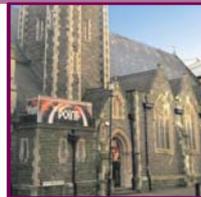


MOUNT STUART SQUARE



CONSERVATION AREA APPRAISAL

CARDIFF

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Adopted 2009

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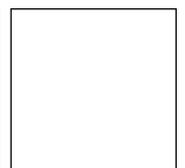
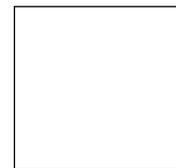
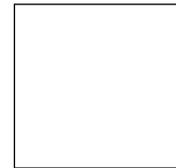
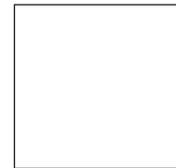
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Appendix 1: Boundary Review



1.1 Introduction

Mount Stuart Square area was designated as a Conservation Area in July 1980 in recognition that the Square and the 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.

1.2 Context

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. This often extends beyond the buildings alone. The road layout, street scene, trees and green areas all contribute to the quality of an area. 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.

1.3 Conservation Area Appraisals

The Council has a duty to review Conservation Areas to establish whether their boundaries need amendment and to identify potential measures for enhancing and protecting the Conservation Area. To manage this process, a Conservation Area Strategy has been prepared. The Strategy identifies priorities for the city, and the criteria to be used in the assessment of existing and new areas. These are set out in Section 3.

The draft appraisal provides an opportunity to review the boundary of the Conservation Area; to identify the character of the Area and some opportunities for its enhancement and, then following consultation to adopt the appraisal and its supporting guidance.

1.4 Policy Context

A key part of the appraisal is to define the character of the Conservation Area, and to prepare appropriate guidance. This can be supported by parallel policies within the statutory planning framework. This is the deposit Cardiff Unitary Development Plan until such time as a Local Development Plan has been prepared. The Mount Stuart Square Conservation Area is also covered by the Council's City Centre Strategy and its accompanying area appraisals. The Strategy provides a framework for the growth and development of the city centre for the period 2007 -2010 and within it there is an acknowledgement of the contribution made by heritage and culture to the city. The Strategy's key objectives for heritage are repeated within the closing sections of this document and provide the strategic framework for taking forward the appraisal findings.

2 historic context

2.1 Historic Origins and Development of the Area

Cardiff owes much of its history to the Industrial Revolution of the 1790's, which stimulated mining in the valleys of South Wales. This gave rise to the building of the Glamorganshire Canal in 1794, which brought iron and coal down from the valleys to Cardiff.

As this industry expanded it became obvious that a more efficient form of transport was required and in 1840 the Taff Vale Railway opened. This rapidly increasing iron and coal trade was also the catalyst for the construction of a number of docks in Cardiff. These included the Bute West Dock, which was the first dock to be opened by the 2nd Marquis of Bute in 1839, and its seaward entrance known as the Oval Basin, the Bute East Dock in 1855, Roath Basin in 1874, Roath Dock in 1887, the Mount Stuart Shipyard containing 3 graving docks by 1900 and the Queen Alexandra Dock in 1907.

During this time, Butetown and the surrounding dockland area grew into a cosmopolitan community with seafarers from all around the world making Cardiff their home, many settling in the docks area which became known as 'Tiger Bay'. This kaleidoscope of settlers helped to build the docks, worked aboard the ships and helped to service this industrial and maritime city.

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.

By the 1880's, Cardiff had transformed from a small town in Wales to the largest with its port handling more coal than any other in the world. On the eve of the First World War, coal exports reached their peak with the international price of coal struck in the bay's Coal Exchange building. After the Second World War, however, demand for coal slumped and international markets were lost as other countries developed their own steel industries. Trade was increasingly lost to container ports and by the 1960's coal exports had virtually ceased resulting in the commercial closure of all but two of Cardiff's docks.

In the 1960's and 70's 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 vacant. By the early 1980's Cardiff Bay was run down physically and economically, 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, commercial and leisure facilities.

