

Cardiff Bay Plot 5, Cardiff

HERITAGE IMPACT STATEMENT

PART 2 OF 2 - HERITAGE IMPACT STATEMENT

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)

6.0 SECTION FOUR - EXPLANATION OF PROPOSALS

6.1 The Proposals

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.

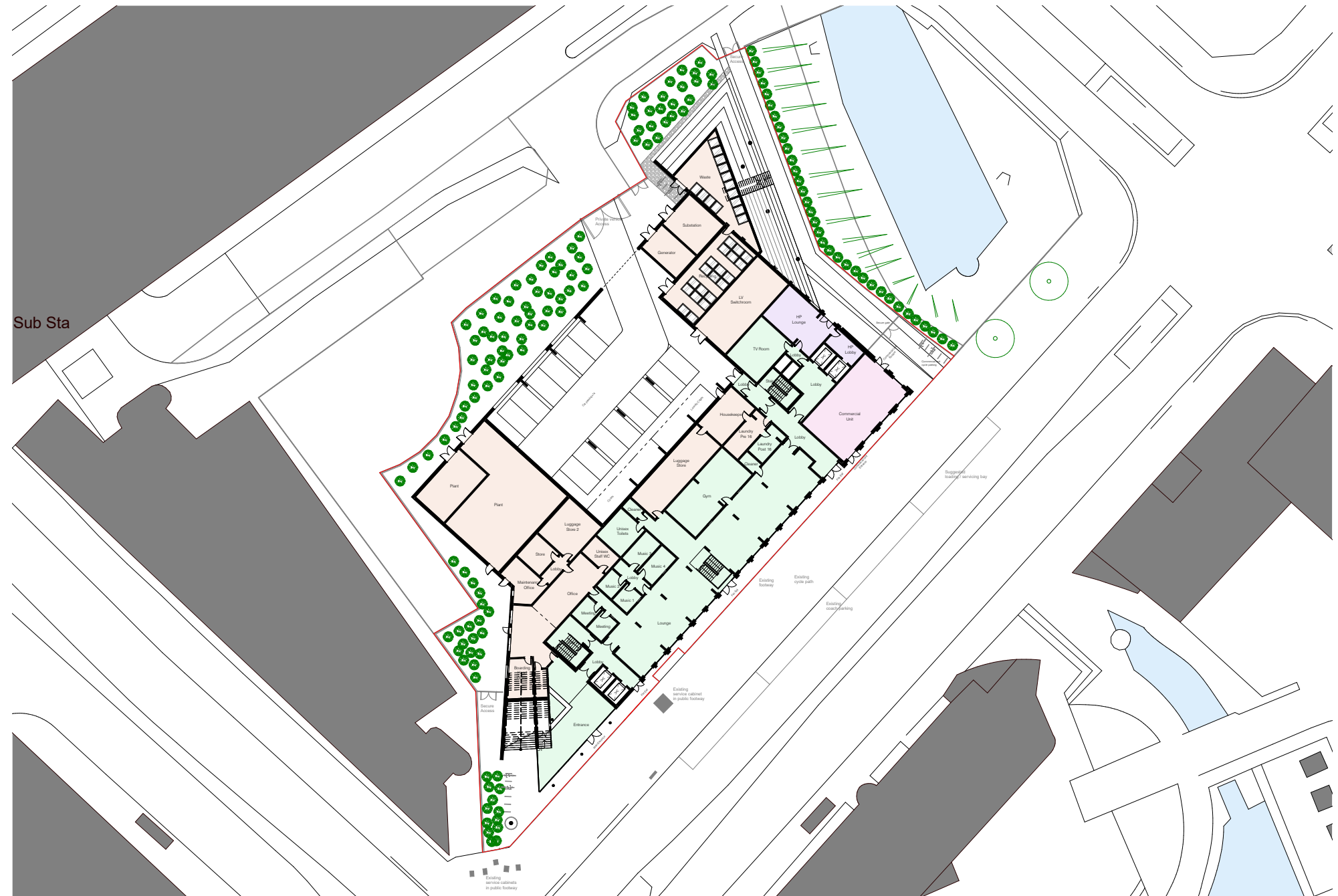
To that end:

The streetscape elevation follows the line of Pierhead Street, set just behind the back from the pavement; whilst the other principal elevation follows the line of the public access route alongside the remaining exposed part of the Bute East Dock, which changes angle part way down. This is an approach consistent with all of the buildings along this relatively new street pattern and, therefore, ensures this consistency and legibility. This also accentuates the vista from the site to the highly significant Pierhead Building as well as the vista formed by Junction Lock and that remaining exposed part of the Bute East Dock.

The frontage is designed to be animated – both through architecture and through activity - in order to create a pedestrian-friendly environment along Pierhead Street and the Bute East Dock. This will include the 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.

As an extension to this alignment and location of entrances, the intention is to use the Pierhead Building as the fulcrum for both the visual and physical connections between this boarding accommodation site and the teaching accommodation site, made up of the Cory's Building and Merchant Place. Students will be encouraged to take the safer of the two potential routes between the two sites, which would, day-after-day, involve them passing directly by the grade I listed Pierhead Building as well as the Wales Millennium Centre and the Senedd Building.

The proposal is for a building footprint of very similar depth to most of the buildings around it – including Ty Hywel, the Scott Harbour buildings, the Caspian Point buildings, the Premier Inn and the wrap-around element of the Wales Millennium Centre. The proposals are for a building footprint which comprises two wings which meet at a prominent corner point – a concept consistent with both of the Scott Harbour buildings to the north and south end of Pierhead Street, and with Ty Hywel.



Proposed Site Plan of Scheme from south end of Pierhead Street / Bute Place junction (source: Expedite)



View of Site as seen from Pierhead Street (source: own)

The proposal seeks to provide, at this corner element between Pierhead Street and the Junction Lock / Bute East Dock alignment, a tall structure to create a new townscape marker. At 18no. storeys, it would be significantly taller than the general baseline in the area, which is between 4 and 8 storeys. The proposals step to the corner over a two-staged process, from the 2-storey entrance to a 10-storey first structure to the 18-storey second structure. The result would be a building most of which would be taller than all of those around it, but the 10-storey intermediate level would mediate between the height of the local context and the new proposed tall building. By way of a reduction in its impact, and to provide even more articulation to the 18no. storey corner, the form is split into two colours – red and white brickwork.

In breaking up the building form to these three heights, the proposal also breaks the form up by articulating a series of masonry buildings separated by a series of highly glazed infill volumes. This would help to reduce its bulk. The 2-storey base is further articulated by a precast concrete canopy which runs along the building, creating covered entrances and cloisters on the podium gardens.

The proposal also borrows a concept from the grade II listed Cory's Building, which forms part of the teaching accommodation on the nearby site – that being the 'giant' or 'double' order, which combines two storeys into the one, more monumental, storey, which also has the effect of making 10no. or 18no. storeys (which are, for student accommodation, individually fairly low storeys) looking more like 5no. or 9no. tall storeys. Here, a series of red brick piers create primary vertical articulation, with narrower brick piers delivering secondary articulation. Horizontal articulation is created by red brick soldier course horizontal banding.

The material palette has been carefully considered to create a visually-cohesive cluster of buildings. The primary material of all buildings in the areas is brick. The materials proposed for the new building are principally red brickwork, with some white and light grey brickwork and small areas of metal panelling matching these focal colours, including the red. This is the same material and colour we see on the bulk of the Ty Hywel, directly opposite the main entrance to the site; the Wales Millennium Centre elevation facing the site as well as the one perpendicular along which students will walk; the ground floor elevation of the Q-Park Car Park facing the site; many of the Scott Harbour buildings near and looking onto the site; and the Caspian Point buildings a little further to the north. Essentially, this red brickwork is the consistent material of the area. This approach will help create a building that sits well in its context and does not loudly try to create a new landmark. The white brickwork then responds to the stone cladding to the Scott Harbour building opposite.

