions formed at the fork of Bute Street and West Bute Street, and also Bute Street and Dock Lane allows the buildings on these plots a strong presence in the street, defining the gateway into the northern end of the Conservation Area.”

“The architectural form of the buildings and their relationship with the street has created strong frontages throughout the area. Some individual buildings and groups stand out because of their position in the street or their group value as an architectural set piece. For example, 1-3 Bute Place (Merchant Place) and Corys Buildings on the corner of Bute Street provide a strong frontage which helps to define the gateway into the southern end of the Conservation Area.”

The ‘Mount Stuart Square Conservation Area Appraisal’ document talks about the **rhythm of buildings** in the area. Extracts of this document are shown below:

“The overall massing of the large commercial buildings is visually reduced by the incorporation of vertical architectural elements including pilasters, columns and window arrangements. This breaks up the facade into sections, creating a rhythm that integrates them into the pattern of older, smaller scale buildings.”



#### 4.7 Review of the Site relative to the original Dock layout

As stated earlier, the proposed development site is currently hardstand. The ground / structure on which the site sits dates to the 1970s, when the southern part of the Bute East Dock, its Basin, and the Lock connecting the two, were infilled. The Dock, Basin and Lock themselves - which still reside below ground - were constructed between 1855 and 1859.

The image to the right shows the GoogleEarth aerial photo of the site and area as it currently is. In **cyan blue**, the proposed development site is identified. In **red**, the outlines of the original Cardiff Docks, Basins and Locks are overlaid on the image.

It is apparent from these overlays that the proposed development site is at the southern end of what was the Bute Dock East (now infilled). The site overlaps the south end walls of the Dock and its south west corner. The site also covers the northern end of the Lock which connected the Bute East Dock with its Basin, along with the north set of Lock Gates.

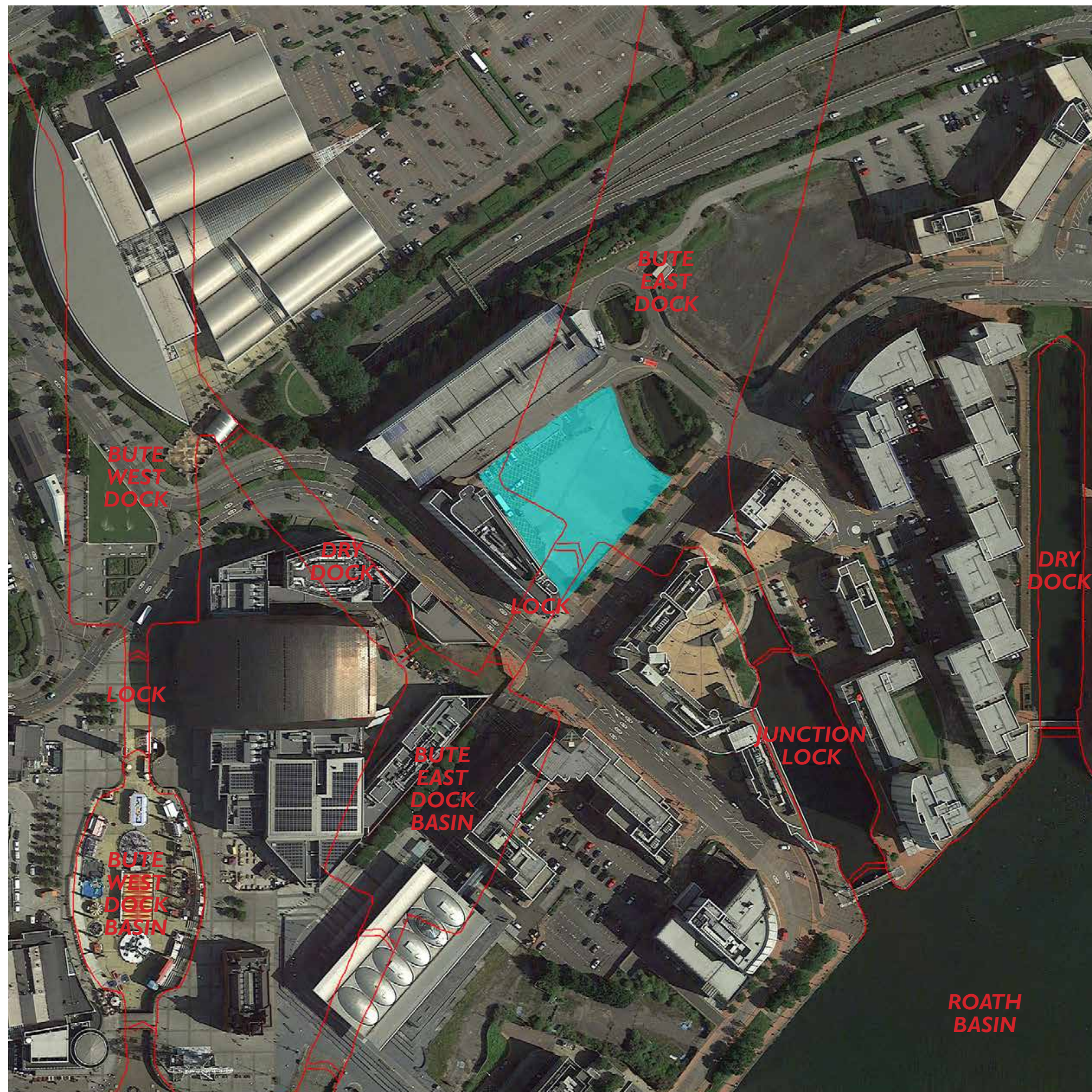
How much of the original dock walls construction is still in the ground is uncertain.

Bute East Dock was the second dock opened by Lord Bute, built between 1855 and 1859. The dock was entered from the sea by a two gate lock, where there was a basin and a further two gate lock to enter the main dock. 45 acres of water were enclosed and fifteen coal staiths erected, allowing 1 million tons of coal a year to be handled at this dock alone.

In 1964 Bute West Dock was infilled along its whole length. In 1970, Bute East Dock was closed. During the 1970s, the dock's south end, its locks and its basin were infilled, with the main northern part of the dock retained and surrounded by new apartments, housing and offices.

On the next few pages, we include various different versions of this map, with different aspects highlighted for clarity.

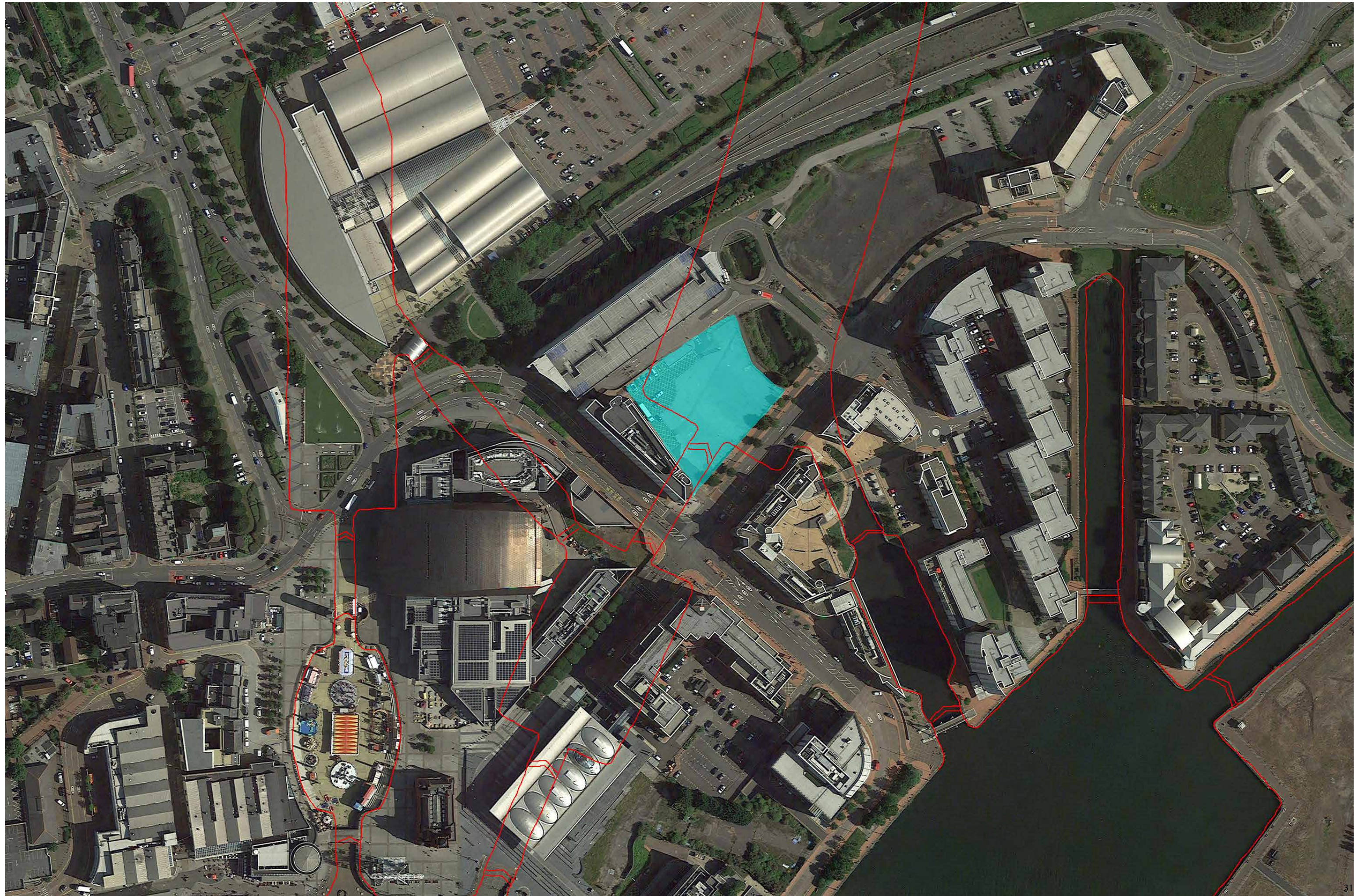
After that, we summarise the historical development of the site, initially through maps, and then through a historic appraisal of written and photographic information.



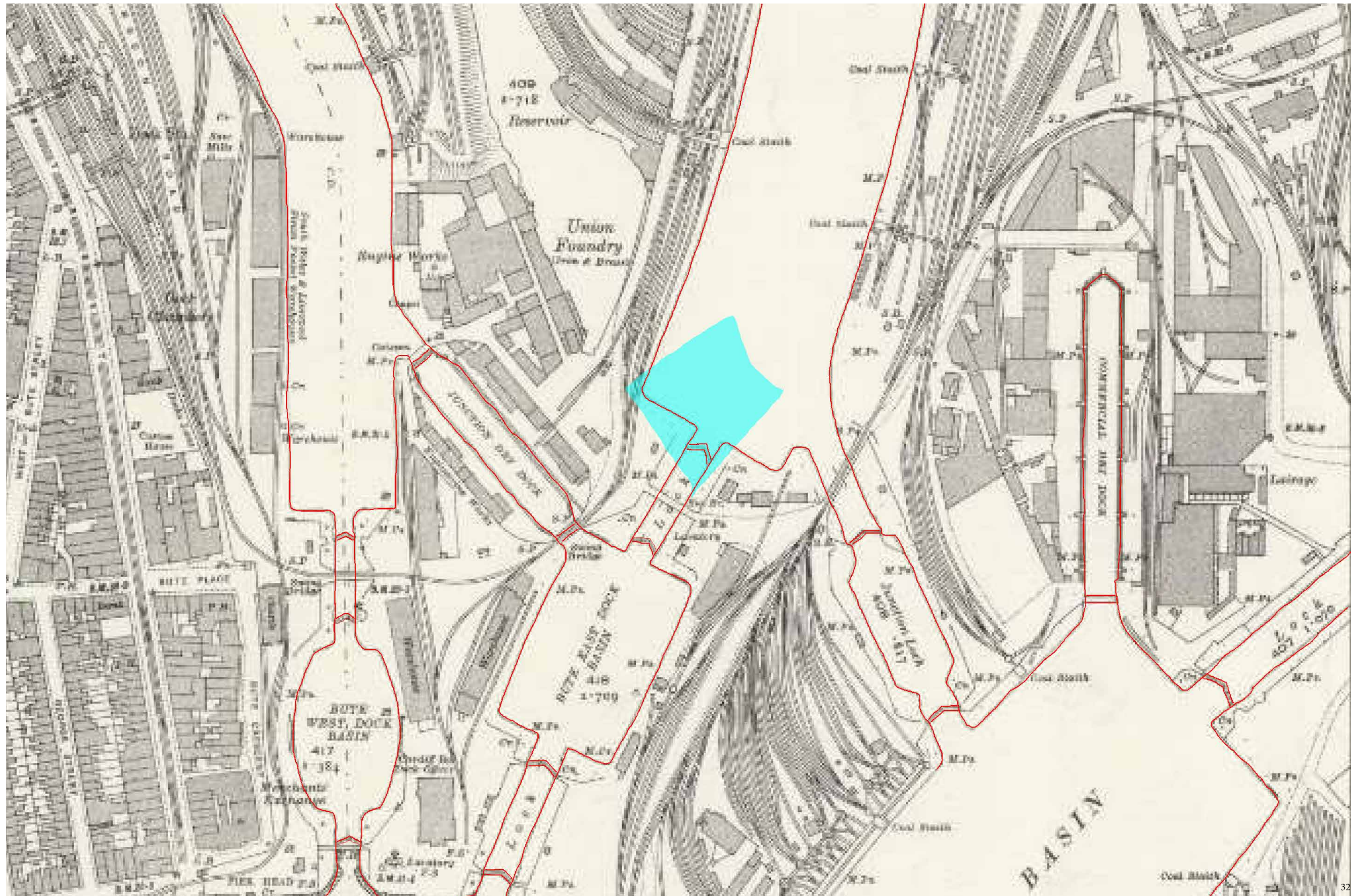
GoogleEarth aerial photograph of the Cardiff Bay area with the proposed development site highlighted in cyan blue & the original docks, basins & locks in red



**4.7.1 Site (in blue) and Dock layout (in red) laid over recent GoogleEarth image**





**4.7.2 Site (in blue) and Dock layout (in red) laid over 1915 Ordnance Survey Map**

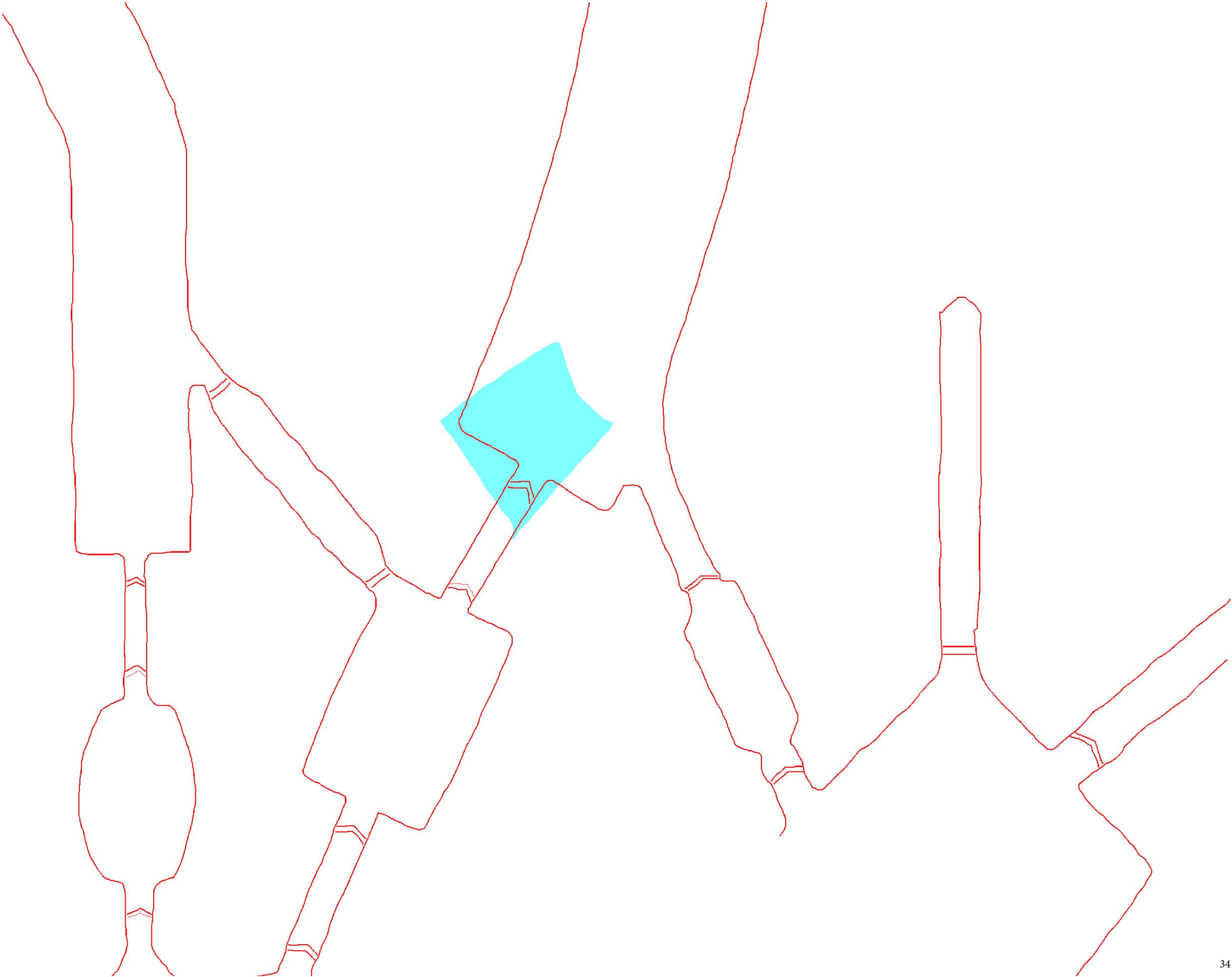


**4.7.3 Site (in blue) and Dock layout (in red) laid over a merging of the 1915 Ordnance Survey Map and a GoogleEarth image**





4.7.4 Site (in blue) and Dock layout (in red) with no background maps





## 4.8 Historic Map Appraisal

Given that the construction of the Bute East Dock was between 1852 and 1859; the construction of the Bute West Dock was between 1834 and 1839; and the construction of the Roath Basin was completed in 1874; it is no surprise to see the same information in all four of the Ordnance Survey Maps on this page, dating to 1879, 1899, 1915 and 1938.

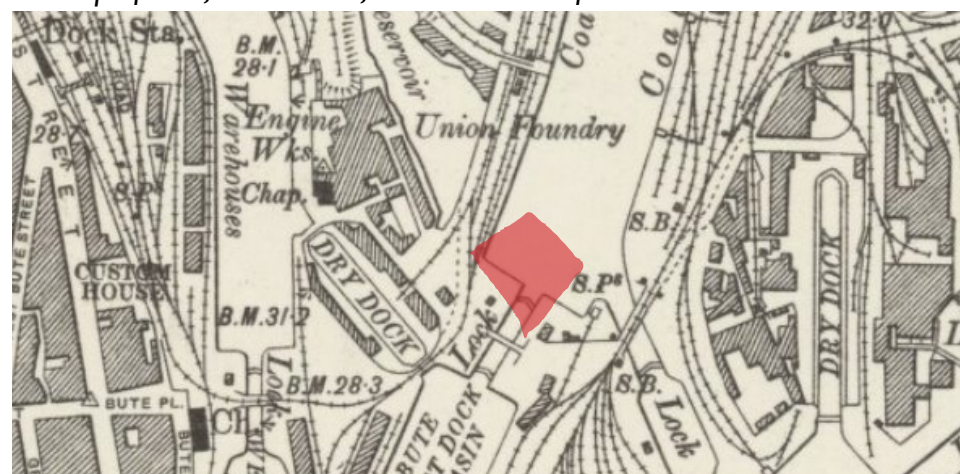
The 1879 map appears to suggest that the Dry Dock at the north west corner of the Bute East Dock Basin was in construction at this time; and, of course, the nature and location of some buildings changed over these 60 years; but little, or nothing, changed about the area which forms the site over this period, which is made up of the south end of the Bute East Dock and the north end of the Lock from the Basin.