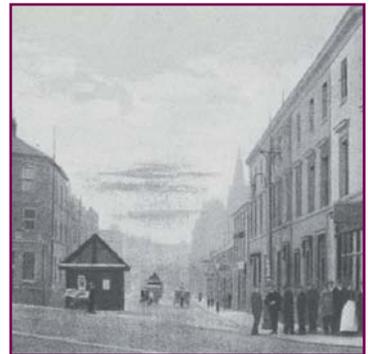
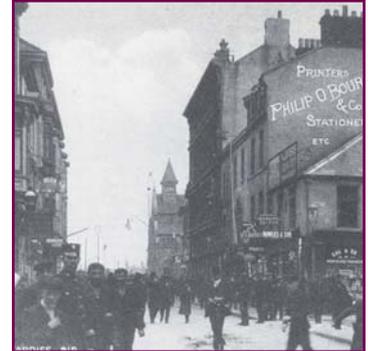
In Mount Stuart Square and the surrounding streets, many of the historic buildings have been retained due to their protection through statutory listing, providing a visual remnant of the former commercial heart of Cardiff Docks and its residential suburb. In the mid 1980's a grant scheme was set up to 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.



- The Cardiff Coal Exchange
- Mount Stuart Square
- Bute Street 1937

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.

Historic Map dated 1880



Historic Map dated 1892



- James Street 1908
- St. Stephen's Church, Mount Stuart Square
- West Bute Street at the end of 19th Century

3 character assessment

3.Character Assessment

A number of key qualities have been identified to assist with the appraisal of the area. They are:

- 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.

3.1 A Distinctive Quality of Place

The Mount Stuart Square Conservation Area lies in the southern part of Butetown, bordering the historic docks area. The Conservation Area has a distinctive maritime and commercial character, shaped by the wealth and prosperity of Cardiff during the heyday of the iron and coal industries and the development of the city's docks into a major sea port.

The architecture found within the Mount Stuart Square Conservation Area illustrates the area's historical development, with remnants of the original domestic scale residential buildings of the 1850s alongside the larger scale and more opulent commercial buildings developed from the latter end of the 19th Century. The variety of architectural style and differences of scale combine to form an interesting and complex townscape.

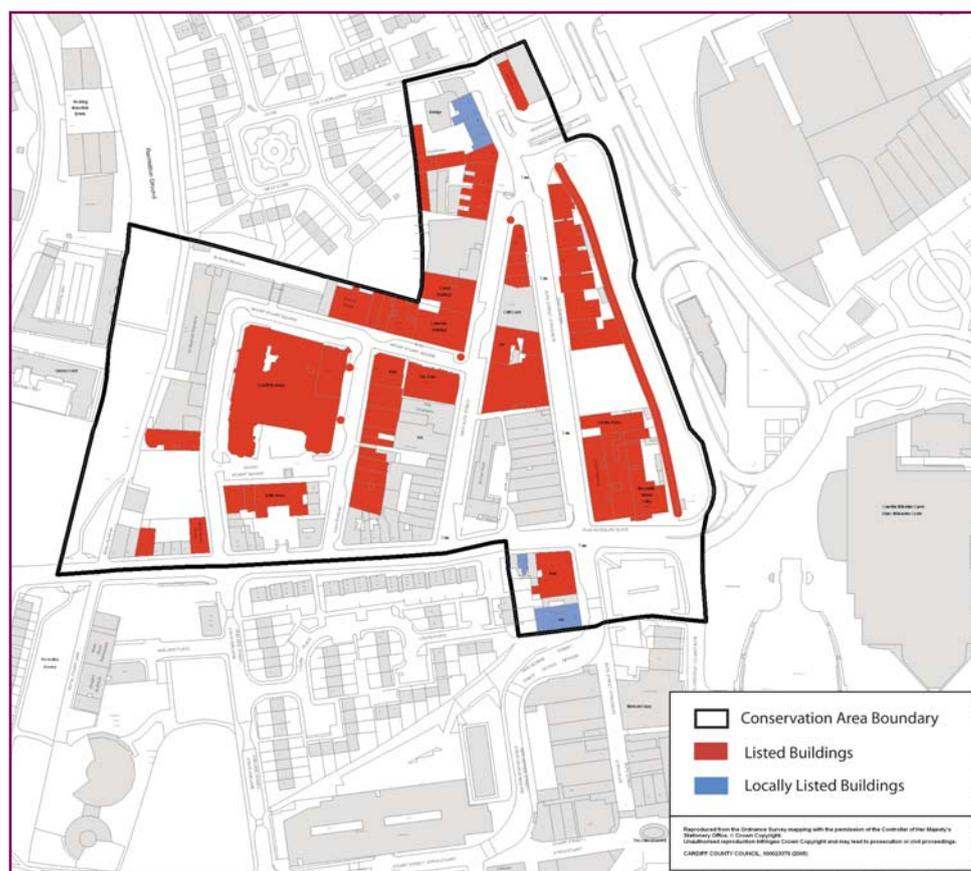
The legacy of the area's decline following the collapse of the shipping and coal industries is unfortunately still visually evident with some buildings deteriorating due to lack of maintenance while they await a viable long-term re-use. Equally, new development and refurbished buildings are evidence of the area's ongoing regeneration as it adapts to a new role. Overall, this is an area that is still evolving and adapting to change.