However, taking this beyond the site boundary itself, red brick, with red sandstone, is the principal material of Merchant Place, the first of the buildings within the teaching accommodation site. The new building on this site is of brown brick in three shades. The visual, physical and historical link between these two sites is the grade I listed Pierhead Building – a building instantly recognisable for its "hot red brick and hot red terracotta", as the Pevsner Architectural Guide describes it.



Proposed View of Scheme from south end of Pierhead Street / Bute Place junction (source: Patel Taylor)



Ty Hywel (source: Wales Online)



*top: Wales Millennium Centre with Pierhead Building beyond to left (source: Google Streetview)
bottom: Ground floor of Q-Park Car Park (source: own)*



Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any work is put in hand.



VISUAL SCALE 1:250 @ A1



01	Issued for comment	25.11.22	ML
Revision	Description	Date	Issued

EXPEDITE
DESIGN SERVICES LTD.

RIBA 500
Chartered Practice

Client's Name
Cardiff 6th Form College

Job Title
Cardiff 6th Form Boarding Hub

Status	Suitability
Planning	S2

Scale
1 : 250 @ A1

Document Reference
21.65-EDS-XX-ZZ-DR-A-(00)201

Drawing Title

Proposed Site Plan

Drawing Number	Revision
(00)201	01 5

6.2 Proposed Ground Floor Plan - Produced by Expedite

Ashley DAVIES Architects Limited



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Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any works put in hand.

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

02	Issued for comment	25.11.22	ML
01	Issued for comment	18.11.22	ML
Revision	Description	Date	Issued

EXPEDITE
DESIGN SERVICES LTD

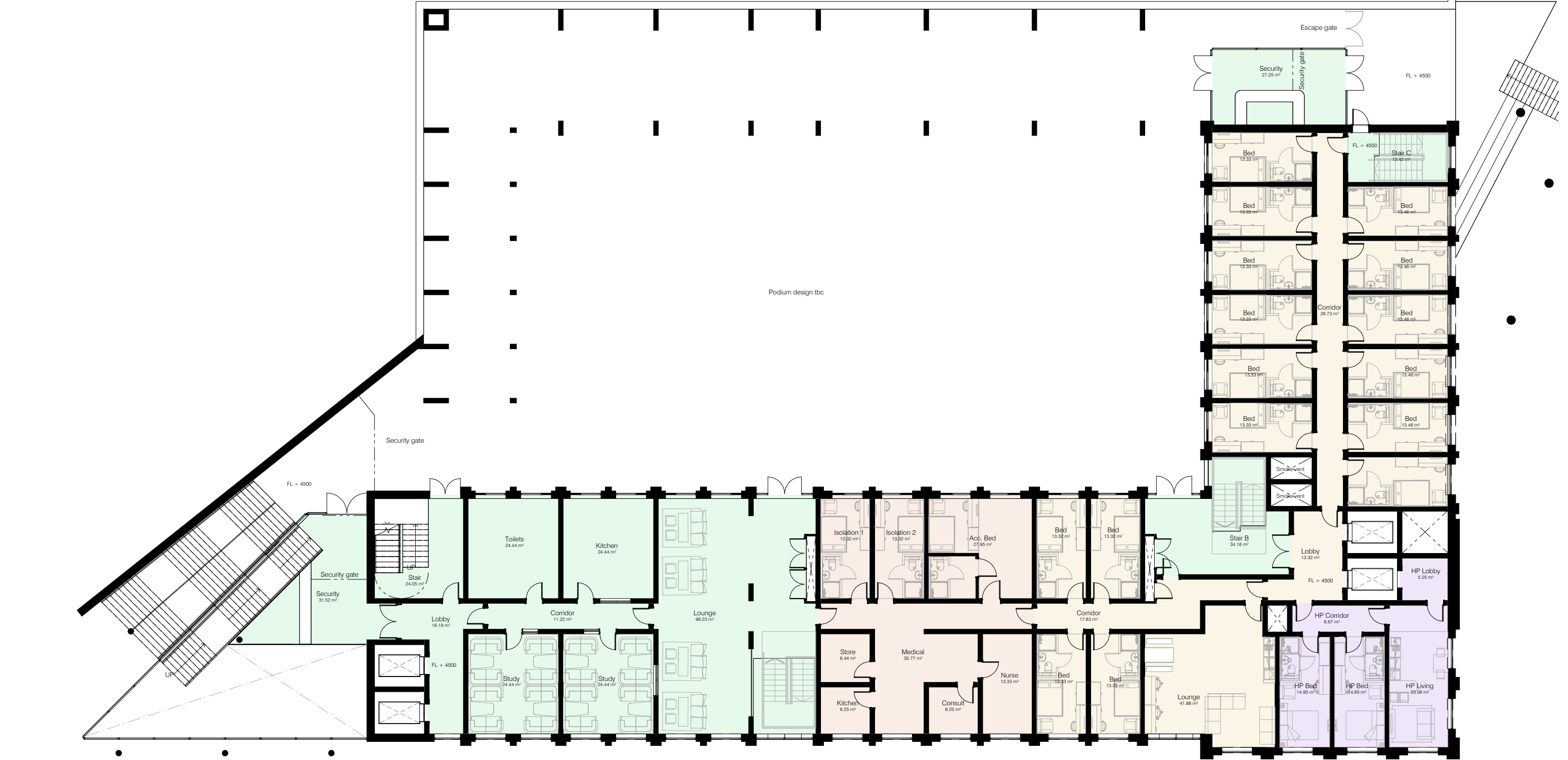
RIBA
Chartered Practice

Client's Name
Cardiff 6th Form College

Cardiff 6th Form Boarding Hub

Status	Planning	Suitability	S2
Scale	1 : 100 @ A1		
Document Reference	21.65-EDS-XX-00-DR-A-(01)200		
Drawing Title	Proposed Ground Floor Plan		
Drawing Number	(01)200	Revision	02 6

6.2 Proposed First Floor Plan - Produced by Expedite



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Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any works put in hand.

Zone Legend

- A-Level
- House Parent
- Shared
- Staff

0m 2m 4m 6m 8m 10m

VISUAL SCALE 1:100 @ A1

02	Issued for comment	25.11.22	ML
01	Issued for comment	18.11.22	ML
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Cardiff 6th Form College