OS Map of area, dated **1879**, with Plot 5 identified in red



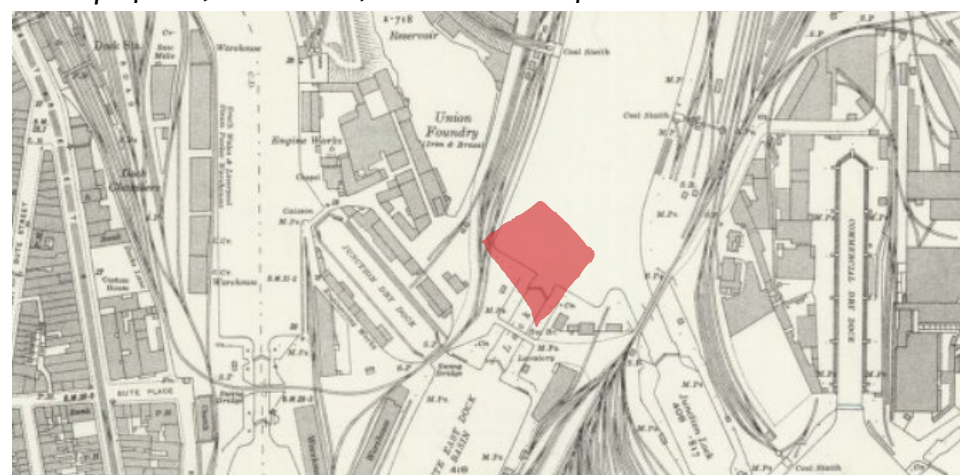
Close up of OS Map, dated **1879**, with Plot 5 identified in red



OS Map of area, dated **1899**, with Plot 5 identified in red



Close up of OS Map, dated **1899**, with Plot 5 identified in red



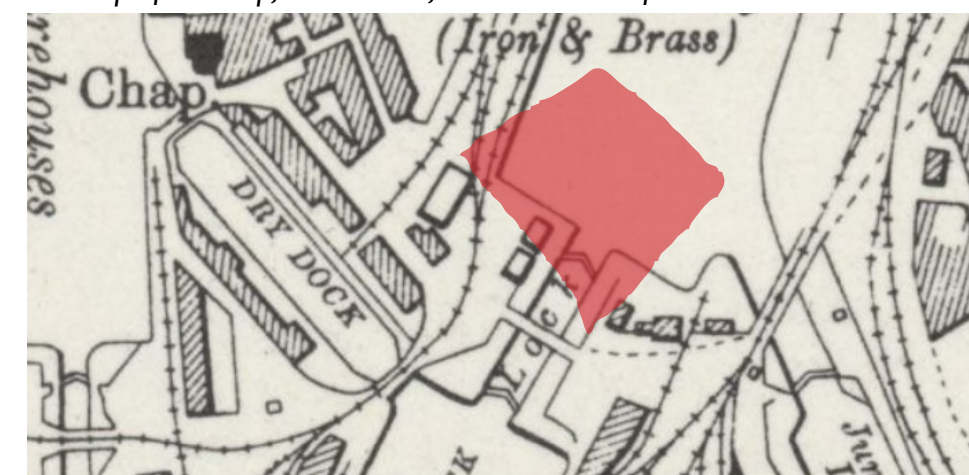
OS Map of area, dated **1915**, with Plot 5 identified in red



Close up of OS Map, dated **1915**, with Plot 5 identified in red



OS Map of area, dated **1938**, with Plot 5 identified in red



Close up of OS Map, dated **1938**, with Plot 5 identified in red



#### 4.8 Historic Map Appraisal

Again, little changed between 1938 and 1947, aside from changes to a couple of buildings around the Dock and Basin.

By 2001, of course, there had, however, been considerable change to the Docks area, with the loss / overlaying of many of the docks, basins, locks and railways, and the development of a new road structure around the area, with Lloyd George Avenue along the route of the old railways lines with the Flourish at the end, where the Avenue and Bute Basin meet.

We know that the Bute West Dock was infilled in 1964; and that the Bute East Dock was closed in 1970 and was subsequently infilled during the 1970s. This change is apparent in the variation between the 1947 Ordnance Survey Map and the 2001 GoogleEarth image.

The proposed 'development site' is seen in both the 2001 and 2021 GoogleEarth images as an undeveloped piece of hardstand used for car parking, to the north west of the Scott Harbour commercial development and to the south east of the Atlantic Wharf Leisure Village.

Whilst the road structure remains the same, the considerable difference between the 2001 and 2021 images is the construction of a host of new buildings around the site, including the Wales Millennium Centre (built in 2004), the Q-Park Car Park (built in 2008), and the Premier Inn (built in 2019).

In essence, the site was formed from marshland in the 1830s, 40s and 50s and remained pretty much unchanged for 120 years, until the docks were, in part, infilled in the 1970s. Significant and ongoing change ensued for the next 40 years, with many new buildings construction around the site, principally between 1991 and 2008, followed by the recent construction of the Premier Inn in 2019.

The site appears never to have had a building constructed on it, only docks built into the ground.



OS Map of area, dated **1938**, with Plot 5 identified in red



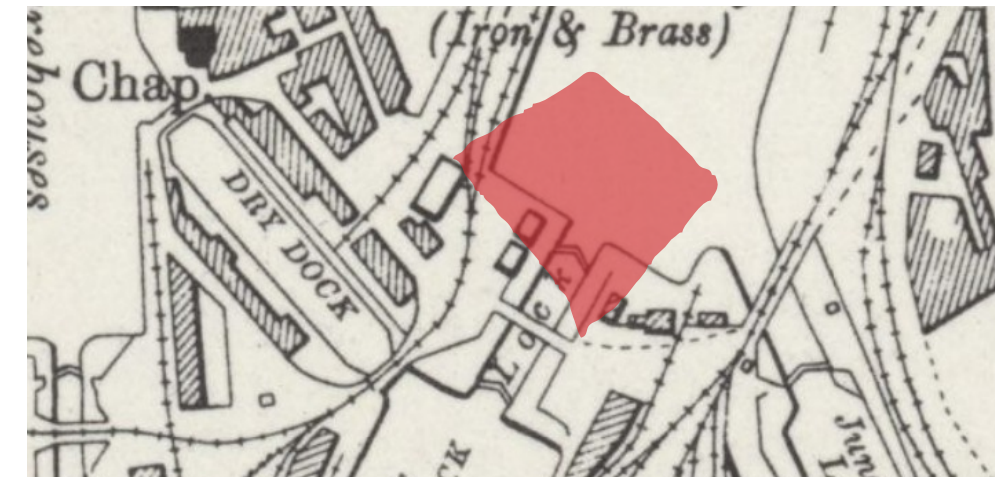
OS Map of area, dated **1947**, with Plot 5 identified in red



GoogleEarth image, dated **2001**, with Plot 5 identified in red



GoogleEarth image, dated **2021**, with Plot 5 identified in red



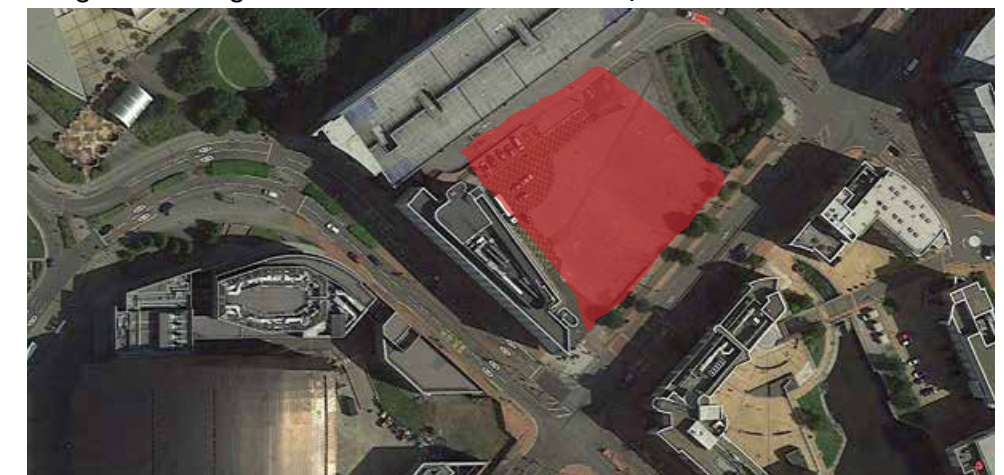
Close up of OS Map, dated **1938**, with Plot 5 identified in red



Close up of OS Map, dated **1947**, with Plot 5 identified in red



GoogleEarth image, dated **2001**, with Plot 5 identified in red



GoogleEarth image, dated **2021**, with Plot 5 identified in red



## 4.9 Outline History & Heritage of Cardiff Docks & Butetown

Much of the information within this section has been established thanks to various sources, particularly:

- 'archiseek.com' website;
- 'bbc.co.uk' website;
- 'biography.wales' website;
- 'britishlistedbuildings.co.uk' website;
- 'britishpostofficearchitects.weebly.com' website;
- 'cardiffbay.co.uk' website;
- 'cardiffcapers.blogspot.com' website;
- 'cardiffians.co.uk' website;
- 'coflein.gov.uk' website;
- 'corybrothers.com' website;
- 'cynonculture.co.uk' website;
- Directory of British Architects 1834-1914;
- 'gracesguide.co.uk' website;
- 'genuki.org.uk' website;
- 'historynet.com' website;
- 'historypoints.org' website;
- John Newman - The Buildings of Wales – Glamorgan (Pevsner Architectural Guides – 1995);
- 'julianorbach.weebly.com' website;
- Mount Stuart Square Conservation Area Appraisal document 2009 by Cardiff City Council;
- 'parliament.uk' website;
- Pierhead Conservation Area Appraisal 2009 - 'cardiff.gov.uk' website;
- 'stsepulchres.org.uk' website;
- undiscoveredscotland.co.uk website;
- 'walesonline.co.uk' website;
- 'wearecardiff.co.uk' website;
- 'whgt.wales' website;
- 'wikipedia.org' website.

Many of the photographs within this section are also included courtesy of these websites.



The Taff Vale railway brought coal from the Welsh Valleys to the ships (source: 'norwegianchurchcardiff.com' website)

### 4.9.1 Industrial Revolution & Cardiff Docks

Cardiff owes much of its history to the Industrial Revolution of the 1790s, which stimulated mining in the valleys of South Wales. This gave rise to the building of the Glamorganshire Canal which opened in 1794 and ran for 25 miles with 50 locks between Merthyr Tydfil and Cardiff, bringing iron and coal down from the valleys to Cardiff. An extension of half a mile in 1796-98 provided a sea-lock at Cardiff.

In 1801, the first official census was carried out and Cardiff's population was recorded as only 1,870, which was considerably less than other nearby towns at the time, like Merthyr Tydfil with a population of 7,700 and Swansea with 6,000.

As industry expanded in the early 1800s, it became clear that the Glamorganshire Canal was unable to cope with the demand put upon it. It became obvious that a more efficient form of transport was required and, in 1840, the Merthyr ironmasters formed the Taff Vale Railway Company and constructed a railway from Merthyr Tydfil to the docks in Cardiff.

By the 1880s, Cardiff had transformed from one of the smallest towns in Wales to the largest. In 1901, Cardiff's population had risen to 164,333, due to Welsh coal and the docklands that took this coal to the world.

At the turn of the century, Cardiff's docks were handling more coal than any other port in the world. On the eve of the First World War in 1913, coal exports peaked at over 13 million tonnes.

At this time, the international price of coal was struck in the Coal Exchange building where the world's first £1 million pound deal was signed.



Glamorganshire Canal in the 1890s at the town end of North Road, near Cardiff Castle (source: 'walesonline.co.uk' website)

### 4.9.2 The History of Cardiff Docks

The rapidly increasing iron and coal trade was the catalyst for the construction of the docks in Cardiff. The roughly 2 mile (3.2 kilometre)-square peninsular of flat marshland lying to the north-east of Cardiff Bay provided the perfect site for the great development of docks by the second and third Marquesses of Bute. The function of these docks being to satisfy the need for an export outlet for the ever-increasing supplies first of iron, and then of coal, coming down from the Valleys.

In 1822, John Crichton-Stuart, the 2nd Marquess of Bute (1793-1848) had the idea of building docks on his lands at Cardiff to facilitate the exploitation of the vast mineral wealth of the South Wales coalfield. In 1827, he commissioned a report from eminent canal engineer, James Green. In 1829, Thomas Telford revised Green's plans and a Bill was prepared for presentation to Parliament. This bill was presented to Parliament and the 'Bute Ship Canal Act' received Royal Assent in July 1830, despite opposition from the Glamorganshire Canal Company, the Monmouthshire Canal Company and the Melingriffith Works.

The Marquess of Bute was still unsure about the plans for the docks and consulted William Cubitt (1785-1861) the eminent British civil engineer. A revised bill was prepared in 1833, based on Cubitt's changes to the plans. The amended 'Bute Ship Canal Act' was passed and in December 1834 work commenced on the new docks.

Between 1834-9, this new dock was constructed under the supervision of William Cubitt. The completed Bute West Dock opened on 8 October 1839 and the event was marked with great festivities in Cardiff. The Bute West Dock, 4,000 feet (1,219 metres) long and 200 feet (61 metres) wide, lay parallel to the east of the final, sea-lock stretch of the Glamorganshire Canal with its seaward entrance known as the Oval Basin.

The 2nd Marquess of Bute died in Cardiff on 18 March 1848 and was succeeded by his six-month-old son, John Patrick Crichton-Stuart (1847-1900). His mother died in 1859, and he became a Ward in Chancery in 1861; making him a ward of the Chancery Court until he came of age, to protect his inheritance.

The long minority of the 3rd Marquess delayed the further development of Bute Docks in Cardiff. By the late 1840s the existing dock provision was already proving inadequate, however, his trustees were unwilling to commit the large amounts of capital investment required to expand the docks. In 1851, the freighters of Cardiff petitioned the Bute Trustees to construct a new dock and the engineers, Sir John Rennie (1794-1874) and John Pews (1795-1861), prepared a report on the proposed new dock.



Finally in 1852, the Bute Trustees committed to the construction of a new dock at a cost of £193,284. The Bute East Dock, plus locks, basins and canals opened in stages and were fully completed by 1859. The first stage opened in June 1855, the tidal harbour to the east of the Bute East Dock in August 1856, the second stage in January 1858 and the final stage in September 1859. The Bute East Dock, 4,300 feet (1,309 metres) long and up to 500 feet (152 metres) wide, enabled a huge expansion of activity.

By 1864, the Bute Trustees were again under great pressure to expand the docks and they applied to Parliament for permission to build a new dock at an estimated cost of £1.2 million. Parliament refused to sanction the expenditure of such a large sum upon the estate of a minor. In 1865, Penarth Docks opened as a rival to Cardiff Docks. The Bute Trustees applied to Parliament for a second time, which was again rejected. Parliament eventually passed the 'Bute Docks Act 1866' which gave permission for a new basin to be built. However, permission to actually build the new dock was again refused on the grounds that, as the 3rd Marquess was approaching maturity, he should be consulted before such a large expenditure was undertaken.

In 1868, the 3rd Marquess came of age, gained control of his Scottish and Welsh estates and commenced construction of Roath Basin. Roath Basin lies to the south-east, at right-angles to the earlier docks and was completed and opened for trade in 1874.

In 1874, Parliament passed the 'Bute Docks Act 1874' which gave permission to build a new dock adjoining Roath Basin. Delays in commencing work meant that Roath Dock didn't open until 1887. Roath Dock lies to the east of Roath Basin and was designed by James McConnochie.

Further Acts were passed by Parliament; Bute Docks Act 1882, Bute Docks Act (Further Powers) 1886 and Bute Docks Act 1888.

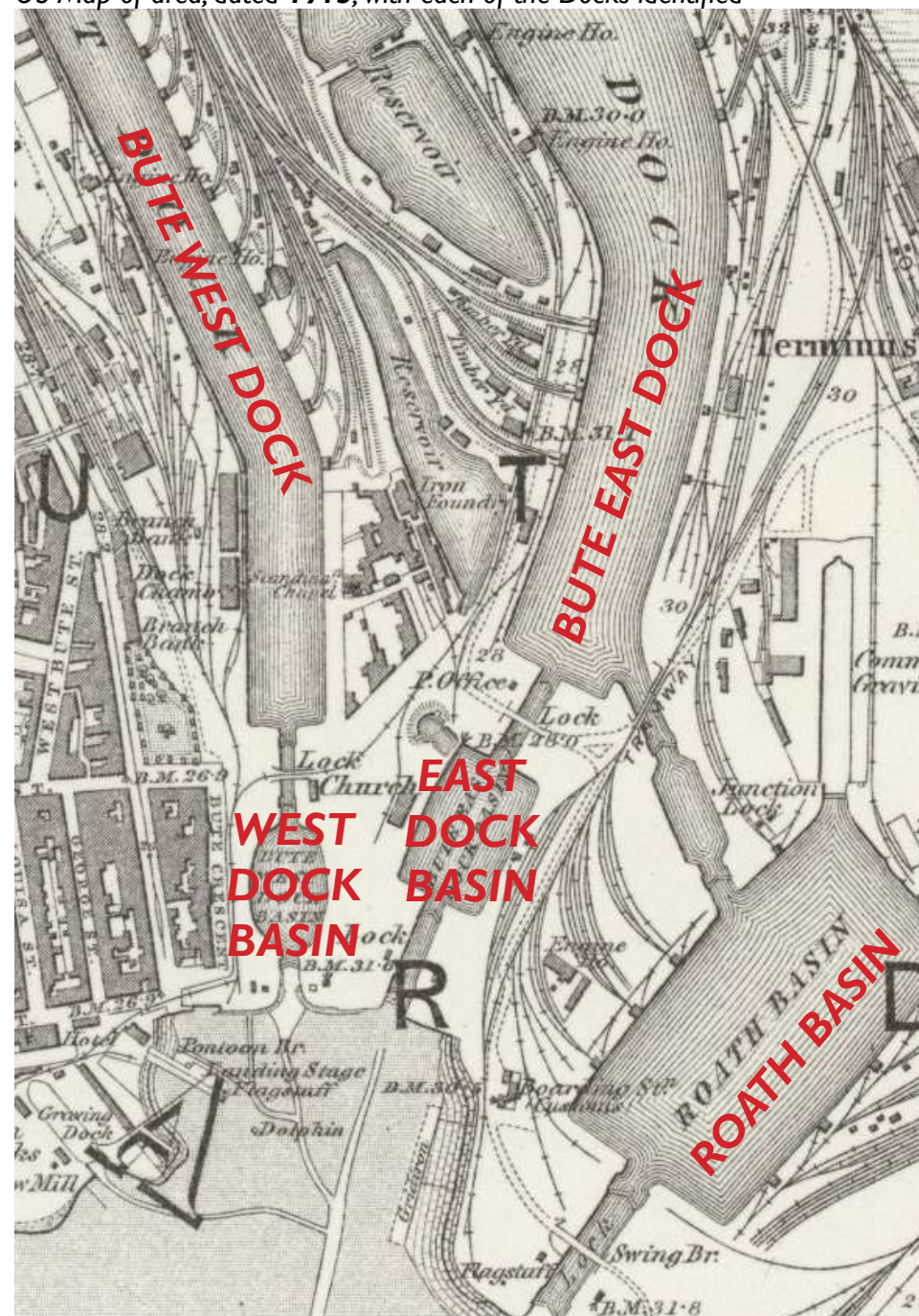
In July 1889, Barry Docks opened providing competition for Cardiff Docks. Despite strong opposition from rival docks, the Bute Docks Act 1894 was passed, which gave permission for a new dock at Cardiff with a lock gate which would enable the Docks to take even the largest vessels. This new dock was constructed on 320 acres of land reclaimed from the foreshore and in 1907, the Queen Alexandra Dock opened, alongside Roath Basin to the south. It was the largest masonry dock in the world and marked the end of the expansion of the Bute Docks.