There is a high concentration of listed buildings within the Conservation Area and these include some of the City's finest examples of late 19th and early 20th Century commercial architecture. There are also a number of locally listed buildings. Most of Cardiff's notable architects of the period are represented including Alexander Roos architect to the Bute Estate, Edwin Seward (Coal Exchange), E W M Corbett (Lloyds Bank, Mount Stuart Square), W D Blessley (Pascoe House), Teather and Wilson (Baltic House), Ivor Jones and Percy Thomas (Empire House), and Henry Budgen (Cambrian and Cymric Buildings). The grandeur of some of the buildings and opulent architectural detailing is a vivid reminder of the affluence generated by the Welsh coal trade in its heyday.



- Mount Stuart Square.
- Bank, north east corner of Mount Stuart Square.
- Original houses, north side of Mount Stuart Square.

Map 2: Listed and Locally Listed Buildings



3.1.1 Grouping of Buildings / Layout

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.

Mount Stuart Square has a distinctive form with buildings on four sides facing the Cardiff Coal Exchange building in the centre. It is not a square in the true sense because the building area was limited by the physical restrictions of the canal to the west.

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 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.



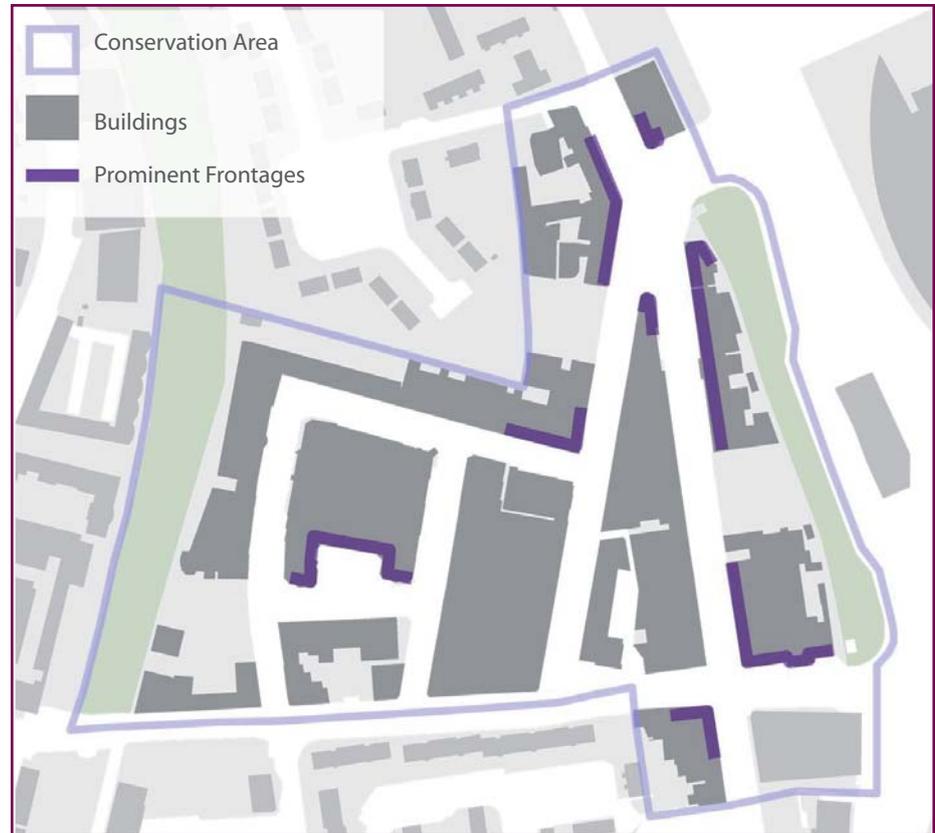
- Inscription on Baltic House - 'Teather and Wilson', the architects responsible for the design of the building.
- View of Bute Street illustrating the density and level of enclosure provided by buildings.
- The junction of Bute St and West Bute Street.
- Corys Buildings and 1-3 Bute Place.