Cardiff 6th Form Boarding Hub

Status
Planning

Suitability
S2

Scale
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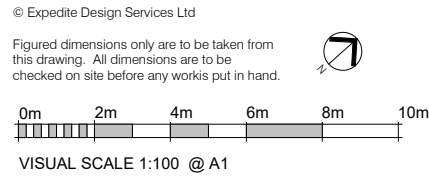
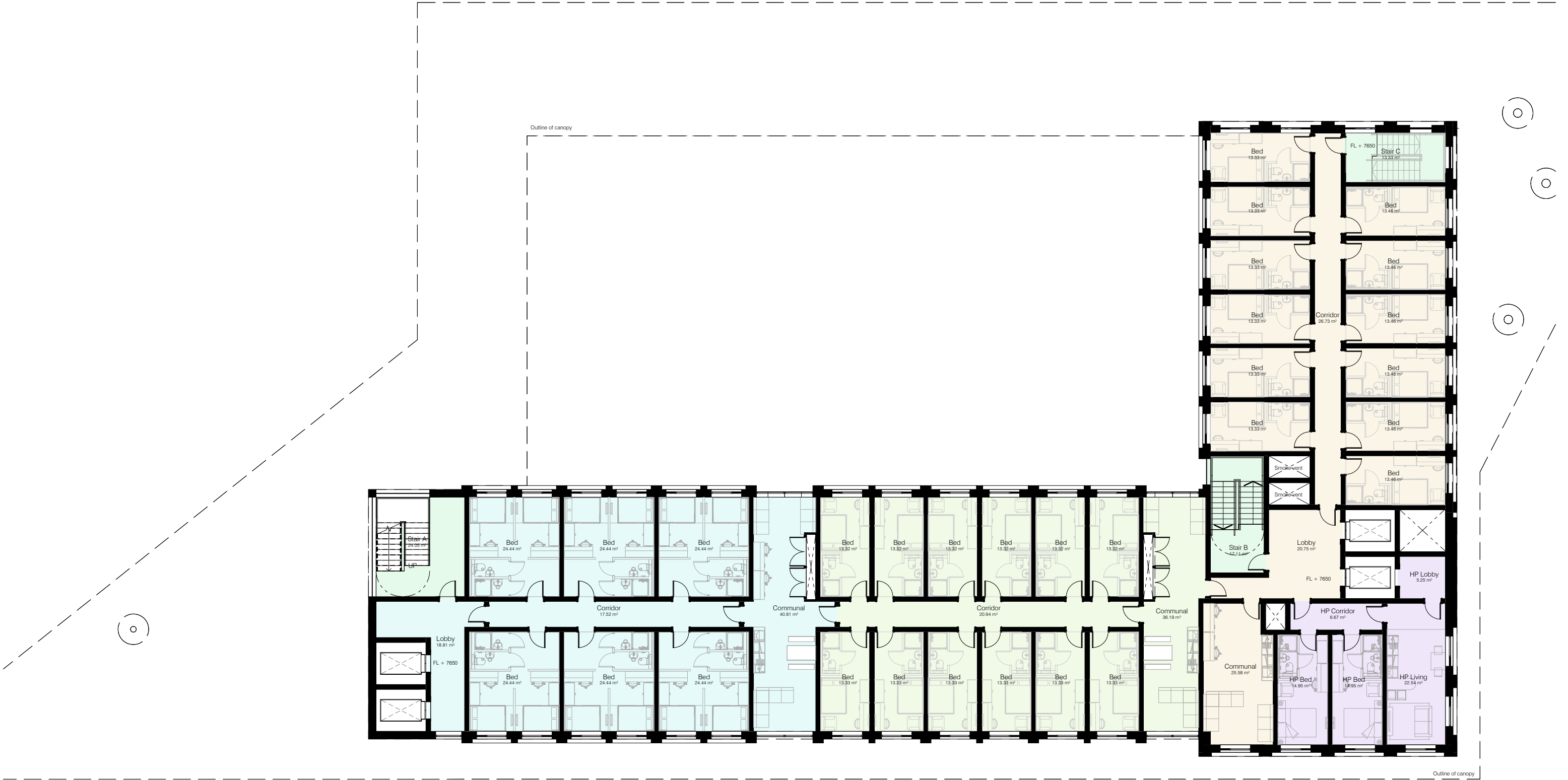
Document Reference
21.65-EDS-XX-01-DR-A-(01)201

Drawing Title
Proposed First Floor Plan

Drawing Number
(01)201

Revision
02 7

6.2 Proposed Second Floor Plan - Produced by Expedite



- Zone Legend
- A-Level
 - GCSE (Single)
 - GCSE (Twin)
 - House Parent
 - Shared

Floor plan repeated from second to ninth floor

Floor Levels

- +7650 - Second Floor
- +10800 - Third Floor
- +13950 - Fourth Floor
- +17100 - Fifth Floor
- +20250 - Sixth Floor
- +23400 - Seventh Floor
- +26550 - Eighth Floor
- +29700 - Ninth Floor

02	Issued for comment	25.11.22	ML
01	Issued for comment	18.11.22	ML
Revision	Description	Date	Issued

EXPEDITE
DESIGN SERVICES LTD

RIBA
Chartered Practice

Client's Name
Cardiff 6th Form College

Cardiff 6th Form Boarding Hub

Status	Suitability
Planning	S2

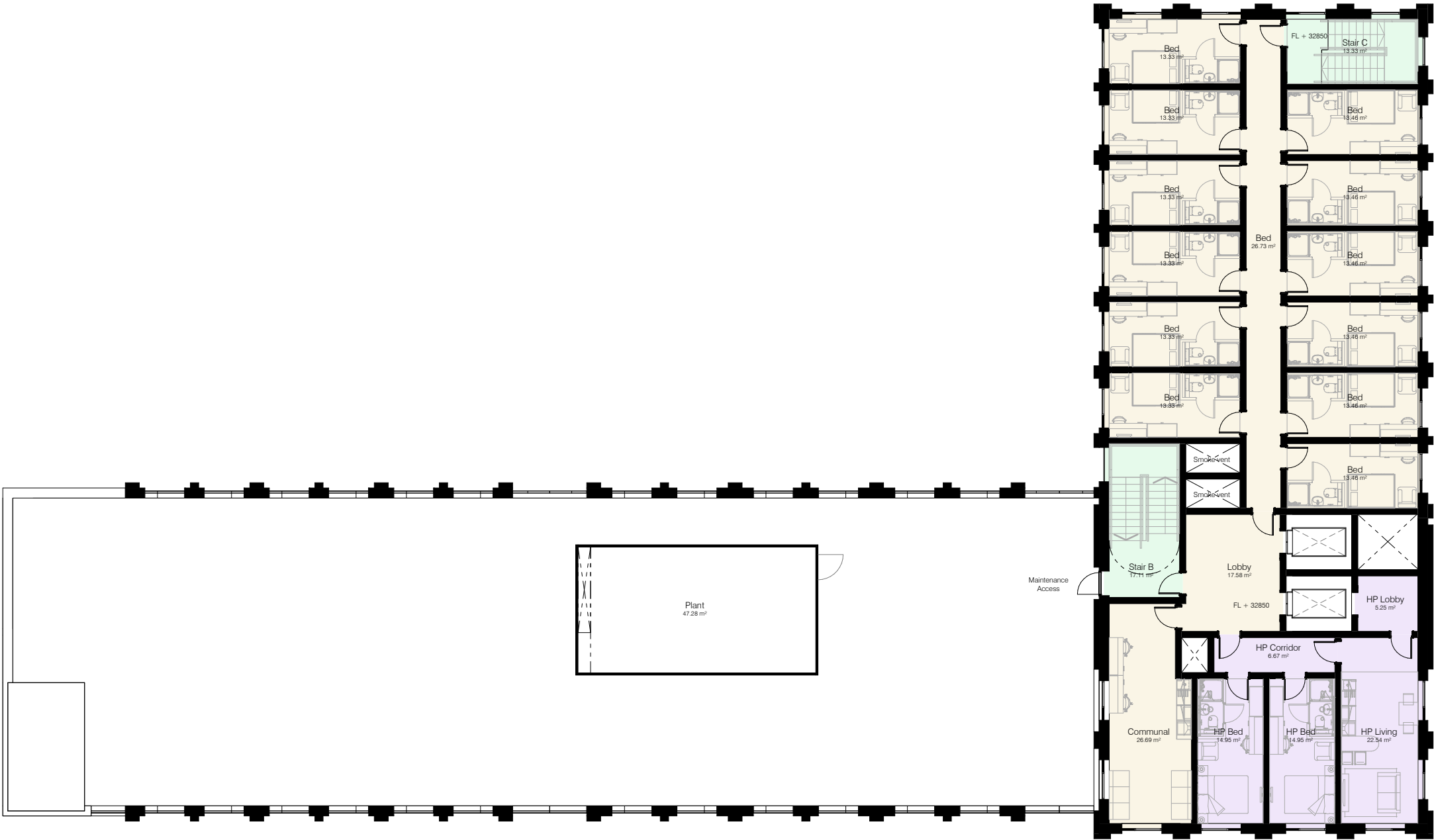
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Document Reference
21.65-EDS-XX-02-DR-A-(01)202

Drawing Title
Proposed Second Floor Plan

Drawing Number	Revision
(01)202	02 8

6.2 Proposed Tenth Floor Plan - Produced by Expedite



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Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any works put in hand.