#### Summary:

- **Bute West Dock:** 1834-9, constructed under the supervision of William Cubitt and opened on 8 October 1839
- **Bute East Dock:** 1852-9, constructed under the supervision of Sir John Rennie with the resident engineers W. S. Clarke and John Plews and opened in stages 1855-9
- **Roath Basin:** opened in 1874
- **Roath Dock:** designed by James McConnochie and opened in 1887
- **Queen Alexandra Dock:** opened in 1907



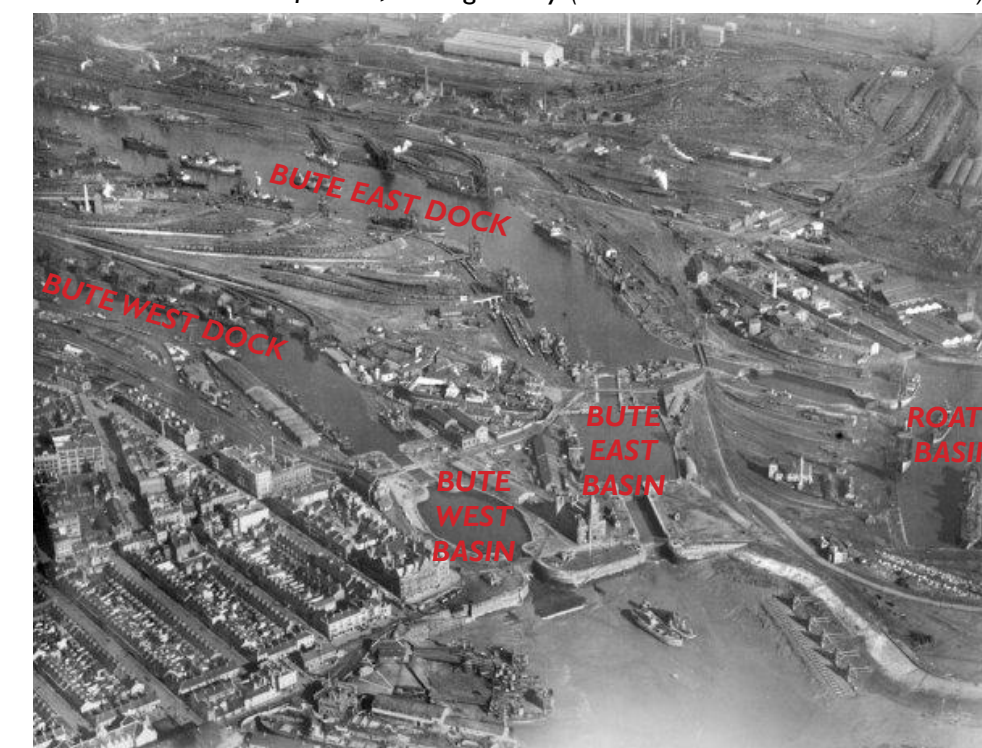
OS Map of area, dated 1915, with each of the Docks identified



OS Map of area, dated 1879, with each of the Docks identified Before Roath Dock & Queen Alexandra Dock were constructed



Undated Aerial view of docks, looking to bay (source: 'walesonline.co.uk' website)

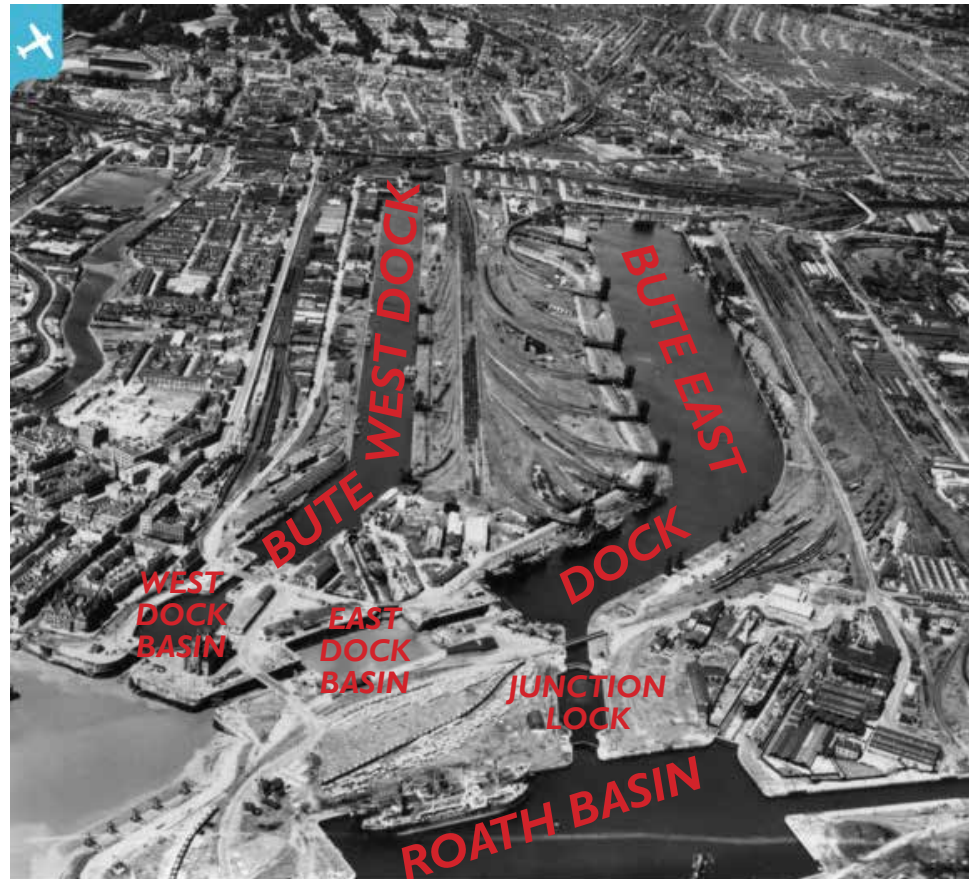


1925 Aerial view of docks, from bay (source: 'heritageofwalesnews.blogspot.com')



1932 Aerial view of the docks, from the bay (source: 'walesonline.co.uk' website)





1947 Aerial view of docks, from bay (source: 'britainfromabove.org.uk' website)



1950 Aerial view of the Roath Basin (source: 'britainfromabove.org.uk' website)



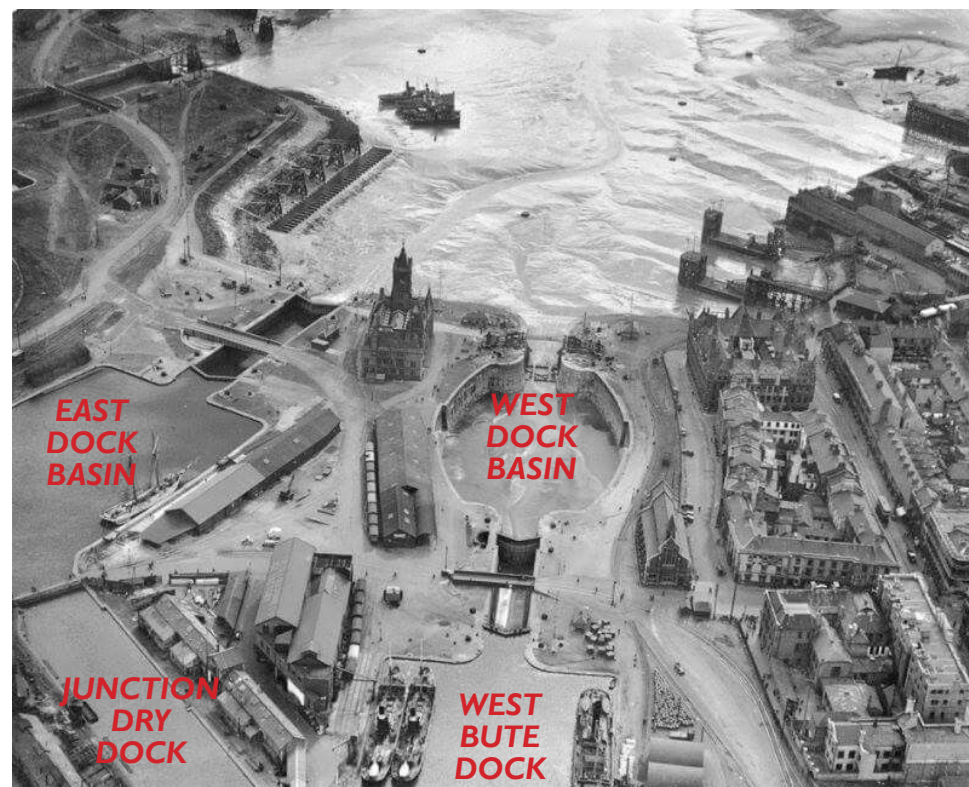
Early 1900s photo of Bute West Dock (source: 'empirehousecardiff.co.uk' website)



1898 at corner of Merchant Place during coal strike (source 'walesonline.co.uk')



c.1910 - Coal ships tied up at Cardiff Docks (source: commons.wikimedia.org)



1929 - Both East & West Bute Basins in action, leading to higher water at both Docks (source: Pinterest)



1917 photo of Cardiff Docks with Pierhead in centre (source: 'OnThisSpot' website)



1927 - Coal wagons at Cardiff docks (source: 'walesonline.co.uk' website)



4.9.3 Bute West Dock

Bute West Dock, also known as the Bute Ship Canal, was the first to be built and was commissioned by John Crichton-Stuart, 2nd Marquess of Bute following the passing of the ‘Bute Ship Canal Act 1830’ and the amended ‘Bute Ship Canal Act 1834’.

The dock was built between 1834-9, under the supervision of engineer, William Cubitt. The completed Bute West Dock opened on 9th October 1839 and was the source of much celebration in Cardiff.

An advert for the opening of the new docks featured in ‘The Cambrian, 28th September 1839’ which states:

“OPENING OF THE BUTE SHIP CANAL

“CARDIFF, September 24, 1839.

“AT a MEETING of the COMMITTEE held this day, at the Guildhall for arranging the PROGRAMME, at the OPENING of THIS CANAL, on WEDNESDAY, the 9th of OCTOBER next,  
“It was Resolved, That all persons who intend being present and joining the Procession to conduct the Marquess of Bute to his Canal and Docks, are requested to meet on the Castle Grounds, Cardiff, at seven o’clock in the morning. His Lordship having kindly accepted an invitation to a PUBLIC DINNER on that day,

Ordered, That the Dinner be at the Cardiff-Arms, at five o clock. Tickets 20s. each.

That it may be ascertained for how many Dinner is to be provided,  
Ordered, That no Tickets be issued after six o’clock on Saturday afternoon the 5th of October.

Tickets for the Dinner to be had during the following week, at the Guildhall, between the hours of twelve and four in the afternoon, except Saturday, the 5th of October, on which day they will be issued until six o’clock.

In the evening there will be a BALL, at the Angel-Inn – Dancing to commence at nine o’clock. Tickets 7s. 6d. each, to be had at the Post-office. None will be issued after Saturday, the 5th of October.  
After the first Ship has entered the Gates there will be Prizes for Boat Races, Sailing, Rowing and Sculling Matches. The particulars of which will be published in the course of the week.

In the evening there will be a grand display of Fire-Works.  
That these Resolutions be inserted in the Merthyr Guardian, Monmouthshire Merlin, the Cambrian, and Felix Farley’s Bristol Journal.  
CHAS. C.WILLIAMS, Chairman.”

Anticipating the opening of the new docks, an article in ‘The Cambrian, 5th October 1839’ states:

“BUTE DOCKS — The preparations for opening these splendid docks on the 9th instant, are progressing with great spirit. The excavation of the outer channel from the sea, proceeds rapidly; and if a fine day occur on this interesting occasion, the scene will prove of unusual interest and enjoyment. The Noble Marquis, with a party of friends, arrived at Cardiff Castle on Wednesday, and proceeded to make a survey of the works before dinner. Lord James Stuart, M.P., who has been on a visit to the Duke of Argyle at Inveraray, is also hourly expected at Cardiff Castle. The order for the fire-works on the occasion, will be found in our advertising columns.”





**“THE DINNER**

“At five o’clock in the evening about three hundred gentlemen dined at the Cardiff Arms Hotel, the Mayor of Cardiff in the Chair, supported on his right by Lord Bute, and on his left by Lord James Stuart. ...”

“A splendid display of fireworks took place between seven and eight o’clock, ... At the Ball-room we found an assemblage of rank, fashion, and beauty, that can rarely be equalled. ... The party did not separate till nearly five o’clock on Thursday morning, and all are agreed that a day of more unmingled pleasure was never spent. We are sure this universal feeling must add greatly to the gratification of the Noble Marquis. His Lordship entertains the Corporation at dinner in the Castle this day.”

“The following description of the Bute Ship Canal and Docks, we copy from the British Almanac Companion for 1839, furnished that publication by an intelligent Engineer who had long been employed in their formation:-



**1923** - Bute West Dock (with East to right) (source: 'britainfromabove.org.uk')



**19th century** - Ships in Bute West Dock (source: 'peoplescollection.wales')

“Bute Ship Canal and Docks, Cardiff. —This important work, which has been in progress for several years, is drawing rapidly towards completion. It is generally known that the river Taff, which falls into the sea at the port of Cardiff, forms a principal outlet for the mining-districts which compose the extensive basin of Glamorganshire. The produce of these mines has hitherto found its way into market through the Glamorganshire Canal and Sea-lock, constructed about forty years ago, which has long been found inadequate to meet the demands for increased accommodation consequent upon the extraordinary increase of trade which has taken place since the canal was opened; some idea of which may be formed from the fact that, according to the Canal Company's Report, 123,234 tons of iron and 226,671 tons of coal were sent down in 1837, making a total 349,905 tons, or above 1100 tons per day. The Marquis of Bute — possessing the lands in the neighbourhood of Cardiff, and especially an extensive piece of level ground, commonly called “Cardiff Moors,” where docks, wharfs, and warehouses might be constructed to an unlimited extent, and a convenient outlet made into the well-known safe roadstead protected by the headland of Penarth — obtained an act in 1830 for constructing a new harbour, &c., to be called the Bute Ship Canal, and has carried on and nearly completed this great work at his sole and individual expense. The principal features of the undertaking are as follow :- A straight, open channel, about three-fourths of a mile in length, from the middle of Cardiff Roads to the sea gates, which are 45 feet wide, with a depth of 17 feet at high-water neap-tides and 32 feet at springs. On passing the sea-gates, vessels will enter a small basin, having an area of about an acre and a half, called the outer basin, calculated for the accommodation of vessels of great tonnage and steamers. The main entrance-lock is situated at the north end of the outer basin, is 152 feet long and 36 feet wide; being thus sufficient for the admission of ships of from 500 to 600 tons burden. The large sea-gates and outer-basin are almost completed, and the lock, with its gates, &c., has been finished for some time. Beyond the lock is the inner basin, which constitutes the principal feature of this work. It extends in a continuous line from the lock to near the town of Cardiff, 1400 yards in length and 200 feet in width; and, consequently, possessing an area of above 18 acres of water-surface, capable of accommodating 300 vessels of all classes, according to the moderate computation of 17 ships to an acre. Quay-walls are built on each side of the basin for more than two-thirds of its length, finished with a strong granite coping, and comprising in all nearly 6000 feet, or more than a mile, of wharfage, with ample accommodation for warehouses, exclusive of the wharfage of the outer basin, and other conveniences. The dock is now completed and filled with water; and the long, straight lines of quay-walls, and the regular disposition of their wooden defenders, give the whole work a very noble appearance. For the purpose of keeping the entrance-channel clear of any deposit, which might be formed by the action of the sea on the soft mud-lands surrounding it, a water-course or feeder has been made from the river Taff, leading to a reservoir, 15 acres in extent, adjacent to the basin. The contents of this reservoir will be discharged at low water of every tide by means of apparatus of sluices and iron pipes provided for the purpose, and it is expected will be sufficient to keep the channel effectually open. This work has been executed according to the design of W. Cubit, Esq., civil engineer, of London; Mr. George Turnbull being the resident engineer.”

In his book ‘The Buildings of Wales – Glamorgan (Pevsner Architectural Guides – 1995)’, John Newman says of Bute West Dock:

“The flanking sea walls and dock entrance remain at the former entrance of the Bute West Dock. This was originally called ‘The Cardiff Ship Canal’ by the engineer James Green, whose plans were examined by Telford, Cubitt and Robert Stephenson. The resident engineer was George Turnbull. The sea wall is formed of massive grey-brown stone blocks with copings generally of granite. The dock basin is elliptical with granite steps descending on either side. Recesses for pairs of dock entrance gates lie at both its N and S ends, complete with iron seatings for the gate hinges.”



Aerial view of Bute West Dock - undated (source: 'coflein.gov.uk')



Aerial view of Bute West Dock - undated (source: 'coflein.gov.uk')



**John Crichton-Stuart, 2nd Marquess of Bute (1793-1848)**

His father John, Lord Mount Stuart (1767-94) died at the age of 27, as the result of a riding accident so never inherited the Marquessate. He died only a few months after the birth of his son, and as such the young child was brought up first by his mother, the former Lady Elizabeth McDougall-Crichton (1772-97), and later by his paternal grandfather, John Stuart, 1st Marquess of Bute (1744-1814).

Born John Stuart and styled Lord Mount Stuart from 1794, he changed his surname to Crichton-Stuart in 1805. His mother had been a Crichton, and heiress of the Earldom of Dumfries, thus came the addition to his surname.

Following the death of his paternal grandfather in 1814 he became the 2nd Marquess of Bute.

He had travelled widely across Europe before attending Cambridge University. He contracted an eye condition and remained partially sighted for the rest of his life.

He married his first wife, Lady Maria North, in 1818, and together they lived a relatively secluded life in Mount Stuart House in Scotland, one of Bute's four seats. His homes included, Mount Stuart House on the Isle of Bute, Dumfries House in Ayrshire, Luton Hoo in Bedfordshire, and Cardiff Castle in South Wales, along with his London townhouse, Bute House, on Campden Hill in Kensington. The couple did not have any children, and Maria died in 1841. Bute remarried four years later, to Lady Sophia Rawdon-Hastings, and she gave birth to Bute's only child, John, in 1847.

Bute was industrious, with a flair for land management. Early on, he realised the vast wealth that lay in the South Wales coalfields and set about commercially exploiting them through local ironmasters and colliers. He constructed the Cardiff Docks, a major project which, despite running heavily over budget, enabled further exports of iron and coal and increased the value of his lands in Glamorganshire.

The 2nd Marquess has been hailed "the creator of modern Cardiff" and on his death his vast wealth passed to his baby son.