- Car park to the south of Dock Chambers, Bute St
- The Bute Dock public house and National Westminster Bank Building.
- Original former houses nestle between the later commercial buildings.
- The vertical detailing and window arrangement help to integrate Baltic house with its smaller neighbours.

A number of sites have been redeveloped in recent years with new buildings broadly following the historic development pattern. There are also a few gaps in the street frontage where the land is temporarily used for car parking. One of these gaps on the east side of Bute Street was originally part of a garden, extending southwards to Bute Place. Currently these gaps are rather neglected spaces which do not make a positive contribution to the townscape.

Map 3: Grouping of Buildings



3.1.2 Scale

The majority of buildings throughout the area range from 3 – 5 storeys, however; some of the surviving domestic buildings are 2-storey. The later commercial buildings are significantly larger than the former houses, both in height and overall mass. Some rise to 5 storeys with additional storeys in their deep roof spaces accentuating their height. The streets are relatively narrow in relation to the large commercial buildings, however; their combination with smaller neighbouring buildings varies the roofline along the street, reducing their potentially overbearing effect.

A key characteristic of this area are the variances in the scale between buildings. This is especially dramatic where the remaining 2 storey buildings are side by side with imposing 5-storey commercial buildings. Although this relationship could have an overpowering effect on the smaller building, differences in their style and height can sometimes allow the smaller building to have as much street presence. A good example is the Bute Dock Hotel public house and its neighbour the significantly larger National Westminster Bank building.

The changes in scale between neighbouring buildings can sometimes leave the side and rear elevations of larger buildings exposed and highly visible within the street scene, even from a distance. For example the rear elevation of Empire House is very prominent in views into the Conservation Area from the north.

New infill buildings have generally followed the larger scale pattern of development but are lower than the tallest historic buildings, and for the most part maintain the varied roofline that is characteristic of the area.

3.1.3 Rhythm

The width of building frontages typically vary according to their height. When the area was originally planned, plots were usually divided into standard sizes with the average width of 20 feet for domestic buildings. As the area became more orientated to commercial uses, plots were combined to enable the construction of a much wider and larger building. The remaining former domestic properties therefore, typically have quite narrow frontages while the historic commercial buildings and new infill development generally utilise 2 or more plots and have much wider frontages. A regular rhythm is established by the regular plot widths of the former houses. Although this rhythm is interrupted by the wider frontage commercial buildings, they complement the overall pattern because their frontage is usually based on multiples of the original plot width.

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. The integration of more recent development is also more successful when their detailing breaks up the mass of the building.

3.1.4 Patterns of Use

This area contains a mix of uses, however; currently the dominant use is commercial, continuing the trend that started towards the end of the 19th Century when the area was transformed from a residential area into a thriving commercial quarter. There is a deep rooted history of banking in the area and this continues to the present day with the major banks represented in the area. The area continues to provide office accommodation, and in particular attracts legal, media, design and architecture professionals.

Retail, service and leisure uses are well established in the area, particularly at the southern ends of Bute Street and West Bute Street, and on James Street. The retail units tend to occupy the ground floor of former residential properties and therefore are mostly relatively small. There are also a number of public houses, cafes, and arts venues. Many of these uses provide active ground floor frontages and contribute to the vibrancy of the area. Although there are these active ground floor uses, the area does not possess the same degree of liveliness as the neighbouring waterfront area to the south.

The area is still evolving and the redevelopment of vacant sites and the refurbishment and conversion of existing buildings is bringing back an element of residential use. A significant amount of new housing has been built on a vacant site where the Imperial Buildings once stood in the North West corner of Mount Stuart Square. Other vacant buildings are awaiting refurbishment to accommodate a mix of uses to include residential, office, retail and leisure.

Some of the buildings that are currently vacant or underused show serious deterioration and signs of neglect including vegetation growing from the masonry or brick work. This is not only damaging to the fabric of the building but also detracts from the appearance of the Conservation Area.