0m

2m

4m

6m

8m

10m

VISUAL SCALE 1:100 @ A1

Zone Legend

A-Level

House Parent

Shared

02

Issued for comment

25.11.22

ML

01

Issued for comment

18.11.22

ML

Revision

Description

Date

Issued

EXPEDITE

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Client's Name

Cardiff 6th Form College

Cardiff 6th Form Boarding Hub

Status

Planning

Suitability

S2

Scale

1 : 100 @ A1

Document Reference

21.65-EDS-XX-02-DR-A-(01)210

Drawing Title

Proposed Tenth Floor

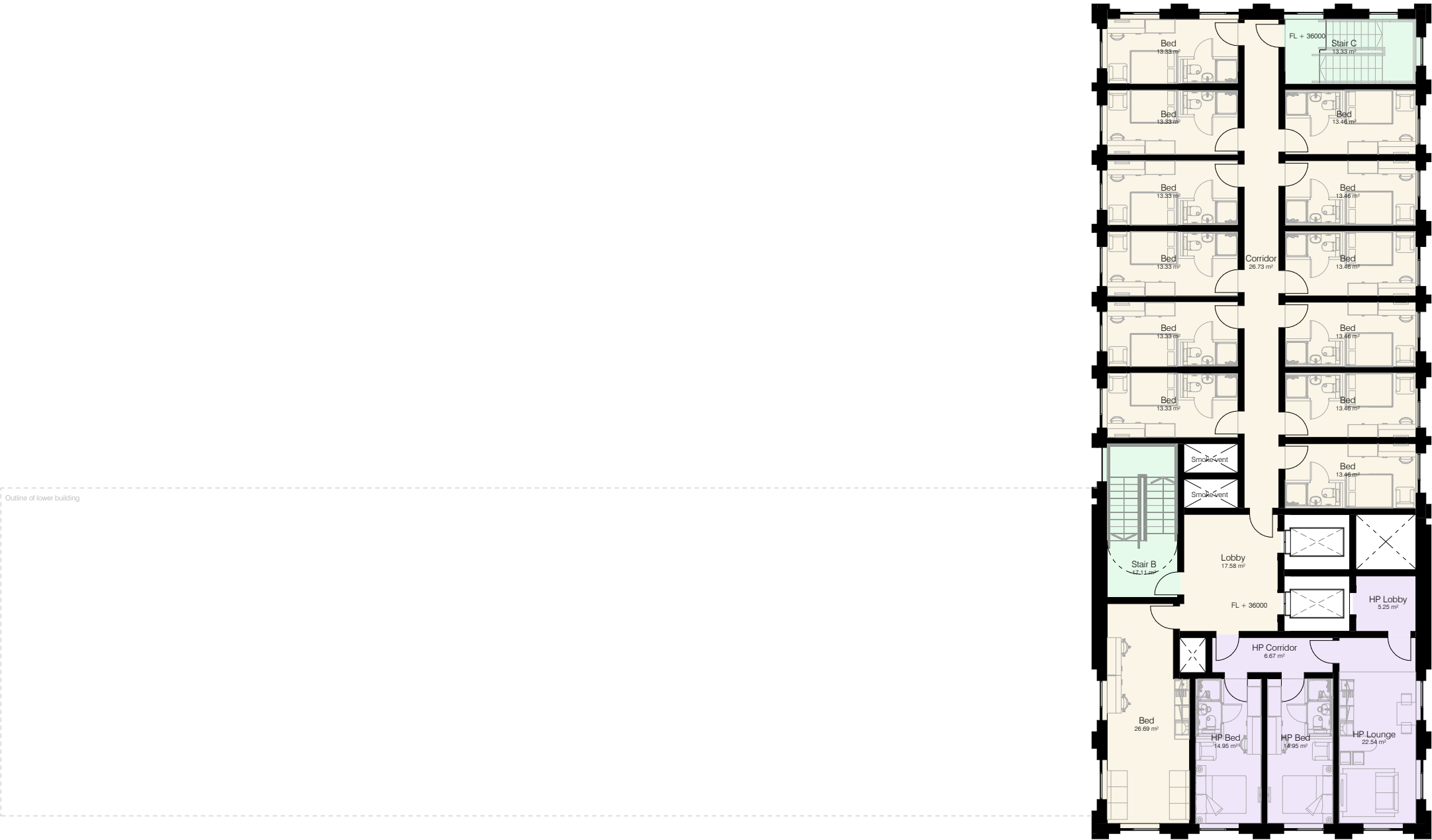
Drawing Number

(01)210

Revision

02 9

6.2 Proposed Eleventh Floor Plan (Typical Tower Floor) - Produced by Expedite



© Expedite Design Services Ltd

Figured dimensions only are to be taken from this drawing. All dimensions are to be checked on site before any works put in hand.

0m2m4m6m8m10m

VISUAL SCALE 1:100 @ A1

Zone Legend

A-Level

House Parent

Shared

Floor plan repeated from eleventh to seventeenth floor

Floor Levels

- +36000 - Eleventh Floor
- +39150 - Twelfth Floor
- +42300 - Thirteenth Floor
- +45450 - Fourteenth Floor
- +48600 - Fifteenth Floor
- +51750 - Sixteenth Floor
- +54900 - Seventeenth Floor (top accommodation level)
- +58450 - Roof Level

Status		Suitability
Planning		S2
Scale		
1 : 100 @ A1		
Document Reference		
21.65-EDS-XX-02-DR-A-(01)211		
Drawing Title		
Proposed Eleventh Floor Plan (Typical Tower Floor)		
Client's Name	Cardiff 6th Form College	
Drawing Number	(01)211	Revision
Cardiff 6th Form Boarding Hub		01 10

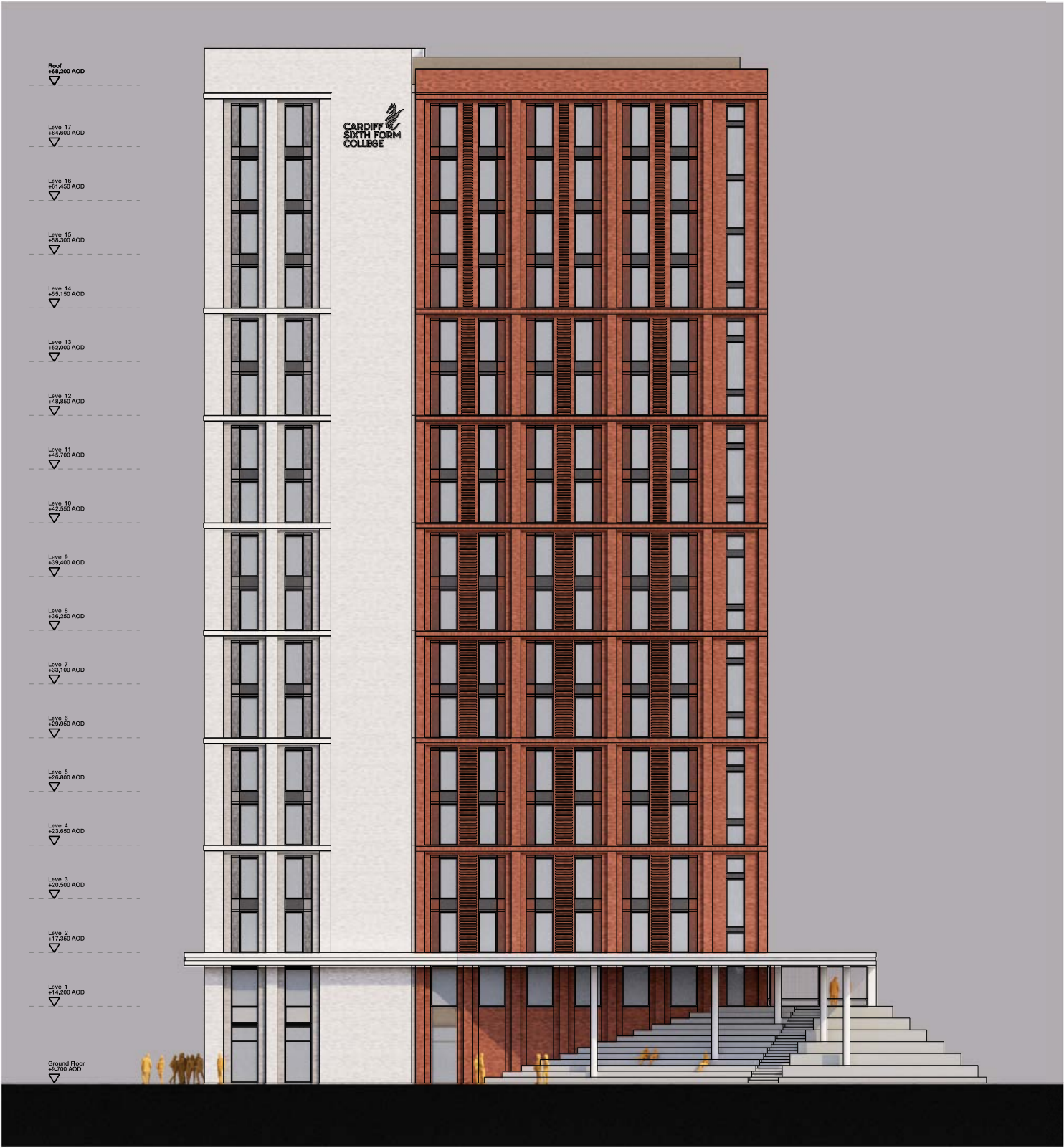
6.2 Proposed South East Elevation - Produced by Patel Talor