An article on the unexpected death of the 2nd Marquess of Bute in 'The Welshman, 24th March 1848' states:

"SUDDEN DEATH OF THE MARQUIS OF BUTE — We have this week to record an event which has produced amongst all classes throughout the county of Glamorgan, a profoundly melancholy impression — the death of the Marquis of Bute. His Lordship, with the Marchioness of Bute, and the youthful Earl of Windsor, accompanied by Lady Adelaide Hastings, arrived at Cardiff Castle on Tuesday week. On Saturday, the Marquis had a private dinner party, at which the mayor of Cardiff and a few gentlemen of the town were present. Lord Bute then appeared in more than usually good spirits; and on the company taking leave insisted on their remaining to take tea and coffee with himself, the Marchioness, and Lady Adelaide Hastings. This was about 10 o'clock. His lordship, in the course of conversation, asked one of the party — why he did not take tea or coffee. The gentleman in question replied, "I am now getting old, and unable to take exercise, and tea or coffee prevents me sleeping, and I cannot afford to lose a night's rest." The Marquis in a pleasant manner, replied — "Age indeed! if it please the Almighty to spare me to live as long as you I shall be content." He then left the room wishing the party a good night, and in about a quarter of an hour the gentlemen left the Castle. The Marchioness inquired for his Lordship of the valet, who replied that he had not recently seen him, and went, accompanied by the Marchioness, in search of him. On entering his Lordship's bedroom the Marquis was discovered reclining on the bed, with his head between his hands, but his feet on the floor — a corpse. The servant immediately ran after Mr. Lewis, surgeon (one of the party), who had hardly passed the Castle gate when he was overtaken, and on receiving the information that Lord Bute was ill, immediately returned and rendered all the aid in his power to restore him. In the meantime Mr. Reece, surgeon was also sent for, but no human skill was of avail. It is presumed that the Marquis must have expired immediately on entering his bedroom. His Lordship's agent, Mr. Corbett, immediately left for London to communicate the melancholy tidings to Lord James Stuart, who arrived at Cardiff Castle all Monday."



*John Crichton-Stuart, 2nd Marquess of Bute, 1822 by Sir Henry Raeburn  
(source: 'artuk.org')*



**Sir William Cubitt (1785-1861)**

Sir William Cubitt was an eminent English civil engineer and millwright, involved in many of the great engineering undertakings of his time. He was born in Norfolk, the son of a miller and was employed in the mills at an early age. Then apprenticed to a cabinet-maker for four years, before returning to work with his father at Bacton Wood Mills.

Cubitt invented and patented a self-regulating windmill sail in 1807. In 1812, he began working at Ransomes of Ipswich, soon becoming their chief engineer, and then a partner in the firm. Cubitt was also concerned with the employment of criminals and invented the prison treadmill, which used their labour to grind things such as corn. This invention was brought out around 1818, and immediately adopted in the major gaols of the United Kingdom.

From 1814 Cubitt worked as a civil engineer, and after moving to London in 1826 he became involved in many important projects. He worked on canals, docks, and railways.

His canal engineering projects include the Oxford canal and the Liverpool Junction canal. He also carried out the improvement of the River Severn and made a series of reports on rivers. In 1841, he designed a new wharf on the Regent's Canal at Camden in London allowing transhipment of goods between the canal, road and railway. He was supervising engineer for the first Bute Docks at Cardiff and also worked on the Middlesbrough docks and the coal drops on the Tees, and the Black Sluice drainage. As engineer-in-chief he constructed the South Eastern Railway and was consulting engineer on the Great Northern Railway.

Cubitt joined the Institution of Civil Engineers as a member in 1823, became a member of council in 1831, vice-president in 1836, and held the post of president in 1850 and 1851. Whilst president in 1851, he was chief engineer on Crystal Palace, the Great Exhibition building erected in Hyde Park.

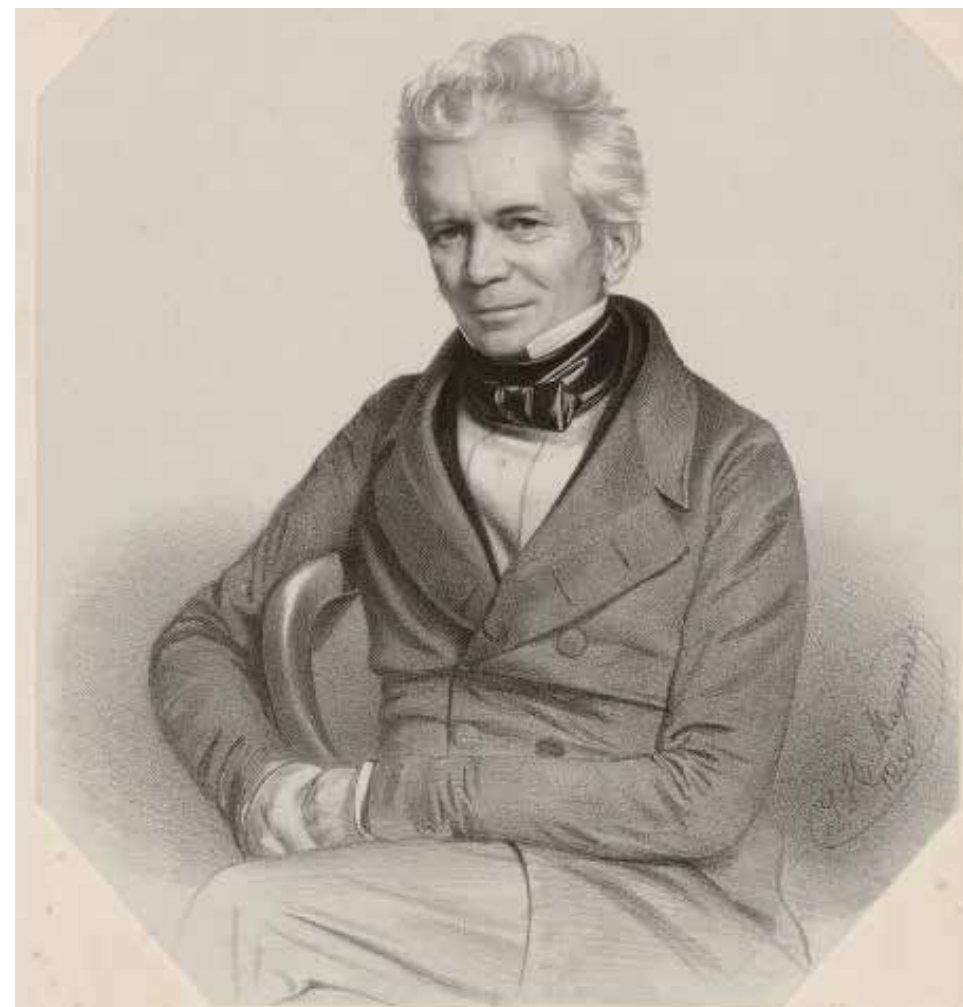
He was knighted by the queen at Windsor Castle on 23 December 1851. He became a Fellow of the Royal Society on 1 April 1830 and was also a fellow of the Royal Irish Academy, and a member of other learned societies.

Cubitt retired in 1858, and died at his residence on Clapham Common, Surrey, in 1861, and was buried in Norwood cemetery.

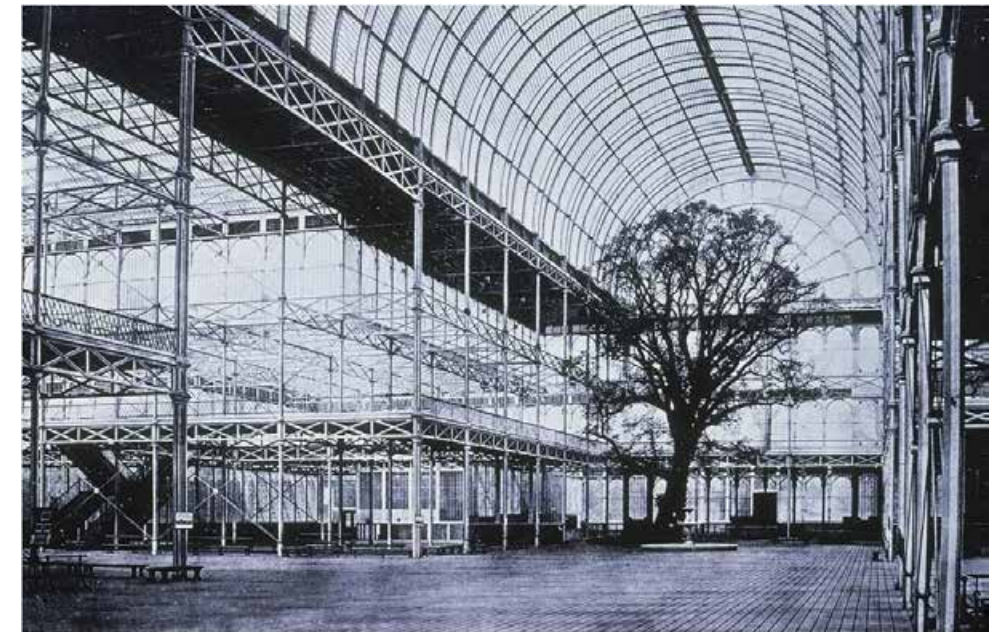
'The Cardiff and Merthyr Guardian, 19th October 1861' registered his death thus:

"SIR.WILLIAM CUBITT, F.R.S.

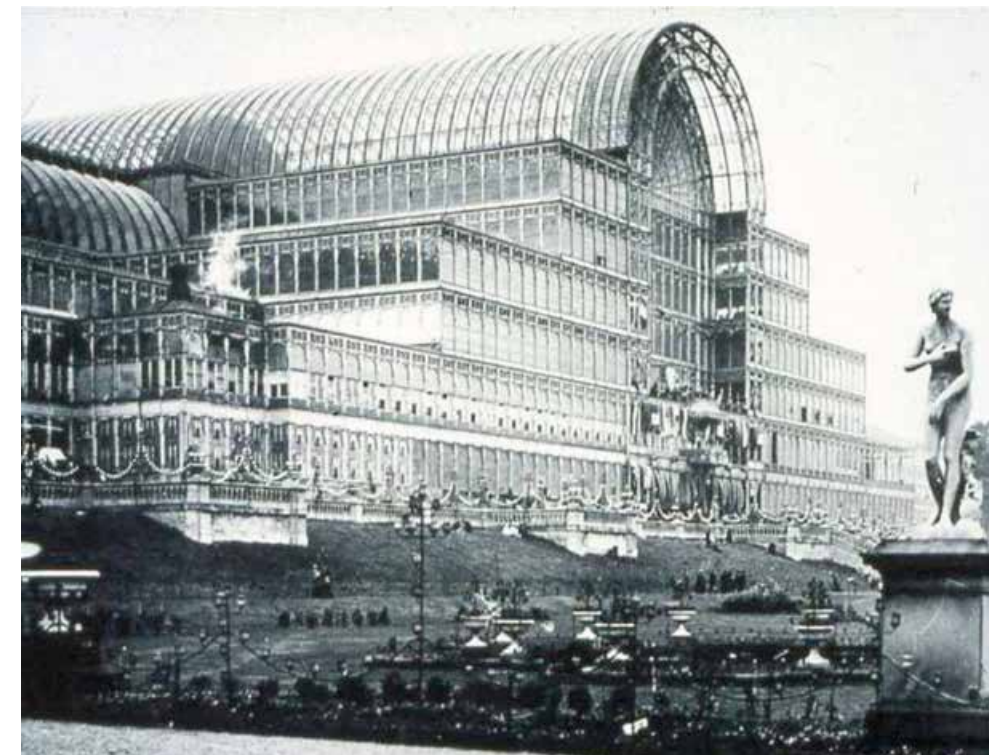
"The engineering world has lost another of its notabilities in the person of Sir William Cubitt, who expired on the 13th inst., after an illness which had prevented him for some years from following his professional career. He was a very early member of the Institution of Civil Engineers, of which he was one of the presidents. He was an eminently practical man, and had intrusted to him many important and difficult works which were executed very successfully. In early life he made some eminently useful inventions in several branches of mechanics, and when the Great Exhibition of 1851 was projected the supervision of the construction of that novel building was intrusted to him, and on the successful termination of that work he received the honour of knighthood. The last great works upon which he was engaged were the two large floating landing stages in the Mersey at Liverpool, and the new Iron Bridge across the Medway at Rochester all remarkable works and worthy terminations of a very active and useful professional career. Sir William Cubit was very highly esteemed among his professional brethren and in private life he may be said to have had none but warm friends. Morning Post.—[In addition to the above extensive works we may add that Sir William was employed by the late Marquis of Bute to construct our West Bute Dock and that the whole of the works were carried out according to his directions, superintended by the late Mr. Plews whose death we noticed in the GUARDIAN a few weeks since.]"



Sir William Cubitt, 1850 - lithograph by Thomas Herbert Maguire (source: 'npg.org.uk')



Interior of the Crystal Palace (source: 'wuz.by')



Exterior of the Crystal Palace (source: 'Facebook')



Cubitt's Iron Bridge across the Medway at Rochester (source: Rochester Bridge Trust)



4.9.3 Bute East Dock

Bute East Dock was the second to be built and was commissioned by the trustees of John Patrick Crichton-Stuart, 3rd Marquess of Bute whilst he was still a child. Construction of this dock was supervised by the engineer Sir John Rennie, along with resident engineers W. S. Clarke and John Plews. The dock opened in stages between 1855 to 1859.

These new docks were necessary as the previous Bute West Dock did not possess a lock sufficiently large enough to allow entry to the immense ships which now came to the port and could not accommodate the growing number of vessels.

The first stage of the new docks opened in July 1855, the tidal harbour to the east of the Bute East Dock in August 1856, the second stage in January 1858 and the final stage in September 1859. The Bute East Dock, 4,300 feet (1,309 metres) long and up to 500 feet (152 metres) wide, enabled a huge expansion of activity at Cardiff.



OS Map of area, dated 1879, with Bute East Dock & Basin identified

This new dock was entered from the sea by a two-gate lock, where there was a basin and a further lock to enter the main dock. 45 acres of water were enclosed and fifteen coal staiths erected, allowing 1 million tons of coal a year to be handled at this dock alone. By 1890 there were 30 staiths, plus three ballast cranes and 22 hydraulic cranes.

The picture to the right is of Cardiff Docks, taken in 1925. Here you can see part of Bute Town (bottom left), including Bute Crescent, George Street and Louisa Street. The oval shaped basin is Bute West Dock Basin, connected to Bute West Dock via a lock. Bute East Dock Basin is more rectangular in shape and connected to East Bute Dock, again via a lock.

The opening of the first stage of the Bute East Dock was covered by the 'Monmouthshire Merlin, 21st July 1855' in an article which states:

“CARDIFF. OPENING OF THE EASTERN BUTE DOCK. YESTERDAY. “The weather was most auspicious, and thousands of persons flocked from all parts of South Wales and Monmouthshire to witness this imposing spectacle – the South Wales Railway trains, both up and down, being crowded to excess by mercantile and fashionable parties.

“At seven o’clock in the morning, an immense procession was formed in the Castle grounds, under the superintendence of Mr. Stockdale, chief of the police force; and at eight o’clock, it left in the following order:—  
Twelve navvies on horses.  
Navvies with wheelbarrows, spades, and picks.  
Mr. Crawshay’s Band.  
Operative Masons.  
Foresters’ Clubs – Little John and his merry men, being represented by Foresters on horseback.  
Glamorganshire Militia Band.  
Ivorite Clubs.  
Oddfellows.  
First Devon Militia Band.  
Shipwrights’ Club.  
The Loyal Hibernian Club.  
Newport Factory Band.  
Police Force.  
Officers of the Municipal Corporation.  
David Lewis, Esq., Mayor, and John Boyle, Esq., trustee to the Marquess of Bute, and the Cardiff Corporation.  
The committees, heading the principal merchants, tradesmen, and others, of the town.

“In St. Mary street, a gaily decorated waggon, carrying a press of Mr. Henry Allen, with printers at work, striking off a poetic tribute to the occasion, joined the procession, which moved onwards through St. Mary-street to the New Dock. On reaching that noble work, the immense concourse of persons already assembled, completely occupied the sides of the lock, basin, &c., and every available spot was eagerly seized by the spectators. A handsome tent was specially provided for the Marchioness and young Marquess of Bute, who, with a large and distinguished party, took their seats to witness the pleasing ceremony at about nine o’clock.



1925 - Cardiff Docks with Bute West Dock on left & Bute East Dock on right (source: 'heritageofwalesnews.blogspot.com')

“Amidst the thundering roar of cannon, blasts of trumpets, waving of the flags of every nation (except the Russian), the cheers of the mighty multitude, and the “hip, hip, hurrahs” of the Jack Tars, the first ship – the English “William and James,” entered the lock, and gracefully glided up into the basin, the band playing “Hearts of Oak.” The next ship was the French “Henri,” the band playing “Partant pour la Syrie.” The Sardinian “Le Eri,” followed: band – Sardinian national air. Then came the American “Charlotte A. Stamler,” 1,500 tons register: band – “Yankee Doodle.” The French “Sans Souci,” followed: band — “Partant pour la Syrie.” Then came the American “J. P. Morse,” band — “Yankee Doodle.” No. 7 pilot boat and Mr. Crawshay’s yacht brought up the rear. Had there been a Turkish ship in port, she would have followed the other vessels. Each craft was welcomed with a salute of cannon; and displayed colours from the topmast almost to the deck. The arrangements for bringing the vessels into the basin, and berthing them, were well performed by Lieut. Dornford, R.N., and his active force, all of whom wore new and distinguishing uniform.

“The ships named, having all taken up their positions in the basin, the vast crowd gave three cheers for the Marchioness and Marquess of Bute, John Boyle, Esq., Lieutenant Dornford, and the Mayor and Corporation of Cardiff; after which the clubs, schools, bands, &c., filed off, and marched into the town; and the immense concourse of spectators also left; many of them returning, however, to witness the boat race, which took place in the new dock, at three o’clock.



“The dock now opened is but one-half of the intended size; and operations are actively being proceeded with, to carry out the whole of the gigantic project. It may be well known that the necessity for the new dock, which was commenced in January, 1852, was caused by the old west dock, which will accommodate but about 400 ships, not possessing a lock sufficiently large to permit the entrance of the immense ships which now trade to the port; one fine vessel, the Charlotte A. Stamler, has been lying about twenty days in the roads, waiting for the opening of the eastern docks. The dock now opened is of the following dimensions: – length of locks, 220 feet; width of locks, 55 feet; length of basin, 380 feet; width of basin, 250 feet; length of dock, exclusive of extension, 1000 feet; width, 300 feet. The extension, which, it is expected, will be completed in December, 1856, will give a total length of 3000 feet. The contractors are Messrs. Hemingways & Pearson.

“There are already coal shipping machines provided; and it is intended to place two lines of rails on the east side — one, of the Rhymney Valley Railway, and the other a branch of the South Wales; and on the west side there will be connecting branches with the Taff Vale; all these lines will, of course, find remunerating traffic in the large quantities of iron and coal which this dock – calculated to accommodate 200 per cent. more shipping than the old dock — will require.

“The entire proceedings in connection with this interesting event were characterised by an unanimity of feeling which did credit to all engaged in them. The shops were all closed; a general holiday was kept. The principal employers of the port gave dinners to their men. The force of seven hundred employed by the dock contractors, were feasted to their heart’s content, at their master’s expense; all the schools were generously regaled, and about £50 worth of fire-works were provided, to give a two hours’ pyrotechnic display at night.

“At five o’clock, a public dinner, at which a very large number attended, took place in celebration of the event; and we regret that its occurrence just previously to our going to press, precludes the possibility this week, of reporting the excellent speeches made on the occasion.

“A ball followed, at the Town-hall assembly-room, which was most fashionably and numerously attended.