- Row of former houses.
- Dock Chambers, Bute St. The pilasters break up the massing of the façade.
- Office building in Mount Stuart Square.
- Café in West Bute Street



- Late 20th Century residential development.
- A view of the south west corner of the Coal Exchange.
- View into Mount Stuart Square from James Street.
- View out of Mount Stuart Sq towards the National Westminster Bank.

Temporary private car parking has utilised the remaining gaps between buildings. This current use is visually intrusive and provides an unattractive setting for the nearby historic buildings.

There is a vacant site on the south side of James Street, and although located outside of the Conservation Area, its neglected state detracts from the appearance of the street.

3.1.5 Views and Vistas

Views to buildings within the Conservation Area are often limited because of the enclosed character of the streets and it can be difficult to appreciate the full splendour of individual buildings. This is the case with the Cardiff Coal Exchange where views are constrained by the surrounding buildings and it is not possible to get the full sense of the building, although the shorter distance views are nonetheless impressive.

Significant internal views of the Conservation Area are the linear views along the street. Of particular note is the view along Bute Street which offers a view to Cardiff Bay Station in one direction and towards the waterfront in the other. At the northern end the view towards the fork of Bute Street and West Bute Street allows a vista along both streets with 125 Bute Street and Pascoe House standing out in the foreground.

The clearest views into the Conservation Area are obtained from Hemingway Road towards the classically styled row once known as Britannia Buildings. Unfortunately this view is marred by the proliferation of traffic lights and signs at the road junction.

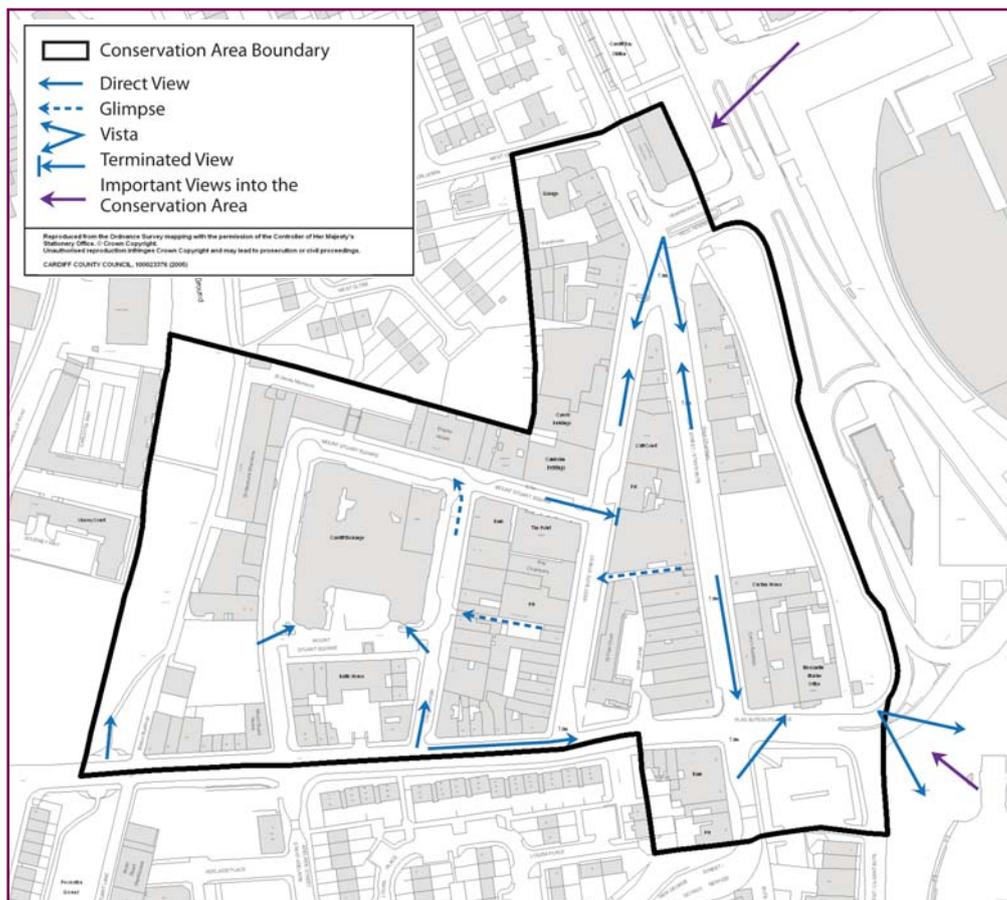
There are important views out of the Conservation Area and there are some strong visual links between the Mount Stuart Square Conservation Area and the adjacent Pierhead Conservation Area.