6.2 Proposed North West Elevation - Produced by Patel Talor



6.2 Proposed South West (left) and North East (right) Elevations - Produced by Patel Taylor



6.2 Proposed View of Scheme from south end of Pierhead Street / Bute Place junction - Produced by Patel Taylor



6.2 Proposed View of Scheme from north end of Pierhead Street - Produced by Patel Taylor



6.2 Proposed Views of Scheme from north end of Pierhead Street (left) and east of Multi-storey Car Park (right) - Produced by Patel Taylor



6.2 Proposed View of Scheme from in front of Multi-storey Car Park - Produced by Patel Taylor



6.2 Bay of Elevation showing Facade Articulation - Produced by Patel Taylor



7.0 SECTION FIVE – ASSESSMENT OF IMPACT OF THE PROPOSALS

7.1 Impact on the Context and Setting

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

The immediate context, in built terms, is the Scott Harbour buildings, the Caspian Point buildings, Ty Hywel, the Wales Millennium Centre, the Premier Inn and the Q-Park Car Park. These are, essentially, the newer fabric of this part of Cardiff Bay, developed in the last 30 years.

In terms of footprint, the proposal involves a similar depth onto the site as the Ty Hywel, the Scott Harbour buildings, the Caspian Point buildings, the Premier Inn and the wrap-around element of the Wales Millennium Centre; these being the majority of the buildings surrounding the site.

In terms of massing, the proposal seeks to break down the mass, particularly along the long Pierhead Street elevation, much as the Scott Harbour building opposite does. At Scott Harbour, this is done with a tower with a change in materials, whilst the proposal does it by breaking the brickwork grid exposing the glazed and panelled secondary layer.

In terms of materiality, the proposal uses two colours of brickwork as the primary material – red and white. The white – a more contemporary choice – breaks up, and reduces, the mass, and responds directly to the colour of the stone cladding to Scott Harbour on the opposite side of the road; whilst the red responds completely to the surrounding buildings - Ty Hywel; the Wales Millennium Centre; the Q-Park Car Park; many of the Scott Harbour buildings; and the Caspian Point buildings. In so doing, it ensures that the proposed building becomes a member of a visually-cohesive cluster of buildings.



Proposed View of Scheme from south end of Pierhead Street / Bute Place junction (source: Patel Taylor)



View of the streetscape and buildings on the other side of Pierhead Street with (from left to right) Caspian Point; Scott Harbour; Ty Hywel; the Senedd; Pierhead Building; Wales Millennium Centre; Premier Inn

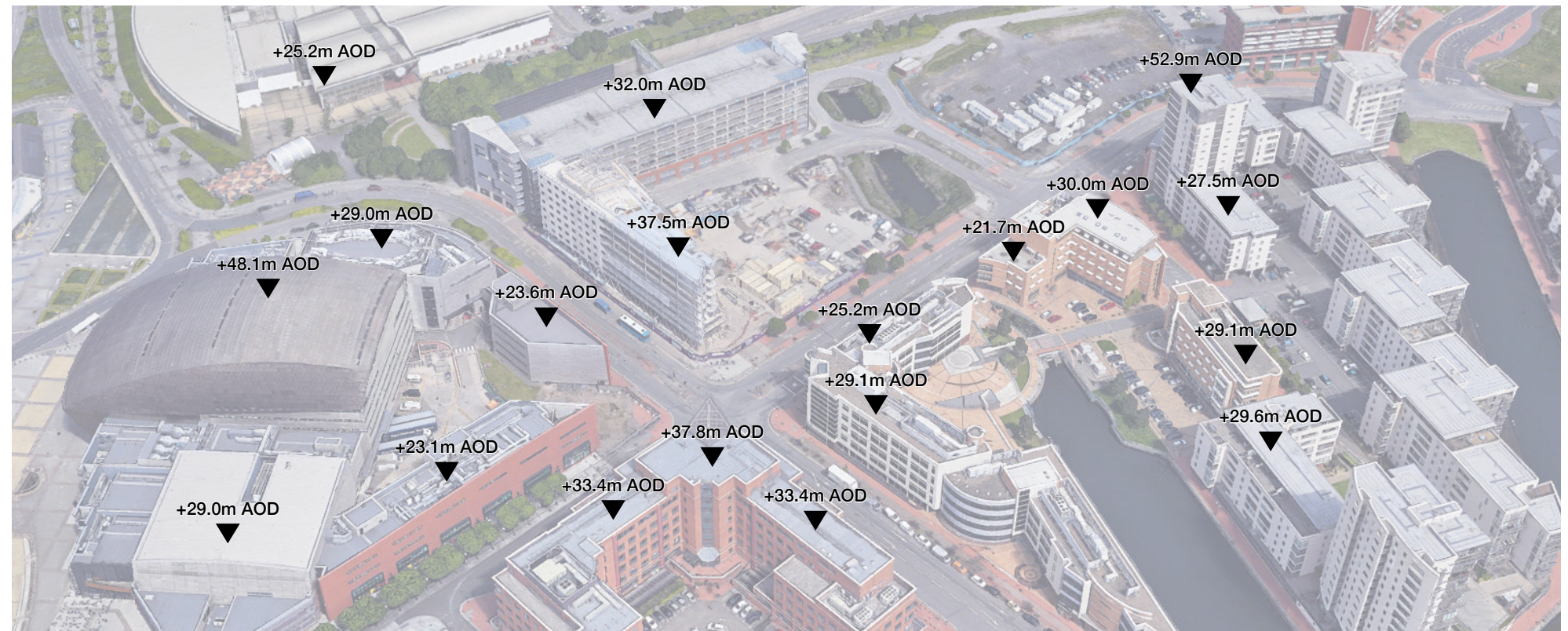
It is in its height that the proposal stands out somewhat. Whilst the 10-storey element along Pierhead Street (at 44.5m AOD) is in itself significantly taller than all but two of the buildings around it [the main body of the Wales Millennium Centre to the west (at 48.1m AOD) and the corner residential tower on Falcon Drive just to the east (at 52.9m AOD)]; the 18-storey element to the east end of the site (at 68.2m AOD) would tower above all of the buildings around it.

Undoubtedly, this would have a considerable impact upon the context of the site and the setting of not only this part of Cardiff Bay, but Cardiff Bay as a whole. The Wales Millennium Centre is a large form, but the proposal would rise to 20 metres higher. The fact that the corner residential tower on Falcon Drive is immediately diagonally opposite the location of the proposal tower would ensure that the proposal tower would have this as context; however, even this tower is 15 metres lower than the proposal tower.