“The town, throughout the evening, presented a most animated appearance, being in many quarters brilliantly illuminated; and the exhibition of fire-works being on a very extensive scale.”

The completion of the Bute East Dock was covered by ‘The Cardiff and Merthyr Guardian, 17th September 1859’ in an article which states:

#### “COMPLETION OF THE BUTE EAST DOCK

“The extension of this stupendous work was brought to a state of completion on the 1st instant, and Wednesday last, the 14th, was the day fixed upon as the day of opening.

“As our readers are aware, preparations for the due celebration of an event fraught with so much importance to the town and trade of the port of Cardiff had been on foot for some weeks previous:— a public meeting of the inhabitants took place in the month of July last, at which the best mode of carrying out the festivities was canvassed, and a committee consisting of members of the corporation, merchants, ship-owners and brokers, tradesmen, and others was appointed, with the High-sheriff and Mayor (C. C. Williams, Esq.), as chairman, and the Town-clerk (Mr. Matthews) as their secretary. This committee met from time to time and matured their plans, and solicited subscriptions, which were freely given, to defray the necessary expenses of a public rejoicing, and when the day was fixed for the youthful Marquis, now in his 13th year, and his enterprising Trustees, to take possession of this magnificent sheet of water, they issued their programme, the chief features of which were – the morning to be ushered in with discharges of cannon from the pier-head, and merry peals of bells; a grand procession of the inhabitants of the town, (the freemasons, oddfellows, foresters, and other benefit societies walking together carrying flags, banners, and emblems of their several orders, and accompanied by the whole of the schools), to escort the Marquis, his distinguished and beloved mother, and his trustees to the docks; an aquatic procession up the docks was then to take place, and the Bute East Dock having been declared duly opened a regatta and other sports on the water were to follow, and a public breakfast at the Town-hall for those who chose to partake of it; bands of music were to parade the town during the whole of the day, a general illumination and a grand display of fireworks were to take place at night, accompanied by the ascent of three monster balloons; a public ball in the elegant Assembly-rooms of the Cardiff Arms Hotel, was to close the festivities; and the balance of the subscriptions remaining in hand was to be distributed amongst the aged and deserving poor.

“A joyous day was anticipated, and every one was on the tip-toe of expectation of witnessing a day of rejoicing never before equalled in Cardiff; but, alas, how soon are the brightest hopes to be blighted – the very morning which witnessed the issuing forth of the committee’s programme of festivities also brought with it the sad and melancholy intelligence of the unexpected death of the maternal uncle of the present Marquis, one “of Cardiff’s most beloved” — Lord James Stuart, M.P. for Ayrshire, who for many years resided amongst us, and represented the boroughs of Cardiff, Cowbridge, and Llantrisant in Parliament. The news of this afflicting bereavement spread a panic through the town, business for the moment seemed paralyzed, and the festivities’ committee having been hastily summoned, handbills were speedily issued by their order stating that no public celebration of the completion would take place on the day proposed – a decision most readily acquiesced in by the public out of respect for the memory of one who, with the other members of the House of Stuart, held so high a place in their affection and esteem.

“This being the melancholy state of affairs the opening of the Extension of the Dock on Wednesday last was strictly private. It was determined by the trustees, as the works were really ready, and possession of the water urgently required for the increasing trade of our rapidly rising port, to make a formal opening of the Extension in the quietest possible manner, so that trade might no longer be crippled or impeded for want of dock room.

“The formal opening, as already notified, took place on Wednesday last. The sun shone forth in all his majestic splendour and the day was delightfully fine throughout — it was one of those refreshing, and spirit-invigorating days which so often gild “the Sabbath of the year,” and had the public celebration taken place on this day the weather could not have been more propitious. About a quarter to twelve o’clock the Marquis, accompanied by his trustees, the Right Honourable James Stuart Wortley, and John Boyle, Esq.; Miss Boyle, Miss E. Boyle; and Mr. Carter, his lordship’s tutor, arrived at the Dock in the Marchioness’s private carriage, and proceeded to the office of the resident engineer, Mr. McConnochie, situate on the west quay, where, boats being in readiness, they embarked for the United States steamer, the property of the Bute Dock Steam Towing Company, which was lying on the east side, ready to tow into the Extension the British barque, Masaniello, which had just arrived to take in a cargo of coals. After a pleasant ride across the dock in boats, the select party safely boarded the United States, where a limited number of gentlemen interested in the success of the undertaking were awaiting their arrival; they were received by the dock-master Lieut. Dornford, R.N., Messrs. E. P. Richards, T. Collingdon, W. S. Clark, C. Luard, Austin, McConnochie, John Hemingway, Pearson, Cooper, Dawson, and several others, whose names we could not ascertain. Steam being up, the United States commenced her peaceful errand of gently conducting the Masaniello into the Extension, amid the hearty cheers of those on board, and of taking her round to the west side, where she was moored to discharge her ballast. The United States then proceeded with her distinguished party down to the dock gates, and afterwards returned to the top of the dock, where the Marquis and his party disembarked, and entered the family carriage, amid the enthusiastic cheers of the few who, having heard of the intended formal opening, had hastened to the spot. At the same time as the dock was entered by the United States and the Masaniello, the new Canal which forms a junction with the Bute West Dock, and the Glamorgan Ship Canal was opened by one of the Aberdare Coal Company’s boats, (No. 367), with a cargo of coal for Messrs. David and Toms, and an empty lighter, passing through the locks. With the exception of a small steamer, belonging to the contractors for the works, Messrs. Hemingway and Co., which followed the Masaniello with a small party, this constituted the whole of the opening of the Extension.



“The Marquis accompanied by his tutor and Mr. Stuart Wortley and the Misses Boyle having left the ground, Mr. John Boyle and a small party of gentlemen re-embarked on board the United States, and were conveyed to the quay opposite the engineer’s office, where they landed. Having assembled in the office, confections and wine, were handed round, and Mr. Boyle, addressing the company, said, Gentlemen, I think we may now drink success to the Bute East Dock, which we have just finished and opened, and may she be as successful as the Bute West Dock. The toast was drunk with applause; after Mr. Boyle observed – The trustees would indeed be ungrateful if they did not, on this day, drink the health of the contractors, and I take this opportunity of saying, they were very fortunate in having such men to deal with. I hope their two last contracts have been more remunerative to them than their first one, and with these observations, I beg to drink their good healths. The toast having been cordially drunk, Mr. Hemingway, on behalf of himself and partners, returned thanks for the kind manner in which their healths had been proposed and received. As Mr. Boyle had alluded to their contracts, he would just observe that the two last, he was happy to say, had turned out much better than the first one (hear, hear). In conclusion, if he might not be considered out of place, he would propose a toast, which he was sure would be acceptable to all, and that was the health of the Marquis of Bute, and might he live to be an old man to enjoy his princely property. It is needless to say that this toast was received and drunk with much enthusiasm. It was followed by Mr. Boyle proposing the health of the resident engineer, Mr. McConnochie, who having briefly acknowledged the compliment, the company separated and the proceedings of the day terminated.

“Although the dock has been thus formally opened, it does not follow that our townsmen should not have a demonstration if they wish one. As we have said before, it was necessary for the trade of the port that the Extension should be opened, and out of respect to the memory of Lord James Stuart it took place in the quietest manner possible. A public demonstration we have no doubt would be received as a graceful compliment by the noble Marchioness and the trustees. The town in abandoning Wednesday last as a day of rejoicing have shown that tribute of respect which was most deservedly due to the memory of the lamented Lord James, and his distinguished family, and having done so there can be no reason why such a demonstration as originally proposed should not be carried out at a respectful distance of time from the sad event which we all deplore. Not unfrequently we have a fine October, and a convenient day in that month might probably be selected.”

In his book ‘The Buildings of Wales – Glamorgan (Pevsner Architectural Guides – 1995)’, John Newman says of Bute East Dock:

“BUTE EAST DOCK. 1852-9. The supervising engineer was Sir John Rennie with the resident engineers W. S. Clarke and John Plews. The lock and entrance basin partially remain, made of large blocks of brown stone, generally with granite copings. On the NW side is a former TRANSIT SHED built before 1870. Iron-framed, five bays by two with cruciform-sectioned Tuscan columns supporting an I-beam, entablature clad in wood.”

The only original building fronting the dock to survive is the Bute Warehouse. The basin and entrance to the dock (the current site of the Senedd Building) has been filled in and a crane relocated cosmetically on the east side. What remains of the original body of the dock now forms a central feature of Atlantic Wharf.

On this and the next 2no. pages are photographs of the site dated from the early 1900s and beyond.



**1923** - the Site - South end of Bute East Dock (source: 'britainfromabove.org.uk')



Undated - the Site - South end of Bute East Dock & Basin beyond (source: 'walesonline.co.uk' website)



**1925** - Basin, Lock & Dock from Bay (source: 'heritageofwalesnews.blogspot.com')



**1929** - the Site is off to left of image; Basin is visible here (source: Pinterest)



**1932** - Bute East Dock, Lock & Basin beyond Roath Basin at front (source: 'walesonline.co.uk' website)





**The Site in the 1930s**  
**1934 - Site to the left at end of East Bute Dock** (source: 'coflein.gov.uk' website)



**1934 - Site off to the left of East Bute Dock** (source: 'coflein.gov.uk' website)



**1934 - Site to the left at end of East Bute Dock** (source: 'coflein.gov.uk' website)



**1934 - Site at end of East Bute Dock & over Lock** (source: 'coflein.gov.uk' website)



**1934 - Site to the left at end of East Bute Dock** (source: 'coflein.gov.uk' website)



**Undated - Site on right (under text) with East Bute Dock Basin leading to East Bute Dock via two-gated Lock** (source: 'tigerbay.org.uk' website)



**1937- Bute East Dock & Basin in middle** (source: 'britainfromabove.org.uk' website)



**1937 - the Site seen from the Bay, with the Bute East Dock at the top, then the Lock, then the Basin** (source: 'britainfromabove.org.uk' website)





**1947** - Basin & Lock meeting Bute East Dock (source: 'britainfromabove.org.uk')



**1950** - Site in the centre top of image (source: 'britainfromabove.org.uk' website)



**1950s** - Site in the centre of the image (source: 'britainfromabove.org.uk' website)



**1947** - The whole of both the Bute East and Bute West Docks are visible here, along with Roath Basin (source: 'britainfromabove.org.uk' website)



**1950** - Bute East Dock with the Site at bottom (source: 'britainfromabove.org.uk')



**1995** - What remains of East Bute Dock with Site beyond (source 'coflein.gov.uk')



**1950s** - the Site in the centre of the image (source: 'Slide Player' website)



**2015** - What remains of East Bute Dock at the bottom with the Site in the centre of the image (source 'coflein.gov.uk')



**John Patrick Crichton-Stuart, 3rd Marquess of Bute (1847-1900)**

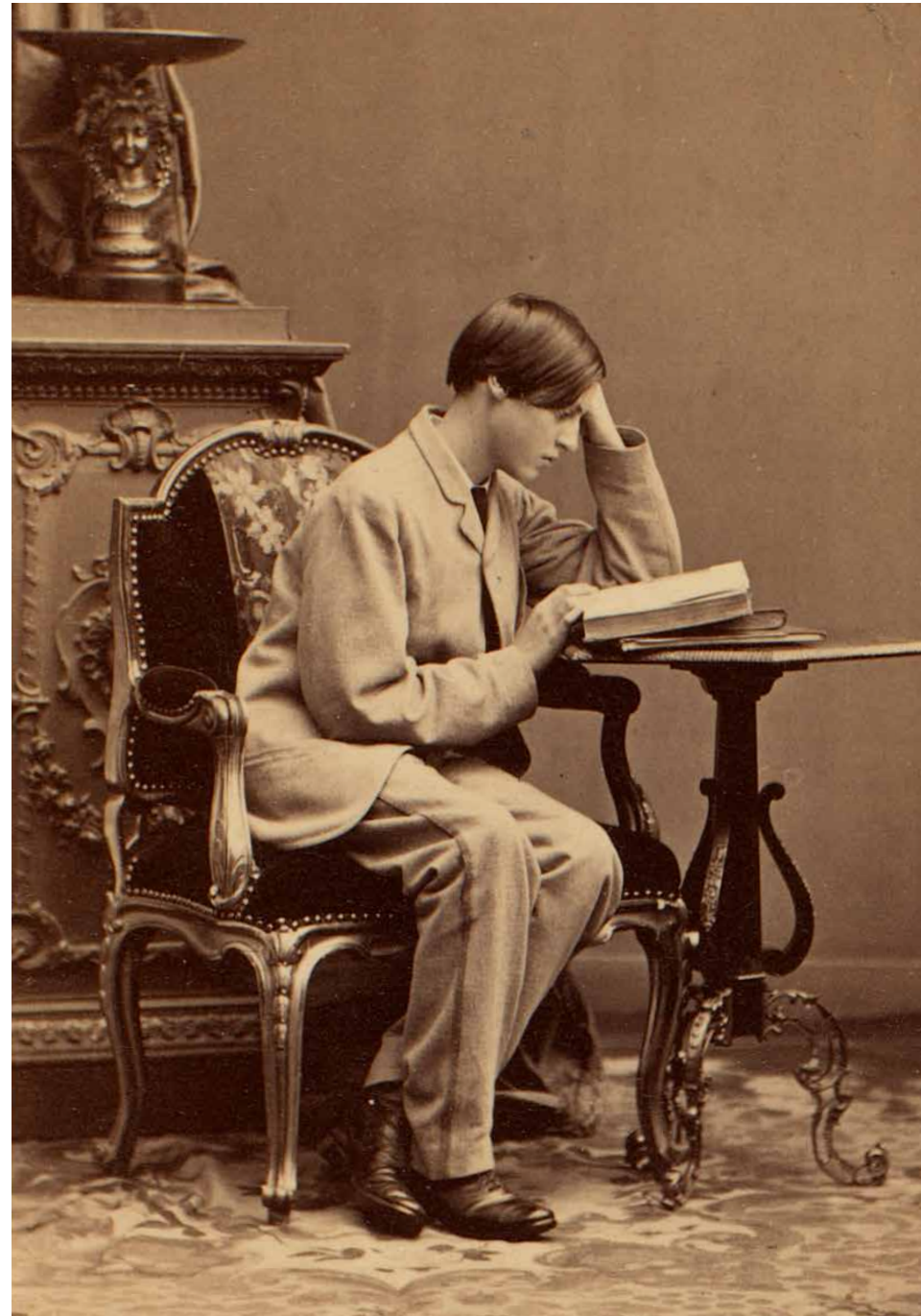
Born at Mount Stuart, the family home on the Isle of Bute, John Crichton-Stuart inherited his title and vast family estates in Scotland and Wales at the age of only six months on the death of his father, also John Crichton-Stuart, 2nd Marquess of Bute. His mother, Lady Sophia Hastings, died in 1859, and after some debate among his guardians, the 12-year-old John Crichton-Stuart was sent to Harrow School, and then to Christ Church, Oxford.

On reaching the age of 21 in 1868, the 3rd Marquess assumed full control of the family estates, from which he received a gross annual income of some £300,000 which made him the richest man in Britain at the time. He also converted to Catholicism from the Church of Scotland aged 21 which was considered scandalous at the time.

In 1872, he married the Hon. Gwendolen Howard, eldest daughter of the first Lord Howard of Glossop. Marrying into one of Britain's most illustrious Catholic families, Bute became one of the leaders of the British Catholic community. They subsequently had three sons and a daughter.

The 3rd Marquess used his wealth and influence to produce a series of spectacular developments, sponsoring over 60 major building projects by a dozen architects. He is perhaps best known for his restoration of Cardiff Castle and the fairytale reconstruction of Castell Coch in Wales, with the architect William Burges whom he met in 1865. His enormous expenditure on building and restoration made him the foremost architectural patron of the 19th century.

In Scotland, his most striking legacy was the rebuilding of Mount Stuart on Bute. Most of the house was destroyed by fire in December 1877, and Crichton-Stuart commissioned the Edinburgh architect Sir Robert Rowand Anderson to build the remarkable house that you can still see today. His other Scottish projects include the ambitious rebuilding of Falkland Palace, the restoration of Pluscarden Abbey near Elgin, the building of the Bute Medical Buildings at St Andrews and the restoration of many other university buildings, both in St Andrews and Glasgow.



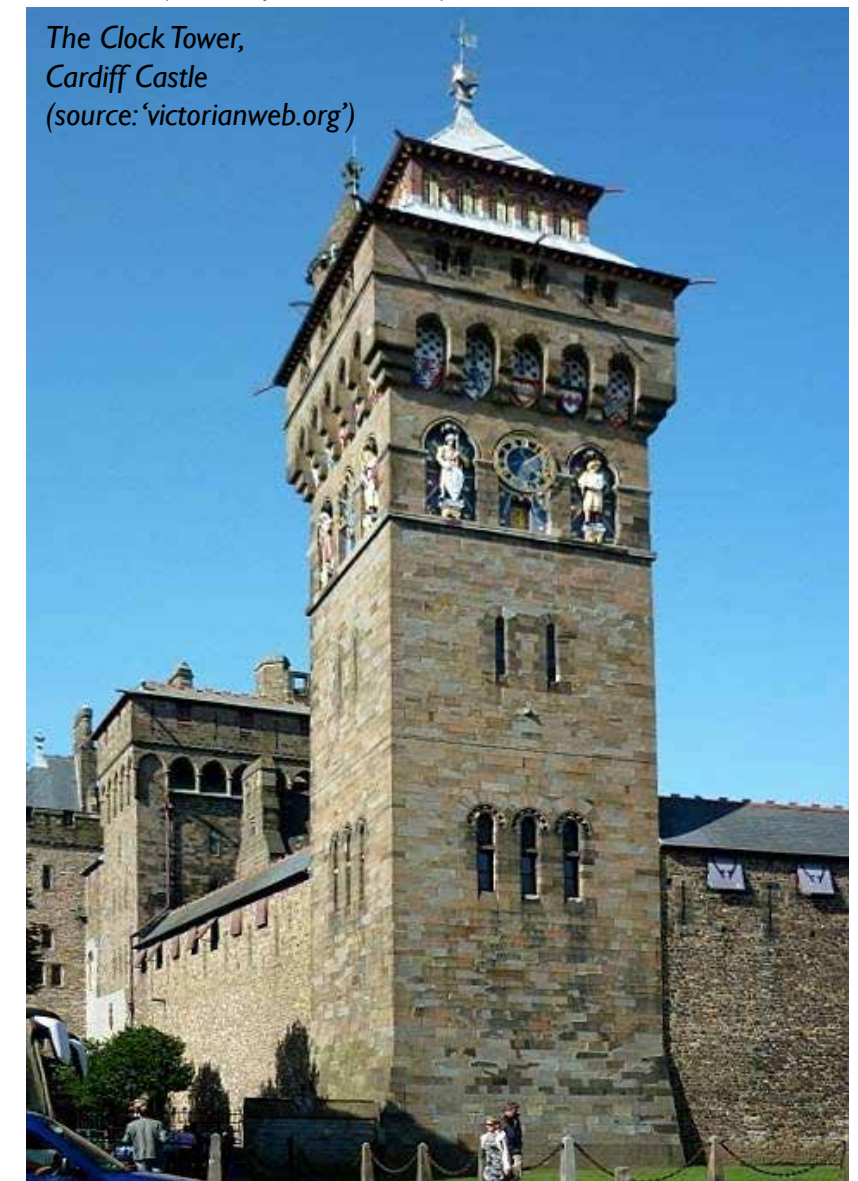
*John Crichton-Stuart, 3rd Marquess of Bute, as a teenager c.1863 (source: 'rct.uk')*

*Mount Stuart House, Isle of Bute - birth place of John Crichton-Stuart, 3rd Marquess of Bute (source: 'visitorsguidetoscotland.com')*



*Castell Coch - undated (source: 'pinterest.co.uk')*

*The Clock Tower, Cardiff Castle (source: 'victorianweb.org')*





John Crichton-Stuart died in 1900 at the age of 53 after a protracted illness (Bright's disease), his first stroke having occurred in 1896, and was buried in a small chapel on the Isle of Bute, his ancestral home. In his will he left £100,000 to each of his children, with the exception of his eldest son, who inherited the Bute estates including Cardiff Castle and the family seat, Mount Stuart House on the Isle of Bute, and Dumfries House in Ayrshire.