From James Street there are dramatic views of the Wales Millennium Centre with its striking lettering on the bronze coloured roof. From the corner of Bute Place on the south eastern edge of the Conservation Area, a vista opens up across the public open space of the Oval Basin to the Millennium Centre, the impressive Pierhead building and allows a glimpse of the Senedd.

In contrast to the more dramatic vistas, the passageways linking the streets from east to west provide intriguing glimpses of buildings in the next street. Partial views of some of the area's more substantial buildings terminate the view from one street into the next, for example the National Westminster Bank building terminates the easterly view out of Mount Stuart Square.

The most prominent longer distance views of the Mount Stuart Square Conservation Area are obtained from Lloyd George Avenue to the north. Cardiff Bay Station, Pascoe House, the rear of Empire House, The National Westminster Bank, and Cymric Buildings particularly stand out.

Map 4: Views and Vistas



3.1.6 Movement

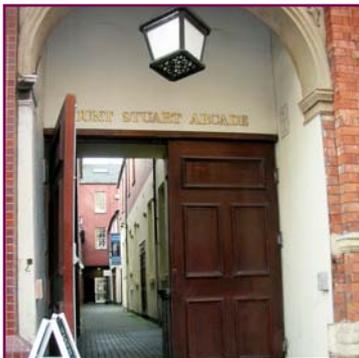
Although close to cultural venues and other tourist destinations including the harbour area, most of the movement within the Conservation Area is generated by local residents and workers from the surrounding offices, drawn in by the cafes, local shops and services. Movement is both pedestrian and vehicular.

Bute Street was once the main route connecting Butetown with the city centre, however, in recent times Lloyd George Avenue was constructed as an alternative road link between Cardiff Bay and the city centre. A significant amount of local traffic still uses Bute Street in preference to Lloyd George Avenue as it provides a more direct route. Parking is dominant in the street and frequently vehicles are double-parked which can cause unnecessary congestion. The street is only open to one-way traffic in a northwards direction possibly restricting the numbers of vehicles passing through. Overall the level of traffic creates a restricted and uncomfortable environment for pedestrians.

In West Bute Street motorised traffic is restricted at the northern end with only buses and taxis allowed to continue through to Bute Street. Consequently there is a lower level of traffic in comparison to Bute Street, however, on-street parking is fairly dominant.



- A view through one of the pedestrian passageways.
- View into the Conservation Area from the north.
- View along Bute Street to Cardiff Bay Station.
- View across Hemmingway Road to the Britannia Buildings.



- Shops and other services attract people into the area.
- Vehicle parking in West Bute Street.
- Pedestrian passageway.
- Dock Lane pedestrian route.

Mount Stuart Square provides a reasonably pleasant environment for pedestrians, with traffic limited to those needing to access the residential enclave, businesses or parking within the Square. The south side of the Square has limited access for vehicles and traffic circulation is blocked by a barrier in front of the Coal Exchange's main entrance, providing more space for pedestrians.

Cardiff Bay Station is located at the northern end of the Conservation Area with regular train services running to Queen Street Station, providing an important link to the city centre.

The recreation ground (Canal Park) on the western edge of the Conservation Area follows the line of the former Glamorganshire Canal, providing a south to north linear route for pedestrians and cyclists, incorporating part of the North Butetown Cycleway. There are links into the park from James Street and Mount Stuart Square.

There are a number of passageways or arcades running between some buildings providing an east to west pedestrian connection between Bute Street, West Bute Street and Mount Stuart Square. Ship Lane also connects James Street to the Bute Street passageway, however it is used to service the rear of buildings and it provides a poor environment for pedestrians. The passageways have received some environmental improvements in the past, however; there are still negative features that detract from their appearance and consequently they are underused. Dock Lane provides a pleasant, alternative pedestrian route between Powell Place (at the junction of Bute Street and West Bute Street where the two streets merge and open out) and Bute Place, although its narrow and enclosed character possibly deters use.