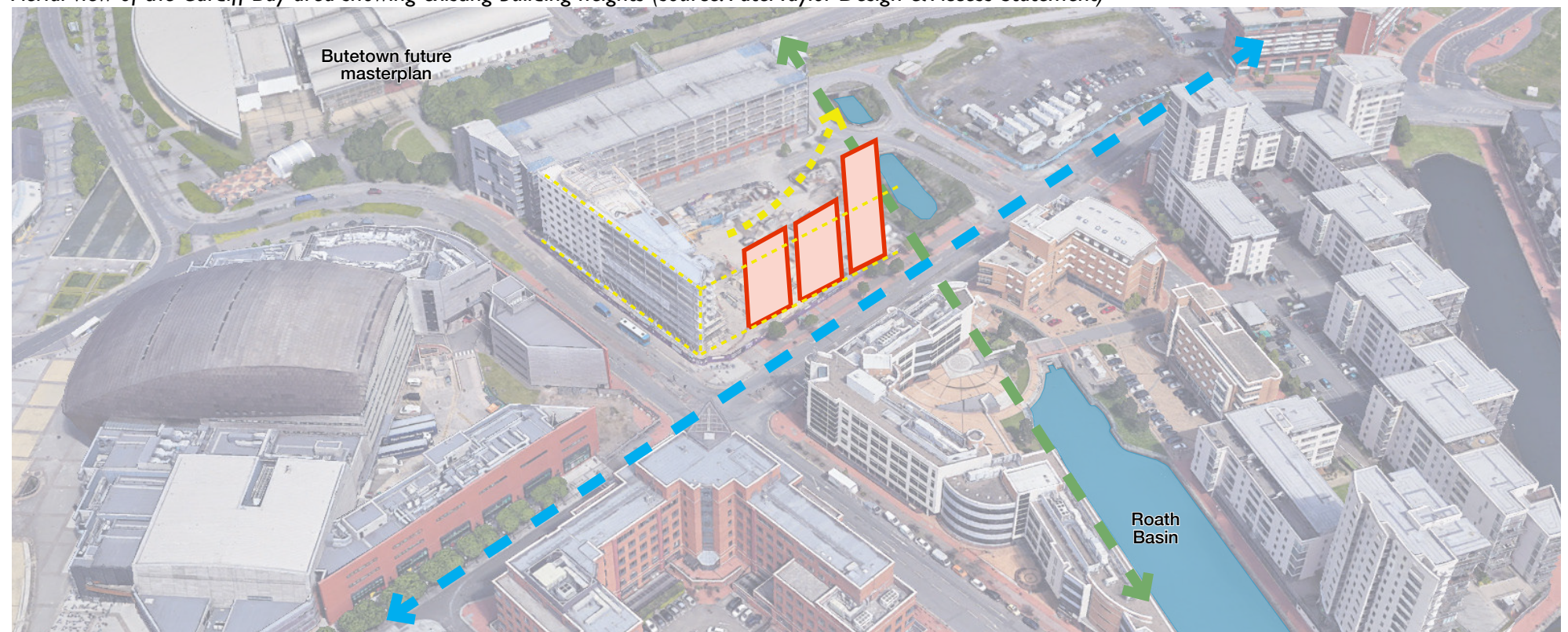
However, the proposal acknowledges this. It sees the tower as a new townscape marker for the area, one which will 'mark' one's entry into the heart of Cardiff Bay from the two main arterial routes in – the Eastern Bay Link Road A4232 and the Central Link Road A4234. The proposal does not see the tower as an individual 'tall building', but as the end of an upward sweep along Pierhead Street, starting at the Pierhead Building, working along the south east elevation of the Wales Millennium Centre (at 23.1m AOD high), passed the end of the Premier Inn (at 37.5m AOD), along the body of the proposed new building (at 44.5m AOD), and up to the tower at the end (at 68.2m AOD).

This is 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 white brickwork of the tower.

The immediate context is also the road structure and the remaining exposed part of the Bute East Dock, which leads off Junction Lock. The Lock and Dock form the historic part of the site, whilst the road structure forms the modern part of the site. The modern road structure rather crashes into the historic waterway structure, causing a bit of a dilemma – does the proposal follow the modern road structure or the historic waterway structure? It follows the modern road structure, hugging Pierhead Street; AND the historic waterway structure, looking over what remains of the Bute East Dock. However, given that this remaining part is a haphazard small section of the large dock which does not even follow its axis, this is a rather false alignment. This being said, that is not the fault of the current site and so the proposed design follows the historic alignment as much as the current urban fabric allows it to.



Aerial view of the Cardiff Bay area showing existing building heights (source: Patel Taylor Design & Access Statement)



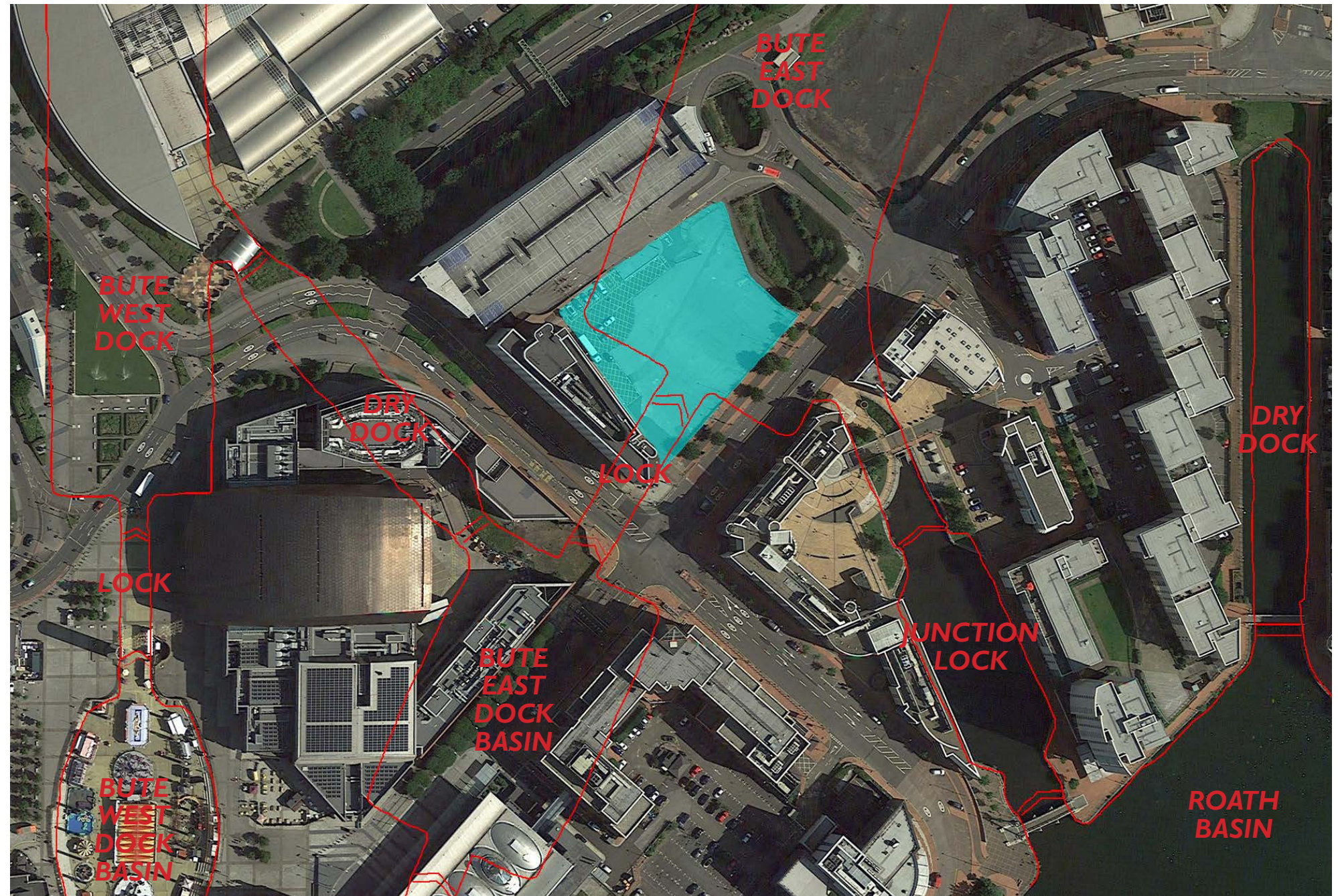
Aerial view of the Cardiff Bay area showing the proposal in terms of its massing and articulation, and also to show the upward 'sweep' along Pierhead Street. Also showing context of modern road structure and remaining elements of historic waterways (source: Patel Taylor Design & Access Statement)