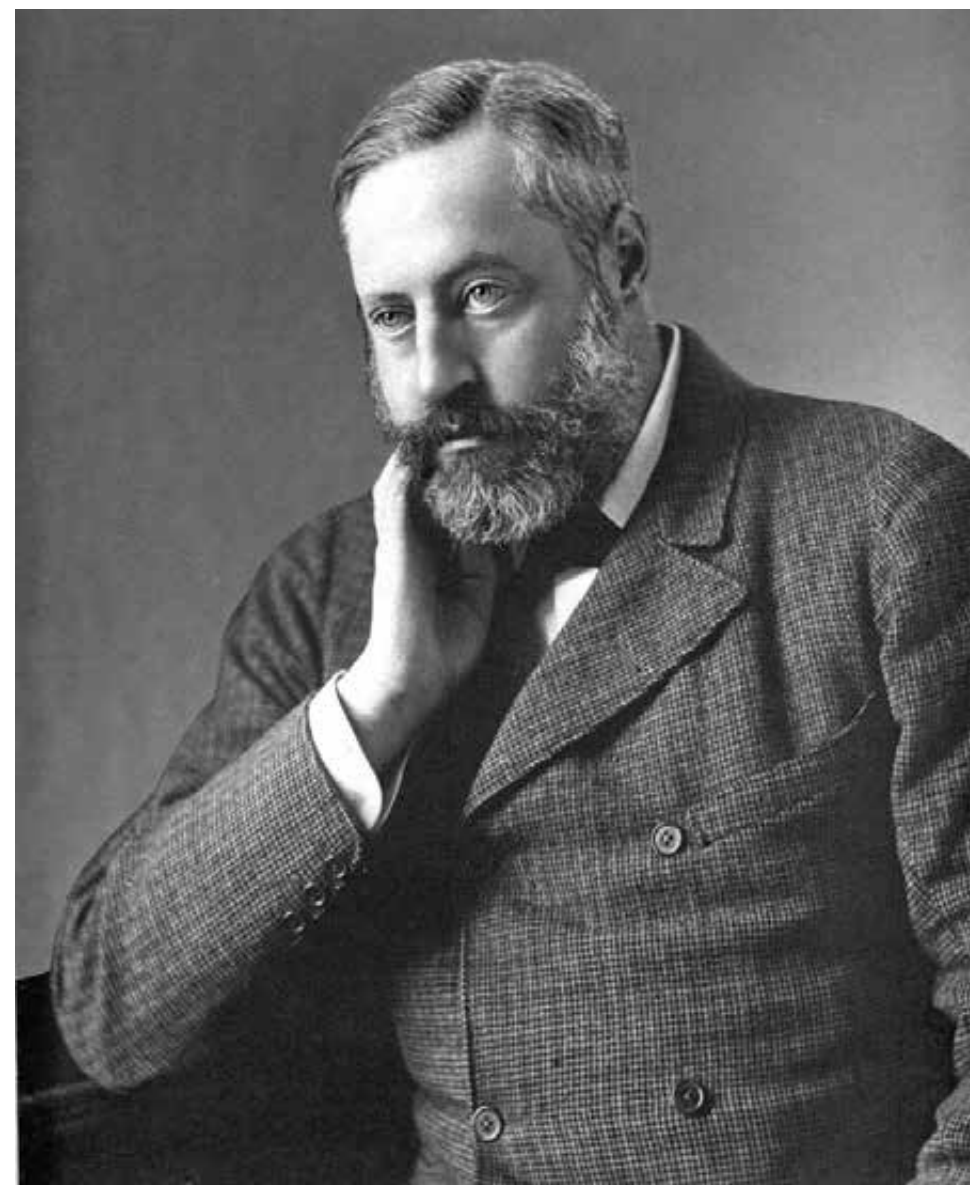
John Crichton-Stuart, 3rd Marquess of Bute, probably in his mid 20s c.1872 (source: 'nationalgalleries.org')

An article on the death of the 3rd Marquess of Bute in the 'Evening Express, 9th October 1900' extracts of which state:

**"MARQUESS OF BUTE DEAD  
PASSED AWAY THIS MORNING**

Succumbs to Paralytic Stroke  
Universal Sorrow at Sad Event  
Biographical Sketch

"South Wales, in common with Scotland and other parts of the United Kingdom, will to-day be plunged in grief at the news of the death of the Most Hon. the Marquess of Bute, which took place at Dumfries House, Cumnock, N.B., at 1.40 this morning. His lordship was known, in the sense of intimacy, to but few, but the fame of his benefactions has spread far and near, and he will be missed in a manner and to a degree which is true of few men. The Roman Catholic Church throughout Great Britain in particular mourns the loss of a most loyal and distinguished member of "the household" of the faith." In the Marquess of Bute that Church is deprived of a noble and illustrious adherent, one of the exalted few in this country whom the Roman Catholic body have been proud to claim as of their own communion.



John Crichton-Stuart, 3rd Marquess of Bute, undated (source: 'wikipedia.org')

"In Cardiff, where his nobility of character and generosity of disposition have been known and appreciated, the news of his death will come as a personal sorrow to thousands, but more than all will be felt the keenest by the Roman Catholic clergy and people of this town, to whom he was a tower of strength in times of difficulty and trial.

"The full extent of his generosity and the limit of his charity were never known to the public. He did good by stealth, and sought for no appreciation or recognition of his services.

"Lord Bute is succeeded by his son, the Earl of Dumfries, who was born on June 20, 1881."

**"THE LAST ILLNESS**

"The immediate cause of death was a paralytic stroke with which his lordship was seized at his Ayrshire seat early on Monday morning. Dr. John Kerr, of Cumnock, was immediately sent for, and he remained with his patient until the end came. Lord Bute, who had been in indifferent health for a considerable time, arrived at Cumnock at the latter end of August. For a time his condition showed marked improvement, and this enabled him to indulge in occasional carriage exercise. So well, indeed, did he become that he attended the services at St. John the Evangelist's Church, where he was a regular and devout worshipper when residing at Dumfries House, and high hopes were entertained that his visit to Ayrshire would be productive of lasting benefit. But these hopes have not been realised. During all his lordship's lengthened and severe illness Lady Bute was constantly at her husband's side, and was untiring in her efforts to minimise his sufferings. With the, exception of Lord Ninian, the second son, all the members of the family are at present at Dumfries House."

**"DEVELOPING CARDIFF**

"It is during the last 30 years that Cardiff has realised its greatest period of growth. At the census of 1871 the number of houses in the town was 8,156 and the population 59,494, as compared with 5,161 and 32,945 in 1861. In 1874 the Roath Basin was opened, and in 1881 the number of houses had grown to 12,137 and the population to 85,378. In 1889 the Roath Dock was opened, and in 1891 the census showed 20,476 houses and 128,849 population. Opening the Roath Dock and the cutting of the first sod, of the Roath Park (the land for which was given by Lord Bute) took place on the same day, August 24, 1887, and was the occasion of a great demonstration. The Earl of Dumfries officiated at the former ceremony, which took place in the morning, and Lady Margaret Stuart at the Roath Park sod cutting. There was the usual feasting, and 4,000 members of Friendly Societies were entertained to luncheon in Cathays Park."



#### 4.9.4 The Engineers of Bute East Dock

Bute East Dock was constructed 1852-59, with supervising engineers Rennie and Plews, and contractors Hemingway and Pearson. The Lock is now filled in and truncated by road on line of former swing-bridge.

##### Sir John Rennie (1794-1874)

John Rennie was born in London, the second son of civil engineer John Rennie (the Elder) (1761-1821). Both John Rennie (the Younger) and his older brother George followed their father into the engineering profession and in 1824, established the engineering firm 'G. & J. Rennie'.

Before his death, John Rennie (the Elder) had won the competition to design the new London Bridge. Despite being the youngest, completion of his father's civil engineering projects devolved principally to John Rennie (the Younger), and he was chosen to carry out his father's design for London Bridge between 1824 and 1831. This new bridge was opened in 1831 by William IV and John received a knighthood, becoming Sir John Rennie.

The completion of Sheerness Dockyard, of Ramsgate Harbour, and of Plymouth Breakwater also devolved upon him, in the capacity of Engineer to the Admiralty, a post in which he succeeded his father.

Rennie was primarily a hydraulics engineer and spent much of his career in adding to or altering commercial harbours and docks. In Britain, these include important docks such as the West Pier at Whitehaven, Cumbria (1824-38) and the Bute East Dock in Cardiff (1852-59); abroad, he built the Ponte Delgada breakwater for orange-trade boats in the Azores. Other examples would be designing a drydock for Joseph Wheeler at his Rushbrooke yard in Cork in the 1850s and modernising the Chatham Dockyards in 1862, creating 3 huge basins and passageways.

John and his brother George were also involved in the early field of railway engineering. In 1825, they became joint Engineers in chief of the Liverpool and Manchester Railway. John worked for the Surrey, Sussex, Hants, Wilts and Somerset Railway Company. He was also appointed Engineer for the Direct Independent London and Manchester Railway, which was never completed. In 1852 he sketched out a system of railways for Sweden, and in 1855 a series of unexecuted railways and harbours for Portugal.

John Rennie was elected a member of the Institution of Civil Engineers in 1844, and became its President on 21 January 1845, retaining the office for three years. He retired from the active duties around 1863.

In 1835, he had married Selina Garth Colleton in St Marylebone, London. Census information tells us that in 1841 and 1851 Sir John Rennie lived in Charing Cross with Lady Rennie. In 1871, Sir John Rennie now lived in Belgrave, London with his wife Selina Rennie. He died in 1874 at Bengoe, near Hertford, just after reaching his 80th year.

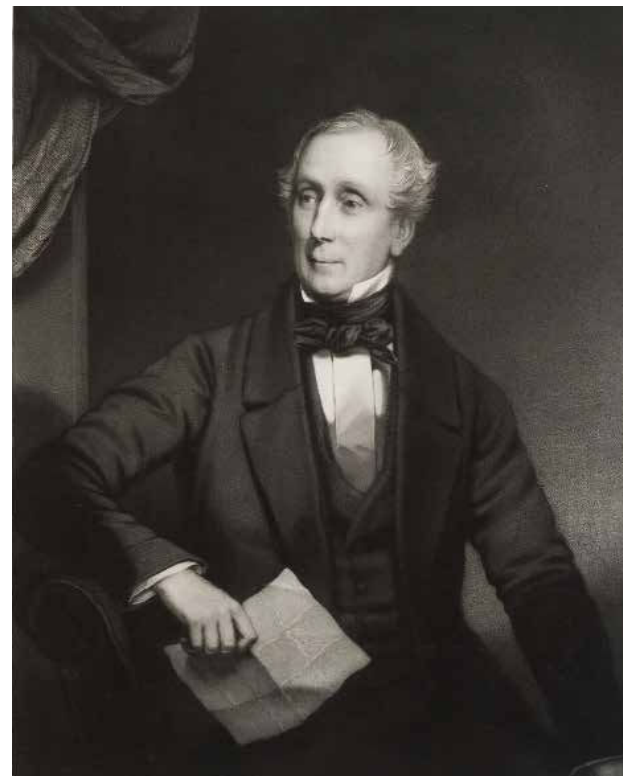
An article in 'The Cardiff and Merthyr Guardian, 17th May 1851' states:

"EXTENSION OF THE BUTE DOCKS — Sir John Rennie, Mr. Martin, and Mr. Plews were at Cardiff on Saturday, on a professional visit to the Bute Docks, inspecting the ground adjacent preparatory to making drawings and plans of the contemplated extension to our present shipping accommodation."

An article on the death of Sir John Rennie in the 'South Wales Daily News, 8th September 1874' states:

"DEATH OF SIR JOHN RENNIE, C.E.

"The death was announced yesterday morning of Sir John Rennie, the eminent civil engineer under whose direction some of the most important engineering works of the past half century have been carried out. Sir John, who died on Thursday last at Bengoe, in Hertfordshire, was born in 1794, and was the son of the late Mr. John Rennie, who designed new London Bridge, and who also designed and executed Southwark and Waterloo Bridges. Mr. Rennie educated his son for his own profession, and left to him the task of executing his designs for London Bridge. On its completion and opening in 1831 Mr. Rennie received the honour of knighthood. Among his other important works may be mentioned his completion of the drainage of the Lincolnshire fens, commenced by his father, and the works connected with the harbour at Ramsgate. Sir John was also employed by the Earl of Lonsdale in the construction of the new docks at Whitehaven, and throughout his career he was largely engaged in railway operations. In 1861 he was among the competitors for the work of erecting the new bridge over the Thames at Blackfriars, but was unsuccessful. Among the distinctions conferred upon him by foreign sovereigns were the Knighthood of the Tower and Sword of Portugal, and the Knighthood of Vasa of Sweden. Sir John was also a Fellow of the Royal Society and of the Society of Antiquaries."



*Sir John Rennie Jr  
(1853)  
painted by  
James Andres,  
printed by  
Thomas Brooker  
(source: 'npg.org.uk')*

##### John Plews (1795-1861)

John Plews was born in Yorkshire, the son of a farmer. He moved to London in 1812, aged seventeen and joined the firm of Messrs. Jolliffe and Banks, contractors. He soon gained the confidence of his employers, and he continued with the firm until 1835, in which year Messrs. Jolliffe and Banks both died.

Under their direction, John Plews had principal management of the large works in which they had been engaged for so many years. This included the building of Southwark Bridge; the sea-wall in front of the Custom House, London; the Hermitage entrance to the London Docks; the sea-wall in front of the Victualling Office, Deptford; the sea-wharf walls, basins, timber slips, &C., at her Majesty's Dockyard, Woolwich; the new London Bridge; the bridge over the Serpentine, in Hyde Park; the bridge over the Thames, at Staines, Middlesex; the sea-walls, graving-docks, basins, mastponds, &C., at her Majesty's Dockyard, Sheerness; the straight cut, five miles in length, through the sand in Sutton Wash, for the river Nene, for the North Level Drainage Commissioners; and many other extensive and important works.

Towards the end of 1835, Plews contracted with the London Dock Company to put in a new stone invert, and to underpin the outer wing-walls of the Shadwell entrance of their docks, extending from the gates to the river; a difficult task, which he executed to the satisfaction of the Company and their Engineer.

After this he was engaged by the Austrian Government to visit Lower Hungary, to report on the practicability of building a bridge over the Danube, from Buda to Pesth, which has since been accomplished.

Plews designed the Northumberland Docks which opened in 1857, in the river Tyne, below Newcastle, which were built under his direction with his son being the resident Engineer.

Plews also held the appointment of Engineer for the Cardiff Docks for about sixteen years, under the late Marquis of Bute, and afterwards, in conjunction with Sir John Rennie he designed and executed the new docks at that port; and John Plews (Junior), the third son of John Plews (Senior), was appointed resident Engineer on those works.

Plews died at his residence in the New Road, Kennington, Surrey, in 1861, at the age of sixty-six years.

His death was briefly noted in 'The Cardiff and Merthyr Guardian, 6th July 1861' which states:

"DEATHS

"PLEWS.—June 23, at his residence, 14 Grosvenor-place, New-road, Kennington, John Plews, Esq., C.E., aged 66."



### 4.9.3 Tiger Bay

The dockland area (Butetown and around) became a cosmopolitan community as seafarers from around the globe arrived in Cardiff and made it their home. This area, which became known as Tiger Bay, was home to over 50 nationalities. This kaleidoscope of settlers helped to build the docks, worked aboard the ships and helped to service this industrial and maritime city. The area was said to be named after the fast swirling waters in the Bristol Channel which sailors said reminded them of 'raging tigers'.

'Tiger Bay' was the title used for a 1959 film about a Polish seaman in Cardiff who kills his faithless girlfriend and kidnaps a child, who proves more than a match for him. The child was played by a twelve year old Hayley Mills, who won the BAFTA Film Award for 'Most Promising Newcomer to Film' in 1960 for her role. The film also starred her father John Mills.

Tiger Bay's most famous export would have to be the world famous singer, Dame Shirley Bassey. Born in 1937 to a white mother and West Indian seaman father, she spent her early years in Butetown before the family moved to Splott.



*Tiger Bay 1959 film poster  
(source: 'movieposter.com' website)*



*A young Shirley Bassey  
(source: 'dailymail.co.uk' website)*

### 4.9.4 Decline in Coal Exports & recent Transformation

Unfortunately, during the decline of coal exports in the late 1930s, Butetown (which now had an unsustainable population) suffered from the effects of mass unemployment. By 1932 the city was in the depths of depression and coal exports had fallen to below 5 million tonnes.

After the Second World War, demand for coal slumped further and international markets were lost as other countries developed their own steel industries. Trade was increasingly lost to container ports and by the 1960s coal exports had virtually ceased, resulting in the commercial closure of all but two of Cardiff's docks.

In 1987, the Cardiff Bay Development Corporation was set up to bring new life back to Cardiff Bay. It was finally dissolved in 2000.



*1932 aerial view of Cardiff Docks (source: 'walesonline.co.uk')*



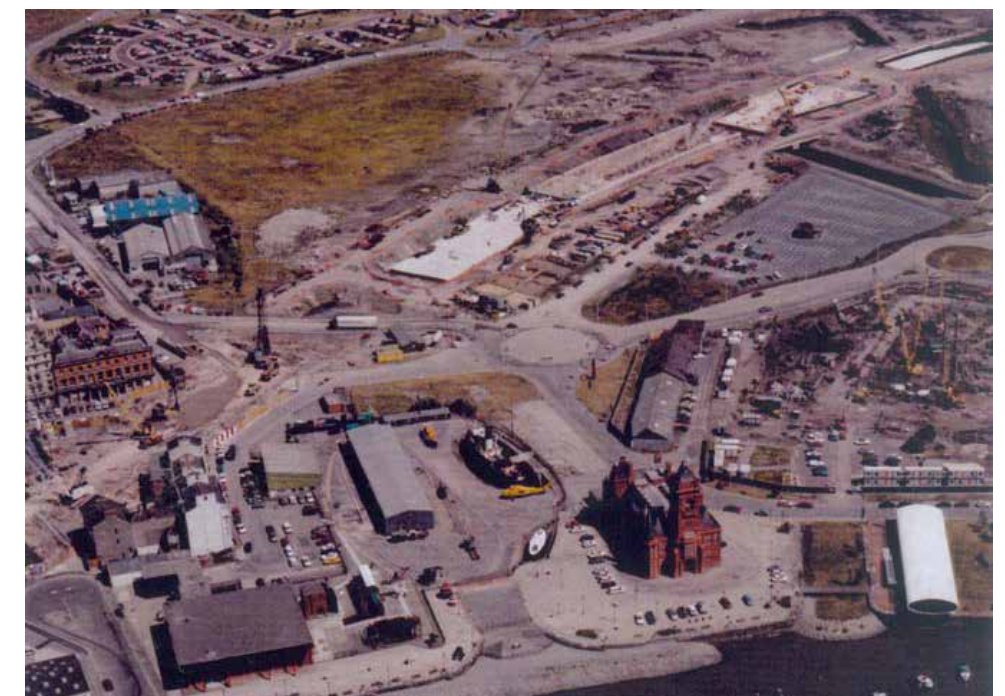
*1934 aerial view of C.H. Bailey Ltd. dry dock & dockyard (source: 'coflein.gov.uk')*



*1934 aerial view of C.H. Bailey Ltd. dry dock & dockyard (source: 'coflein.gov.uk')*



*1980s aerial view of fairly derelict Cardiff Docks (source: 'Pinterest')*



*Early 1990s view of Cardiff Bay in early transformation (source: Public Space)*



#### 4.9.5 Bute Street & Mount Stuart Square

In his book 'The Buildings of Wales – Glamorgan (Pevsner Architectural Guides – 1995)', John Newman states:

"The major urban development by the second Marquess of Bute was the construction of Bute Street, a wide, straight thoroughfare over a mile long southwards from the centre of Cardiff town and parallel with the new dock, leading to a new square, Mount Stuart Square, at its south end and a grid of streets to the west."