Yes, another option might be to follow the alignment of the original Bute East Dock, its Lock and the Bute East Dock Basin and address the more historically significant layout of Cardiff Docks. In so doing, one might even contemplate exposing some of the Lock walls and/or more of the Dock walls and even, if found, the edges of the Lock Gates; and reflecting these walls with the alignment of the building. Indeed, this idea was developed in one of the earlier concepts. This concept sought to acknowledge and reflect the once powerful axis of the Bute East Dock, Lock and Basin – the second of the Docks' four huge docks. However, to do this, the alignment of the building would have to determinedly fly in the face of the streetscape and the resultant urban grain which now exists, formed by Pierhead Street and Bute Place. This was deemed by all parties not to be a suitable approach. Arguably, what lies beneath has been overlaid and it is the overlaid which provides the setting to which this new building will need to respond.

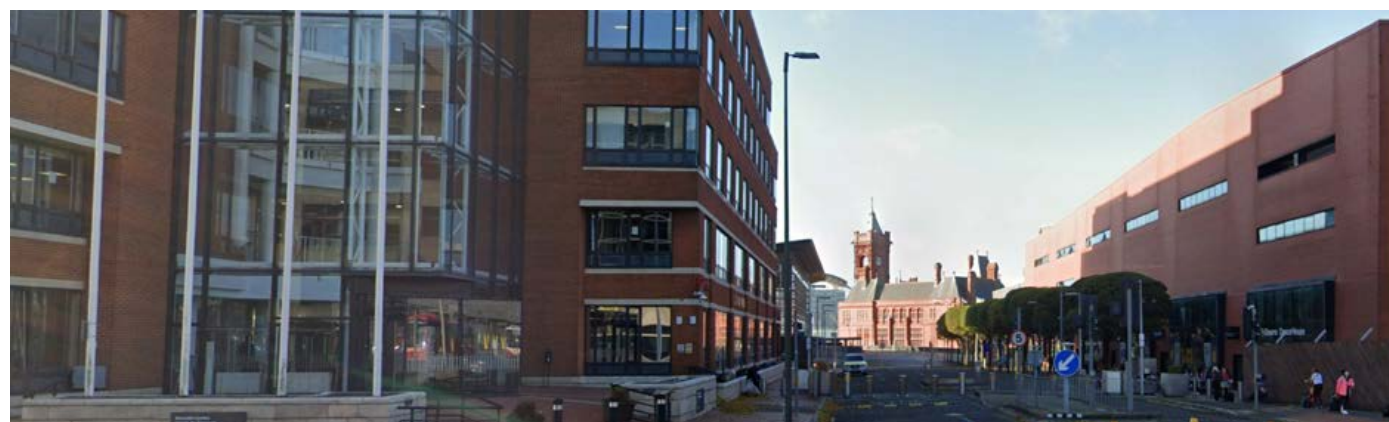
The immediate context comprises a streetscape, urban fabric and series of buildings which are no more than 30 years old. The secondary context is then the more historic fabric and value beyond the immediate. Where this is particularly relevant to this site is the fact that the site (with its boarding accommodation) will be the sister site to the teaching accommodation only 300 metres to the west. This site will include a new building, which will be alongside two highly significant historic buildings, dating to the 1880s - when Cardiff and the Docks were an economic power house.

As stated earlier, students will be encouraged to take the safer of two potential routes between the two sites, which would, day-after-day, involve them passing directly by the grade I listed Pierhead Building as well the Wales Millennium Centre's south east façade. These two buildings are celebrated for their 'redness' – their use of hot red brickwork and terracotta. When they approach the teaching site, their first view will be of the red brickwork and red sandstone of the Merchant Place building. So, to use red brickwork as the main façade material for the new building is a very visual way to link these four buildings together (which may be helpful to young students trying to get used to the area) and to pay homage to their respective architectural quality.

A further response to the buildings on the teaching site is also seen in the 'giant' or 'double' order, which combines two storeys into the one, which is used to iconic effect at the front of the Cory's Building, and also in the new building on the teaching 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



Dominant Red Brickwork of Ty Hywel, Pierhead Building & Wales Millennium Centre (source: Google Streetview)



Pierhead Building (source: own)



Merchant Place (source: 'britishlistedbuildings.co.uk')

7.2 Impact on 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.

The first of the huge dock structures – the Bute West Dock – was constructed between 1834 and 1839. Between 1855 and 1859 the second of four large docks - the Bute East Dock – was constructed, along with a basin and two two-gate locks. This is the dock and lock on top of which the proposed site is. In 1970, Bute East Dock was closed, and 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.

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.

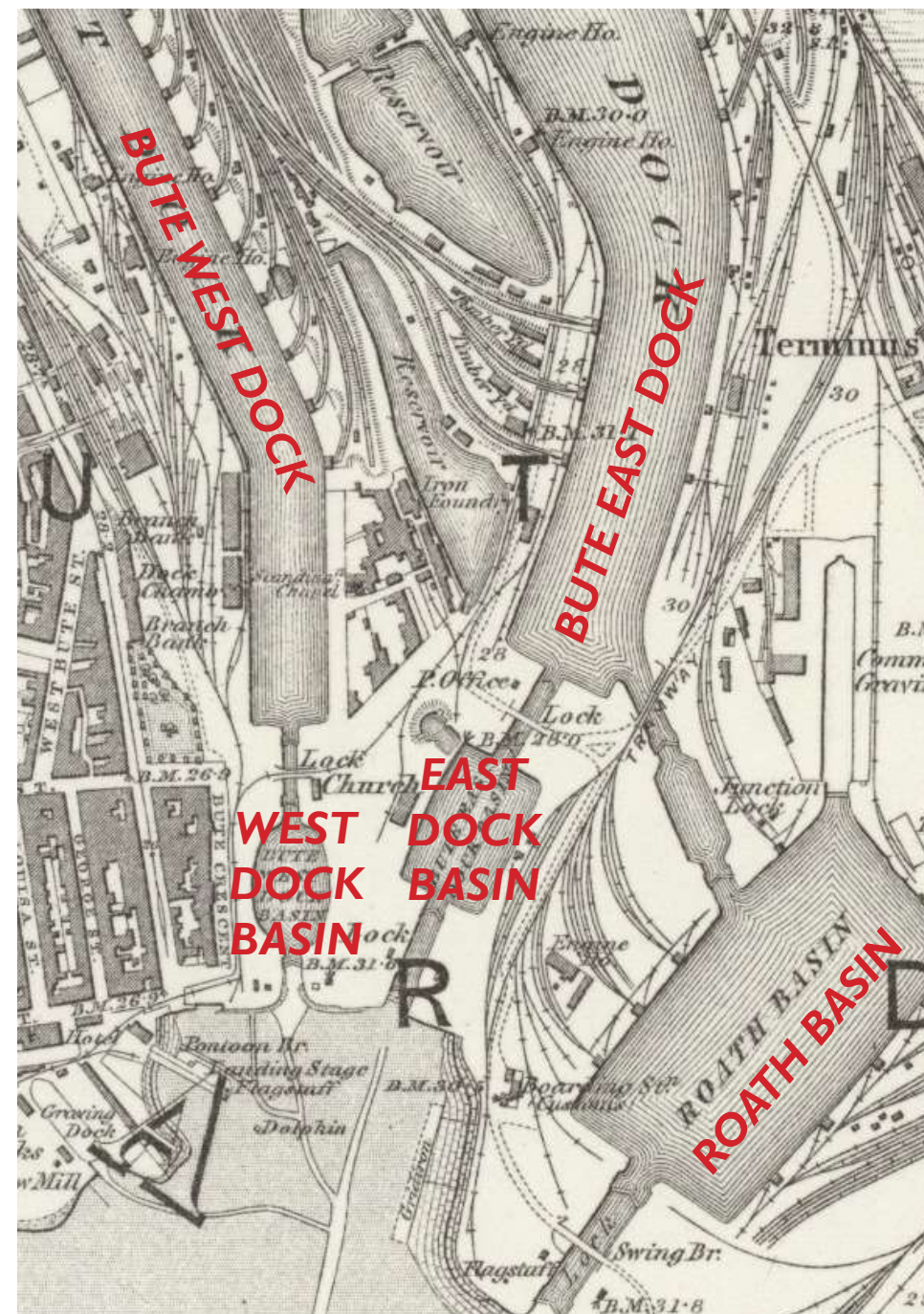
Historical Value is deemed to be the associative or illustrative ways in which past people, events and aspects of life can be connected through a place to the present. The docklands area has a huge amount to offer in terms of illustration of Cardiff (and Wales') industrial and commercial hey-day, the 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.

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.

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.



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

This being said, there is an opportunity here, particularly given the use of the site as boarding accommodation for young students, to incorporate some 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, and how important it was to the development of Cardiff. There are a large number of photographs and maps from the last 140 years which, enlarged and displayed on walls, would really provide a sense of the area's history. Those below being a few such examples.

Other thoughts might be to name rooms after pertinent people involved with the formation of the area – such as John Crichton-Stuart, the 2nd Marquess of Bute; John Patrick Crichton-Stuart, the 3rd Marquess of Bute; James Green, Thomas Telford and Sir William Cubitt – the Engineers who delivered the original vision; and Sir John Rennie and John Plews – the Engineers who designed the Bute Dock East, its Basin, Locks and Gates.



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)

7.3 Impact on 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.

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.

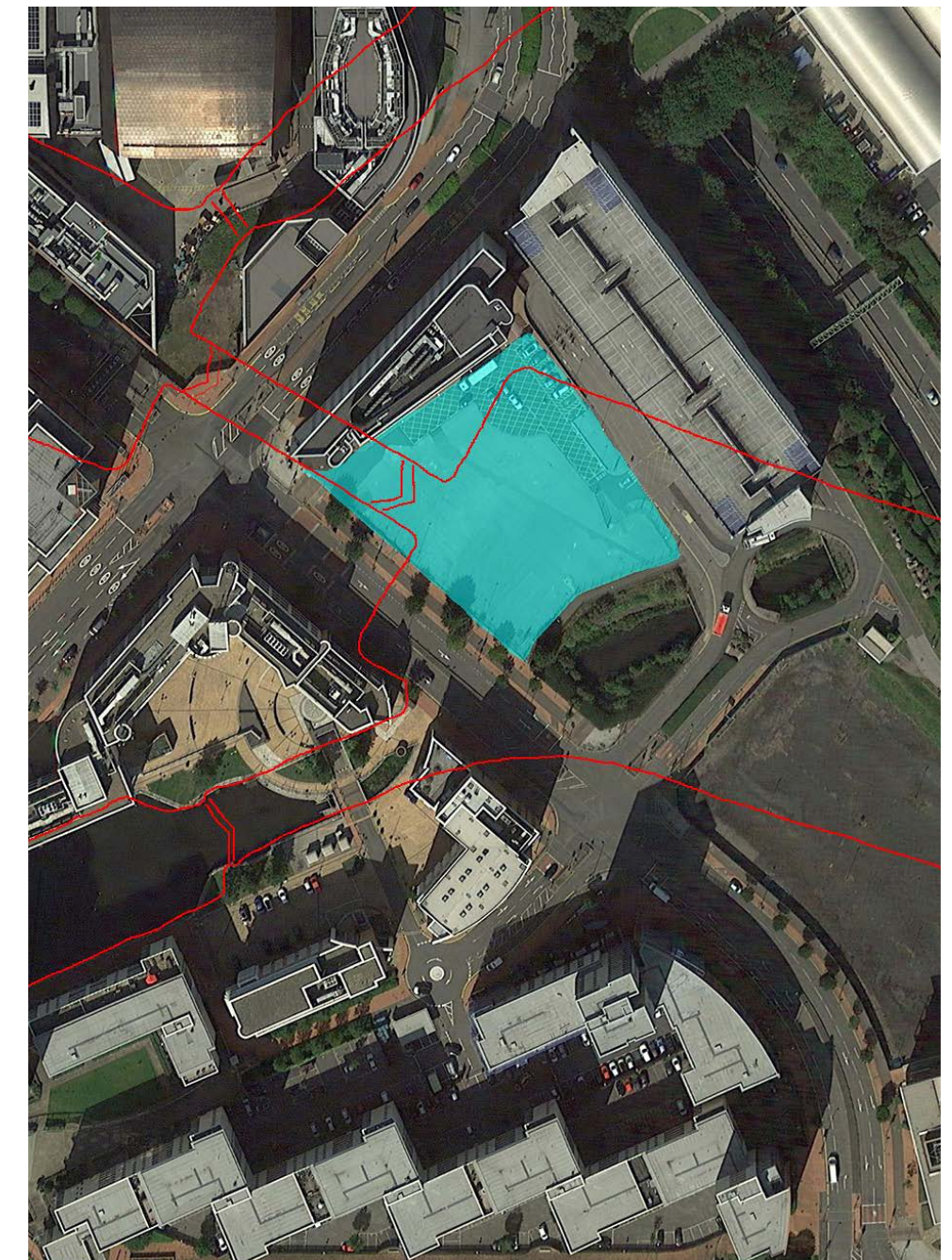
Given this, there may be little opportunity, or indeed little benefit, to exposing this evidence. Archaeologists often say that the best thing one can do with known archaeology in the ground is to leave it undisturbed and preserve it for future generations. This is what the proposal seeks to do.



Aerial view of site in 1934 when it was the East Bute Dock, some (or much) of which may still existing in the ground (source: 'coflein.gov.uk' website)

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 foundations methods and designs which seeks 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.



Aerial view of site in 2021, showing no visible evidential value to site extents, with site identified in blue and lines of old docks in red (source: GoogleEarth)

7.4 Impact on 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. It 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, the former which includes the highly significant grade I listed Pierhead Building.

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’ as being “an important part of the Conservation Area and are part of the attraction of the area”. However, it suggests that there are no ‘key views or focal points’ looking towards the site, and that 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, not towards it. 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.”

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 uses high quality materials. The choice of materials – brickwork, particularly red - is one which is intentionally a response to the architectural 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, some are shown below.

Some precedent images showing what the proposals amy look like in reality (source: Patel Taylor Design & Access Statement)

Proposed View of Scheme (source: Patel Taylor)



7.5 Impact on 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.

The proposals will undoubtedly provide the site with a new communal value which will develop over decades to come. This value will be both social and economic. However, the proposals can indeed also engender a symbolic value to the site by – as stated under ‘Impact on Historical Value’ - incorporating some 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.



Figure 1.46: Precedent of main entrance



Figure 1.47: Precedent of active frontages



Figure 1.48: Precedent of employment use within ground floor



Figure 1.49: Precedent of entrance and communal lobby at ground



Bottom: View of what the active ground floor facade onto Pierhead Street might look like
Top: 4no. precedent images of the nature of communal opportunities to be provided by the scheme (source: Patel Taylor Design & Access Statement)

8.0 SECTION SIX – JUSTIFICATION FOR THE PROPOSALS

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)”.

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