The second Marquess of Bute realised in the 1820s that the Glamorganshire Canal was not sufficient to cope with the demands of the iron trade and initiated a development plan. This plan included the construction of Bute Street as a main road in and out of the docks area and it was completed in 1830.



Cardiff Docks looking up Bute Street (source: 'bing.com' website)



Bottom of Bute Street as seen from the Paddle Steamer berth (source: 'walesonline.co.uk' website)

Bute Street used to be part of the A470 road, up until Lloyd George Avenue was opened 4 October 2000, it is now an unclassified road.



Bute Street looking north, taken from north of the site, probably early 1900s (source: 'wales247.co.uk' website)



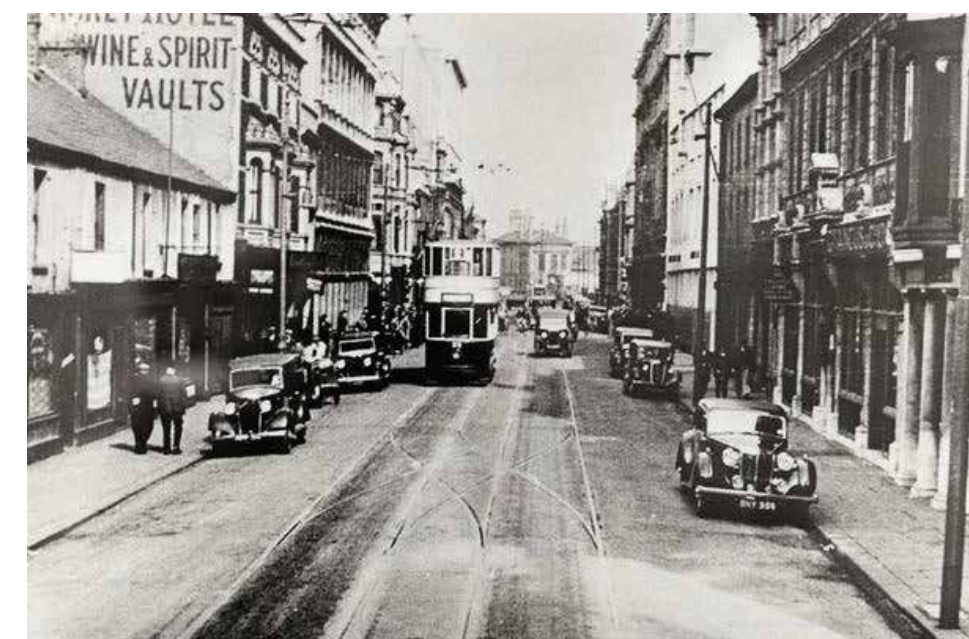
Corner of north end of Bute Street with Crichton Street 1890s (source: 'walesonline.co.uk' website)



Bute Street in early 1900s (source: 'i.pinimg.com' website; credit: Ernest T. Bush)



Bute Street in early 1900s (source: 'bing.com' website; credit: Ernest T. Bush)



Lower Bute Street in September 1937 (source: 'walesonline.co.uk' website)



Newman went on to write that:

“The finest late Victorian and Edwardian Commercial Architecture is concentrated in and around Mount Stuart Square, Butetown, where the coal companies had their headquarters, cheek by jowl with one another on all four sides of Seward’s Exchange Building.”

In its original form, Mount Stuart Square was a residential square with a central garden. It was constructed in 1855 as a select residential enclave around ornamental gardens for merchants and sea captains, and originally consisted of 45 stuccoed three-storey town houses.

Named after Lord Mountstuart, the area was the vision of John Crichton-Stuart, 2nd Marquess of Bute, who wanted to create a grand Georgian space to rival Berkeley Square in London. The development of the square was part of his vision to transform Cardiff into a major port, improve the value of his lands in Cardiff itself and increase the value of the royalties he could charge on his coal fields. As the docks rose in prominence, wealthy residents moved out and it became a commercial centre.

As well as new docks, a grid pattern residential suburb for port-related workers was built, though much of the best housing was soon converted or demolished for business premises, particularly in Mount Stuart Square which became the area’s commercial centre. This fundamentally altered the Square’s appearance, particularly with the Coal Exchange constructed on its grassed central square. The buildings surrounding the Coal Exchange housed coal companies, banks and agents. Most of Cardiff’s notable architects of the period are represented including Alexander Roos, architect to the Bute Estate, Edwin Seward, E W M Corbett, W D Blessley, Teather and Wilson, Ivor Jones and Percy Thomas, and Henry Budgen.

In Mount Stuart Square and the surrounding streets, many of the historic buildings have been retained due to their protection through statutory listing, with Butetown being home to 118 Listed Buildings. They provide a visual reminder of the former commercial heart of Cardiff Docks and its residential suburb.

In the 1960s and 70s the majority of port-workers’ houses were demolished under slum clearance and replaced by Council housing. Several commercial buildings were also demolished with many others left vacant.

By the early 1980s Cardiff Bay was run down physically and economically with the area mainly disused and largely derelict, so that in April 1987 Cardiff Bay Development Corporation was set up to regenerate the old docklands. This included the construction of a Barrage to create a 200-hectare fresh-water lake as well as the construction of new homes, new offices, and commercial and leisure facilities.



*Mount Stuart Square, Cardiff - Aerial View from 1920, looking northeast. (source: 'wikipedia.com' website)*



## 5.0 SECTION THREE - UNDERSTANDING THE SIGNIFICANCE OF THE HISTORIC ASSET – ‘STATEMENT OF SIGNIFICANCE’

### 5.1 An Assessment of Significance

One of the real strengths of any historic building assessment is that it focuses attentions on what is of high importance about a cultural or national asset, whilst similarly defining aspects which are of little or no importance. Thus, in planning what or how to conserve, or develop, areas around it, it is possible to make decisions based on the best possible analytical process rather than on individual preference, or some other arbitrary method.

This section of the report seeks to set out, albeit briefly, what makes the heritage asset, Cardiff Bay’s Plot 5, of value and should therefore be protected.

The assessment of significance has been provided to give an initial guidance on the proposals for the development.

Significance can be defined as the sum of the cultural, social and/or natural heritage values that make a building or place important to this and future generations. The aim of conservation is to sensitively manage change to a place to ensure that its significance is not only protected, but also revealed, reinforced and enhanced at every possible opportunity. It should also ensure that decisions regarding both day-to-day and long term use and management of the site take into account all of the values that contribute to a place’s significance.

The purpose of a Statement of Significance is to identify the areas and aspects of Cardiff Bay’s Plot 5 which has cultural significance. Cultural significance is a concept which helps us in estimating the value of a place and which:

- Helps us understand the past;
- Enrich our present lives;
- Will be of value to future generations.

Most historic sites or buildings are significant for a range of reasons, and it is important to understand all of its values in order that informed, balanced decisions can be made.

Many heritage values are recognised by the statutory designation and regulation of significant places. In statutory terms, the significance of Cardiff Bay’s Plot 5 is not formally recognised by any Listings.

However, Cardiff Bay’s Plot 5 holds some heritage significance, and this assessment seeks to establish a deeper understanding of its values and significance.

Cadw’s ‘*Conservation Principles for the sustainable management of the historic environment in Wales*’ (March 2011), expands on how one can analyse the public’s interest in heritage assets by sub-dividing it into evidential, historic, aesthetic and communal values. These values can be used to inform the structured and consistent assessment of buildings.

**Evidential Value** is deemed to derive from those elements of a historic asset that can provide evidence about past human activity, and especially its historic fabric, supported in some cases by documentation. These may be visible and relatively easy to assess, or they may be buried below ground, under water or be hidden by later fabric. These remains provide the primary evidence for when and how an historic asset was made or built, what it was used for and how it has changed over time. The unrecorded loss of historic fabric represents the destruction of the primary evidence. Additional evidential values can be gained from documentary sources, pictorial records and archaeological archives or museum collections.

All buildings — domestic, commercial, religious, industrial etc — have the capacity to provide evidence of specific past human activity from one or perhaps several periods. The extent to which they do so depends on coherence and integrity, or an intelligible development sequence. The extent of survival of original or clearly phased fabric and layout, or of detail relating to use (including internal detail) are particularly important.

Context may also be relevant: the evidential value of a single industrial or agricultural building for example will be diminished if other associated buildings have already been lost or damaged.

**Historical Value** is deemed to be the associative or illustrative ways in which past people, events and aspects of life can be connected through a place to the present.

An historic asset might illustrate a particular aspect of past life or it might be associated with a notable family, person, event or movement. These illustrative or associative values of an historic asset may be less tangible than its evidential value but will often connect past people, events and aspects of life with the present. Of course the functions of an historic asset are likely to change over time and so the full range of changing historical values might not become clear until all the evidential values have been gathered together. Historical values are not so easily diminished by change as evidential values and are harmed only to the extent that adaptation has obliterated them or concealed them.

In practice, much of the historical value of an asset is inseparable from its evidential value — a well-preserved building can illustrate an aspect of past life much better than can a damaged or heavily altered building. But historical value may also reside in the less tangible — in associations with notable people events or movements of proven regional or national significance. As in the criteria for listing, however, these associations will be more powerful if the building as it survives directly confirms the association (i.e. is recognisably the building with which connection is claimed).

The difference between evidential value and illustrative historical value may seem difficult to define, but in general, evidential value relates to the material evidence about how a particular building or site functioned, and historical value to the capacity of that site to illustrate broader historical themes — its contribution to our understanding of aspects of past life, be they for example the organisation of society, developments in agriculture or industry, or in religious observance.

Understanding historical value therefore requires a broader understanding of the asset in context, whereas a good understanding of evidential value can be reached by close physical analysis on site.



**Aesthetic Value** relates to the external appearance and form of an asset and its relationship to its context and setting, be it a designed landscape, a working agricultural or industrial landscape, or a townscape. Aesthetic Value derives from the way in which people draw sensory and intellectual stimulation from an historic asset. It may relate to conscious design or style or it may be a seemingly fortuitous outcome of the way in which an historic asset has evolved and been used over time, or a combination of both. It may relate to adherence to tradition, to quality of craftsmanship or technology of construction, or it may reflect the results of development over time.

High-quality conscious design — so-called ‘polite architecture’ often associated with named architects — and vernacular building according to clear regional traditions (and perhaps unconscious design), have their own aesthetic codes. But for both, composition, plan, method of construction, materials, finish and detail — including interior detail — are the essential elements of design.

The form of an asset normally changes over time. Sometimes earlier pictorial records and written descriptions will be more powerful in many people’s minds than what survives today. Some important viewpoints may be lost or screened, or access to them may be temporarily denied. To assess this aspect of an asset, again the evidence of the present and past form must be gathered systematically. This needs to be complemented by a thorough appreciation on site of the external appearance of an asset in its setting. Inevitably understanding the aesthetic value of an historic asset will be more subjective than the study of its evidential and historical values. Much of it will involve trying to express the aesthetic qualities or the relative value of different parts of its form or design.

**Communal Value** derives from the meanings that an asset has for the people who relate to it, or for whom it figures in their collective experience or memory. It includes social and economic value, as well as commemorative, spiritual or symbolic value.

It is closely linked to historical and aesthetic values but tends to have additional or specific aspects. Communal value might be commemorative or symbolic. For example, people might draw part of their identity or collective memory from an historic asset, or have emotional links to it. Such values often change over time and they may be important for remembering both positive and uncomfortable events, attitudes or periods in Wales’ history. Historic assets can also have social value, acting as a source of social interaction, distinctiveness or coherence; economic value, providing a valuable source of income or employment; or they may have spiritual value, emanating from religious beliefs or modern perceptions of the spirit of a place.

Each of these elements will be dealt with below.

The significance of a place is the sum of these values, brought together and expressed in a statement of significance. This statement forms the foundation upon which any proposals for change and enhancement of a place can be considered and carried forward.

In order to identify the relative contributions that these values make to the significance of a place and therefore the capacity for these values to be revealed and/or enhanced, a range of classifications are used.

For the purpose of this study we have adopted a fairly standard classification using five levels of significance, which are sufficient to measure each aspect of significance and to compare it to others consistently.

**High:** An aspect of value that strongly contributes to the significance of a place, forming a key piece of its history and cultural value which may be of national or international importance. In material terms, these aspects will best contribute towards the heritage values. Conservation will be a priority, and alteration is likely to be resisted unless it is demonstrated that significance will be greatly enhanced, reinforced or revealed as a result.

**Medium:** An aspect of value that will have some cultural importance (perhaps on a regional scale) and will make a moderate contribution to the significance of a place. In material terms they will play an important role in conveying the heritage values. Efforts should be made to protect and enhance these aspects, though a greater degree of flexibility is possible than with aspects of high value.

**Low:** An aspect of value that will make a slight (yet still noteworthy) contribution to the significance of a place, but perhaps only on a local scale. In material terms it will still add something to the heritage values (such as helping to maintain plan form and historic character), although this contribution may have been compromised by loss or uninformed intervention. A greater capacity for enhancement exists than for items of medium or high value, although a low designation does not necessarily mean that the feature is expendable.

**Neutral:** An aspect that has no discernible value that neither adds to nor detracts from the significance of the place. Informed change will be acceptable.

**Detrimental:** An aspect of the place that detracts from its values and therefore its significance. In material terms, removal or reversal of these aspects should be strongly encouraged.



## 5.2 Historical Value

Cardiff owes much of its history to the Industrial Revolution of the 1790s, which stimulated mining in the valleys of South Wales. In order to satisfy the need for an export outlet for the ever-increasing supplies first of iron, and then of coal, coming down from the Valleys, the docks at Cardiff were developed and the town changed completely.

A small town of 1,870 people in 1801, less than a third the size of neighbouring Swansea (with its growing copperworks) and less than a quarter the size of Merthyr Tydfil (the centre of the valleys' coal and iron works), Cardiff's population had increased considerably by 1901 to 164,000, making it Wales' largest conurbation. In this time, it had become a major exporter of coal and iron with the construction of its docks by the second and third Marquesses of Bute, from 1798, linked to the industrial and mining hinterland by the Glamorganshire Canal, from 1794, and subsequently the Taff Vale Railway Company, from 1840. By 1901, Cardiff's docks were handling more coal than any other port in the world. On the eve of the First World War in 1913, coal exports peaked at over 13 million tonnes. At this time, the international price of coal was struck in the Coal Exchange building where the world's first £1 million pound deal was signed.

The rapidly increasing iron and coal trade was the catalyst for the construction of the docks in Cardiff. The roughly 2 mile (3.2 kilometre)-square peninsular of flat marshland lying to the north-east of Cardiff Bay provided the perfect site for the great development of docks by the second and third Marquesses of Bute. The function of these docks being to satisfy the need for an export outlet for this iron and coal.

In 1822, John Crichton-Stuart, the 2nd Marquess of Bute, had the idea of building docks on his lands at Cardiff to facilitate the exploitation of the vast mineral wealth of the South Wales coalfield. In 1827, he commissioned a report from eminent canal engineer, James Green. In 1829, Thomas Telford revised Green's plans and a Bill was prepared for presentation to Parliament. This bill was presented to Parliament and the 'Bute Ship Canal Act' received Royal Assent in July 1830, despite some opposition.

The Marquess of Bute was, however, still unsure about the plans for the docks and consulted William Cubitt, the eminent British civil engineer. A revised bill was prepared in 1833, based on Cubitt's changes to the plans. The amended 'Bute Ship Canal Act' was passed and in December 1834 work commenced on the new docks.

Between 1834-9, this new dock was constructed under the supervision of William Cubitt. The completed Bute West Dock opened on 8 October 1839 and the event was marked with great festivities in Cardiff. The Bute West Dock, 4,000 feet (1,219 metres) long and 200 feet (61 metres) wide, lay parallel to the east of the final, sea-lock stretch of the Glamorganshire Canal with its seaward entrance known as the Oval Basin.

The 2nd Marquess of Bute died in Cardiff on 18 March 1848 and was succeeded by his six-month-old son, John Patrick Crichton-Stuart. The long minority of the 3rd Marquess delayed the further development of Bute Docks in Cardiff. By the late 1840s the existing dock provision was already proving inadequate, however, his trustees were unwilling to commit the large amounts of capital investment required to expand the docks. In 1851, the freighters of Cardiff petitioned the Bute Trustees to construct a new dock and the engineers, Sir John Rennie and John Plews, prepared a report on the proposed new dock.

Finally in 1852, the Bute Trustees committed to the construction of a new dock at a cost of £193,284. The Bute East Dock, plus locks, basins and canals opened in stages and all was fully completed by 1859. The first stage opened in June 1855, the tidal harbour to the east of the Bute East Dock in August 1856, the second stage in January 1858 and the final stage in September 1859. The Bute East Dock, 4,300 feet (1,309 metres) long and up to 500 feet (152 metres) wide, enabled a huge expansion of activity.

Built between 1855 and 1859, the Bute East Dock was entered from the sea by a two-gate lock, where there was a basin and a further two-gate lock to enter the main dock. 45 acres of water were enclosed and fifteen coal staiths erected, allowing 1 million tons of coal a year to be handled at this dock alone. By 1890 there were 30 staiths, plus three ballast cranes and 22 hydraulic cranes.

Bute East Dock was constructed under the supervision of engineers Sir John Rennie and John Plews, with the contractors being Hemingway and Pearson.

Following 9 years of pressure to expand the docks further, in 1868, when the 3rd Marquess came of age, Roath Basin was constructed to the south-east of the Bute Docks West and East, almost at right-angles to them, and it was completed and opened for trade in 1874. This was followed by the Roath Dock, in 1887, and Queen Alexandra Dock, in 1907.

Unfortunately, during the decline of coal exports in the late 1930s, Butetown suffered from the effects of mass unemployment, and, by 1932, the city was in the depths of depression and coal exports had fallen to below 5 million tonnes.

After the Second World War, demand for coal slumped further and international markets were lost as other countries developed their own steel industries. Trade was increasingly lost to container ports and, by the 1960s, coal exports had virtually ceased, resulting in the commercial closure of all but two of Cardiff's docks.

In 1964 Bute West Dock was infilled along its whole length. In 1970, Bute East Dock was closed. During the 1970s, the dock's south end, its locks and its basin were infilled, with the main northern part of the dock retained and surrounded by new apartments, housing and offices.

In 1987, the Cardiff Bay Development Corporation was set up to bring new life back to Cardiff Bay. It was finally dissolved in 2000. From the early 1990s to now, a new road structure has been laid out and many new buildings were constructed around the area of the old docks, accommodating cultural, commercial and residential provisions, with only a few areas remaining undeveloped.

An area of the city little changed in over 100 years then changed significantly over the next 30 years. This is the context to which the proposed development site relates.

The proposed development site is an undeveloped piece of hardstand used for car parking, surrounded by roads and buildings, and some remaining remnants of the docks. Map research clarifies that the proposed development site is at the southern end of what was the Bute Dock East, this part of which is now infilled. The site overlaps the south end walls of the Dock and its south west corner. The site also covers the northern end of the Lock which connected the Bute East Dock with its Basin, along with the north set of Lock Gates.

The ground / structure on which it sits therefore dates to the 1970s, when the southern part of the Bute East Dock, its Basin, and the Lock connecting the two, were infilled. The dock, basin and lock themselves assumedly still reside, in some form, below ground. Prior to the 1850s, the site was open marshland. The site appears never to have had a building constructed on it, only docks built into the ground.

Historical Value is deemed to be the associative or illustrative ways in which past people, events and aspects of life can be connected through a place to the present. The docklands area has a huge amount to offer in terms of illustration of Cardiff (and Wales') industrial and commercial hey-day, the work (and hardship) that its people undertook and the lives that they led, from some of the richest men in the country to the thousands of immigrants who arrived with almost nothing to their names. One only has to walk around the Cardiff Bay area and look down and across to still get a feel for its layout. However, the activity, noise and smell of that period are no longer in evidence.

Whilst it contains no buildings or structures, the site is just outside the Pierhead Conservation Area, which is said (in the Appraisal) to focus "on part of Butetown's historic dock area, giving recognition to its historical and architectural quality".



A historic asset might be associated with a notable family, person, event or movement. In this respect, many associations are directly linked:

- John Crichton-Stuart, the 2nd Marquess of Bute - who initially set the docklands concept in motion;
- James Green, Thomas Telford and Sir William Cubitt – the Engineers who delivered the Marquess' vision;
- John Patrick Crichton-Stuart, the 3rd Marquess of Bute – who orchestrated the construction of the Bute Dock East, the land on which the site resides, along with many other significant commitments, including the restoration of Cardiff Castle and the reconstruction of Castell Coch, with the architect William Burges;
- Sir John Rennie and John Plews – the Engineers who designed the Bute Dock East, its Basin, Locks and Gates; Rennie being renowned for engineering London Bridge, and Plews for Southwark Bridge.

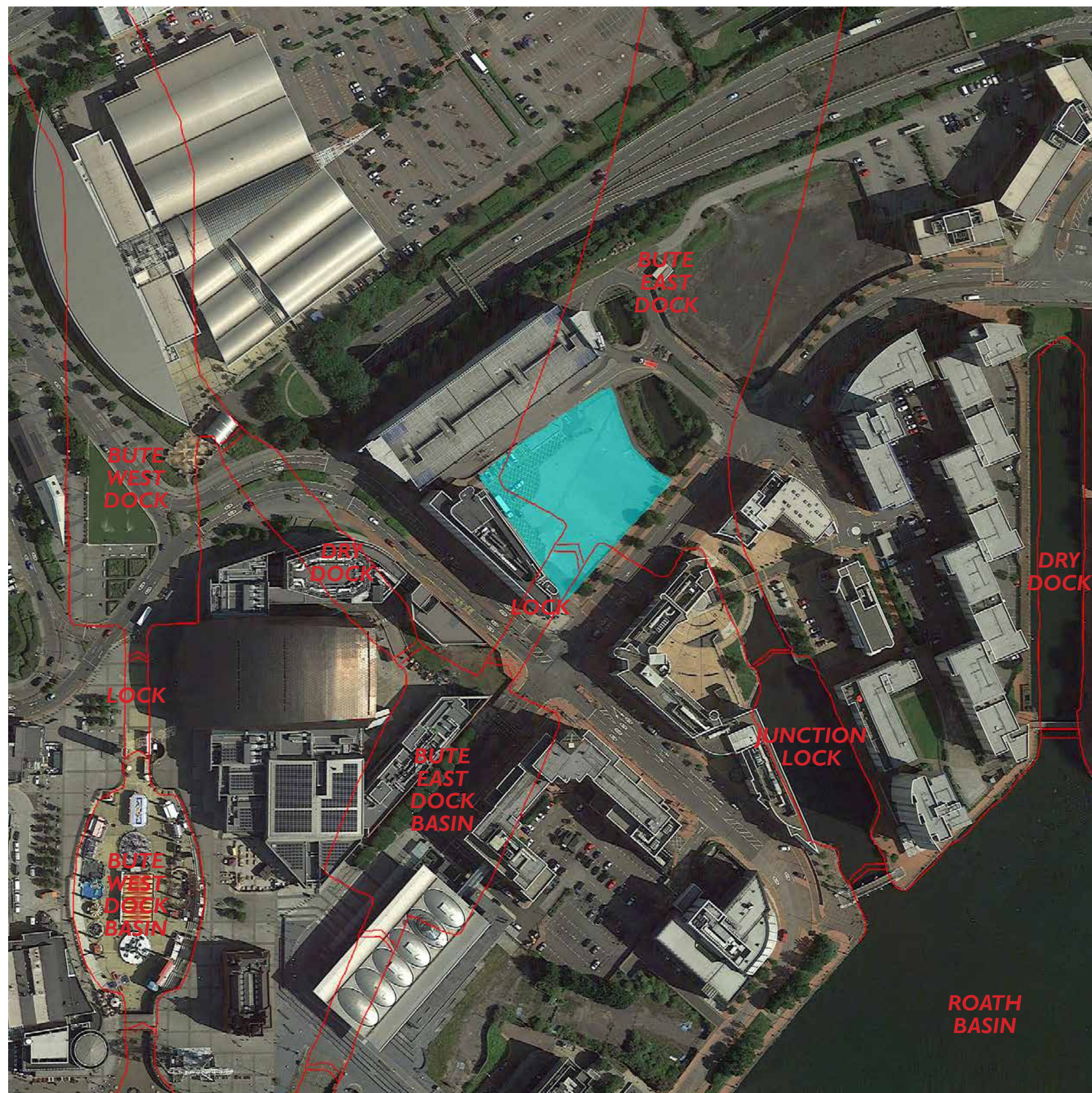
Of course, it is understood that the functions of a historic asset often change over time, as has very much happened in this case; and that, whilst historical values are not so easily diminished by change as evidential values, they may be harmed where adaptation has obliterated them or concealed them. This is clearly the case in respect of this site.

The considerable historical significance of Cardiff's Docklands to Cardiff, Wales, the UK and the World, is noteworthy. The East Bute Dock - with its Basin, Lock, Gates and other elements - is, of course, a huge part of this. The proposed development site sits directly on top of the area where the Dock was sourced by the Basin via its Lock. This area will have been party to a whole lot of activity between 1855 and 1970.

However, what we can see now bears almost no relationship to what was there during that 115 years, apart from a small remnant of the dock (not including its walls) just to the east of the site. This is now lost, or buried in the ground. This significant historic value is ethereal and imperceptible, but it is not lost.

In this regard, the proposed development site is deemed to possess **Low to Medium Historical Value**, whilst the wider Docklands area might possess a much higher historical value. The site itself possesses an aspect of value that makes a slight (yet still noteworthy) contribution to the significance of its place. In material terms it still adds something to the heritage values of the area, although this contribution has been significantly compromised by loss and covering up. Change would therefore be acceptable.

However, what lay – and presumably still lies – beneath might possess much higher historical value and, whilst there may be little opportunity, or indeed benefit, to exposing this; we would encourage the project to seek, by some means, to help tell and interpret the story of Cardiff's Docklands, and the location on which the site resides, either through elements of the site's design or its interaction with its users, particularly given their enquiring brains.



GoogleEarth aerial photograph of the Cardiff Bay area with the proposed development site highlighted in cyan blue & the original docks, basins & locks in red



### 5.3 Evidential Value

The proposed development site is an undeveloped piece of hardstand used for car parking, surrounded by roads and buildings, and some remaining remnants of the docks. It is apparent that the proposed development site is at the southern end of what was the Bute Dock East (now infilled). The site overlaps the south end walls of the Dock and its south west corner. The site also covers the northern end of the Lock which connected the Bute East Dock with its Basin, along with the north set of Lock Gates.

The ground / structure on which it sits therefore dates to the 1970s, when the southern part of the Bute East Dock, its Basin, and the Lock connecting the two, were infilled. The dock, basin and lock - constructed between 1855 and 1859 - assumedly still reside, in some form, below ground. Prior to the 1850s, the site was open marshland. The site appears never to have had a building constructed on it, only docks built into the ground.

The image to the right shows the GoogleEarth aerial photo of the site and area as it currently is. In cyan blue, the proposed development site is identified. In red, the outlines of the original Cardiff Docks, Basins and Locks are overlaid on the image.

It is apparent from these overlays that the proposed development site is at the southern end of what was the Bute Dock East (now infilled). The site overlaps the south end walls of the Dock and its south west corner. The site also covers the northern end of the Lock which connected the Bute East Dock with its Basin, along with the north set of Lock Gates.

How much of the original dock walls construction is still in the ground is uncertain. How much was lost or damaged when it was filled in is not known. However, it must be assumed that much of the stonework to the walls does remain.

Insofar as evidential value is deemed to derive from those elements of a historic asset that can provide evidence about past human activity, and especially its historic fabric, what can be seen on the site can offer no evidence of human activity prior to the 1970s. What evidence it can offer for the 45 years since is of no heritage value.

Insofar as evidential value may be buried below ground, under water or be hidden by later fabric, it is uncertain what and how much of the original dock walls construction is still in the ground. However, it is likely to be considerable, both in terms of extent and in terms of evidential value.

Insofar as context may also be relevant - the evidential value of a single industrial or agricultural building for example will be diminished if other associated buildings have already been lost or damaged – context is relevant here. Within close proximity to the site, the context bares no relationship whatsoever to what it was in the second half of the 19th and the first half of the 20th centuries.

Where additional evidential values can be gained from documentary sources, pictorial records and archaeological archives or museum collections, the initial web-based search undertaken exposed a fair amount from various sources; through photographs, articles and books. In this respect, the greatest part of the evidential value of the site, as we see it now, is in its archival records.

In this regard, the proposed development site is deemed to possess **Neutral Evidential Value**, insofar as what is evident. This means that it is an aspect that has no discernible value that neither adds to nor detracts from the significance of the place. Change would therefore be acceptable.

However, the site's archaeology – what lies below ground – could possess **Medium Evidential Value** with potential to provide evidence about past human activity. This evidence may, however, not be wholly different to what remains evident around the rest of the Bute East Dock which is still filled with water, possibly making its value less significant in the overall picture of the docklands.

Given this, there may be little opportunity to exposing this evidence; however, we would encourage the project to seek, by some means, to help tell and interpret the story of Cardiff's Docklands, and the location on which the site resides, either through elements of the site's design or its interaction with its users, particularly given their enquiring brains.

If, of course, exposure of this evidence is possible, and suitable, then extreme care would have to be taken; but the result could be that the development adds further to the stories the site can tell.



View of the Site from Pierhead Street to its south east



## 5.4 Aesthetic Value

Plot 5 is a vacant undeveloped plot used for occasional car parking. It is finished in tarmac and surrounded by galvanised steel chain-link fencing on concrete posts.

Aesthetic Value relates to the external appearance and form of an asset and its relationship to its context and setting. Aesthetic Value derives from the way in which people draw sensory and intellectual stimulation from an historic asset. In this regard, the site itself possesses Neutral Aesthetic Value. This means that it is an aspect that has no discernible value that neither adds to nor detracts from the significance of the place. Change would therefore be acceptable.

Plot 5 is not within a Conservation Area. However, it is located close to the boundary of the Pierhead Conservation Area and very near the Mount Stuart Square Conservation Area.

A Conservation Area is deemed to be “an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”. Conservation Areas are areas of special architectural or historic interest. So, whilst the site is not actually within a Conservation Area, its proximity to two will have some bearing on the aesthetic value of the site. Indeed, of particular note is the fact that one can just about see the highly significant grade I listed Pierhead Building from the edge of the site.

The site also sits very near award-winning modern buildings of high architectural design quality, including the Wales Millennium Centre and the Senedd.

The Pierhead Conservation Area Appraisal states that “today the Conservation Area is a mix of old and new, where the historic is readily visible and accessible and is complemented by two of Wales’ highest quality, high profile, modern landmark buildings (the Wales Millennium Centre and the Senedd), public spaces and public art. Together these create a Conservation Area with a unique sense of history, importance and place, both day and night.”

It goes on to state that “in the main part of the Conservation Area (the larger of the two shapes to the east) the overall scale is large, both buildings and structures. These are set in an open and expansive landscape. This is in contrast to the domestic scale of the properties of Bute Esplanade, Windsor Terrace and Windsor Esplanade (the smaller of the two shapes to the west)”.

The Appraisal also talks about ‘Key Views and Focal Points’. It states “Views are an important part of the Conservation Area and are part of the attraction of the area. Looking out of the Conservation Area key views include the wetlands, Bay, barrage, Penarth Head, the Norwegian Church, historic buildings in the Mount Stuart Square Conservation Area and the Flourish.

Within and looking into the Conservation Area key views are of Windsor Esplanade, Windsor Terrace and Bute Esplanade, the Graving Docks and the surrounding area including Techniquet, the entrance to the West Bute Dock (Roald Dahl Plass), the sea and dock walls, 5-12 Bute Crescent, the Wales Millennium Centre, the Pierhead Building and the Senedd.”

It is clear from this, and the diagrams to the right, that no ‘key views’ or focal points’ identified are towards the site, and the only ‘landmark buildings and structures’ in close proximity to the site deemed to be ‘key’ are the Wales Millennium Centre, the Senedd, the Pierhead Building and the dock and sea walls, all of which are seen as one looks away from the site. Likewise, the important ‘historic fabric’ is some way from the site.

The Conservation Area Appraisal then refers to various matters deemed worthy of reference, including the quality of design, materials and detailing in both building and landscaping, and it recommends that the same quality is encouraged in any new buildings in the area.

Whilst the site is not immediately within the Conservation Area, it does flank it, and, therefore the statements below within the Appraisal are worth taking on board:

“Any new development needs to be of high design quality and must preserve and enhance the aesthetic quality, unique identity/ character, important views and the heritage and historic context of the Conservation Area.

“Scale varies within the Conservation Area, ranging from domestic scale houses to large scale, nationally important buildings (in the case of the part of the area in which the sit resides). The scale of any development must be sensitive to its setting to ensure the character and appearance of the Conservation Area is not compromised.

“Whilst there is no specific architectural style throughout the area many buildings exhibit high quality architectural detail and innovative design. Any new development should replicate this high level of design, detail and innovative style to complement existing structures and spaces.

“A wide range of materials are used throughout the area. The best buildings and spaces use these imaginatively to create features of interest. Any new development should seek to use high quality materials and use them to create high quality buildings and spaces of interest.

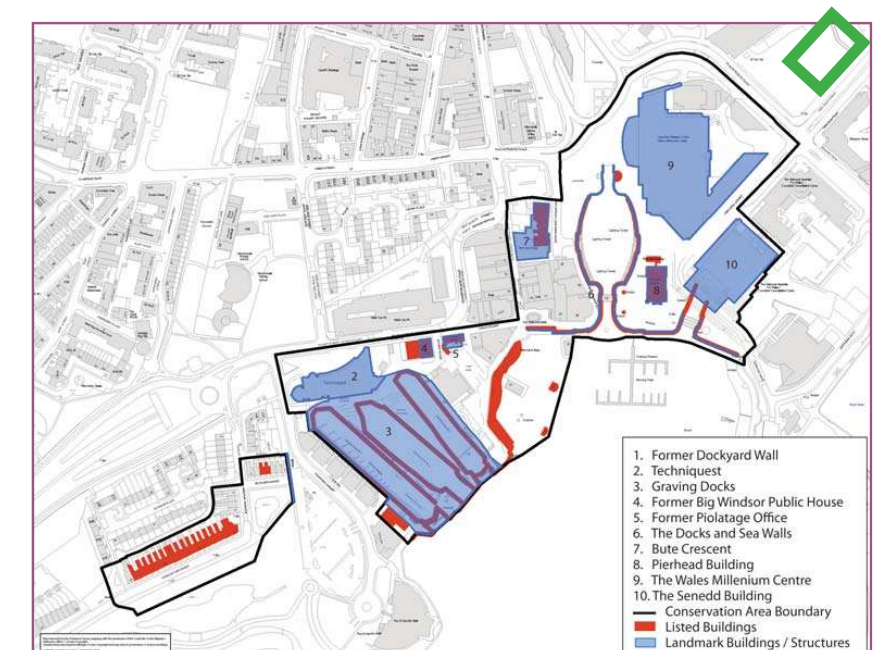
“Proposals that would result in inactive frontages, either day or night, particularly at ground floor level should be resisted. Advise against the covering up of commercial windows internally as this detracts from the character and appearance of the Conservation Area and makes the area less welcoming and less vibrant.”

*Diagrams taken from the Pierhead Conservation Area Appraisal with a green box to the top right of each showing the location of Plot 5, just outside the boundary*

Map 3: Key Views and Focal Points



Map 4: Landmark Buildings/Structures



Map 5: Historic Fabric





## 5.5 Communal Value

Communal Value derives from the meanings that an asset has for the people who relate to it, or for whom it figures in their collective experience or memory. It includes social and economic value, as well as commemorative, spiritual or symbolic value. Communal Value is closely linked to historical value, in the way that it acts as a source of social interaction.

The wider Cardiff Docklands site possesses considerable historical value in the way that it acted as a source of social interaction and economic stimulus for well over a century. Of course, much of this value relates to a period which ended over 50 years ago and was waning as much as 90 years ago, making the area's most significant social value a matter for people of past generations and hence barely in the memory of the current population. Nonetheless, this social and economic value was, and remains historically, considerable, on a national, even international, level. As such, the value is also symbolic – the Cardiff Docklands is symbolic of Cardiff and South Wales' prominence within industrial Victorian and Edwardian Britain.

Cardiff Bay, as it is now, is a very different area. It still possesses significant social, economic and cultural value. It is the centre of Wales' democratic governance, with the Senedd. It includes, in the Wales Millennium Centre, Wales' most prominent cultural institution, consistently drawing performers and audiences from all parts of Wales and much further beyond. It is an area now at the heart of Cardiff's and Wales' social, cultural and political life, whilst also providing significant commercial and economic value. This is a significant shift in the focus of the area; however, it is a shift still based on its industrial and commercial past and one which still draws much of its being from its own heritage.

The proposed development site is very much part of this social, economic and symbolic heritage; as well as being in close proximity to the area's new social, cultural and political heart. However, as it stands now, the proposed development site displays none of this. It is rather more a statement that the area's renaissance is yet to be fully realised.

In this regard, much as the site's historical value, its communal value is ethereal and imperceptible, and few would walk past the site and appreciate or even realise the extent of its past social, economic and symbolic importance. This might suggest that the site itself possesses Low Communal Value, whilst the wider Docklands area might possess a much higher communal value. However, bringing the site into use could readily provide perceptible links to this past importance, whilst engendering new communal values to the site which connect it with the area's more modern heritage.



*East Dock. April 14<sup>th</sup> 1883.  
Looking about north west, from no. 14 Slip, East side of East Dock.*

**1883** photo of dozens of Ships moored with the East Bute Dock, at arguably its busiest era (source: 'About the Wharf Fishery' website)



**1927** photo showing the extent of coal wagons soon to be loaded onto ships at one time (source: 'walesonline.co.uk' website)



**1934** - Site to the left at end of East Bute Dock (source: 'coflein.gov.uk' website)



**1934** - Site at end of East Bute Dock & over Lock (source: 'coflein.gov.uk' website)



**1898** photo of dockers on strike on one occasion with the Bute West and East Docks in the distance (source: 'walesonline.co.uk')