The Conservation Area is somewhat cut off from its surroundings by heavily used vehicle routes, in particular Lloyd George Avenue to the east, and James Street and Bute Place to the south. Pedestrian movement is restricted because of their busy nature and limited safe crossing points.

3.2 The Presence of Landmark Buildings

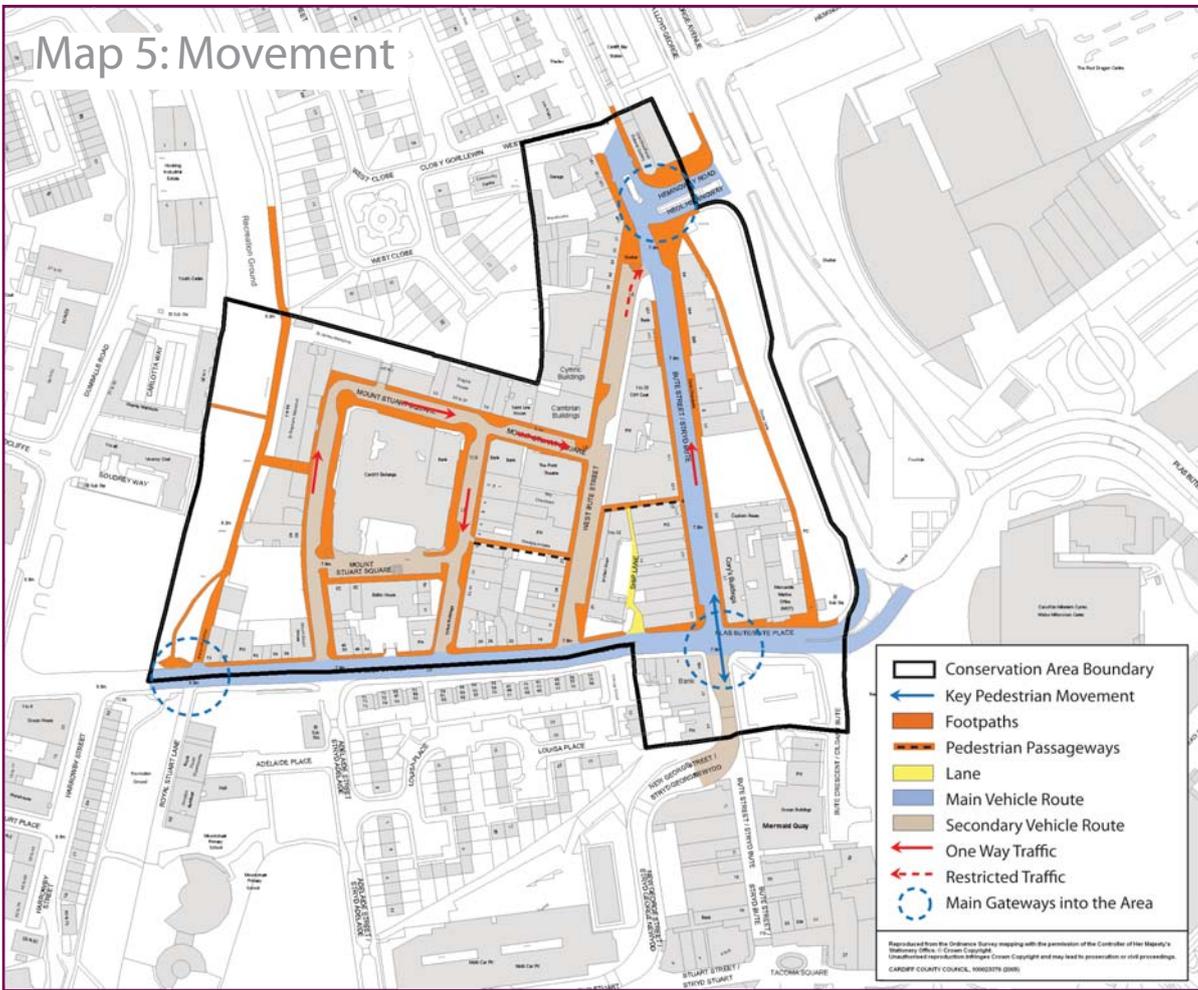
For the purpose of this appraisal, a landmark building is one which has significant social and historic links with the development of the area, which is unique within its setting, and which contributes positively to the character of the area.

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.

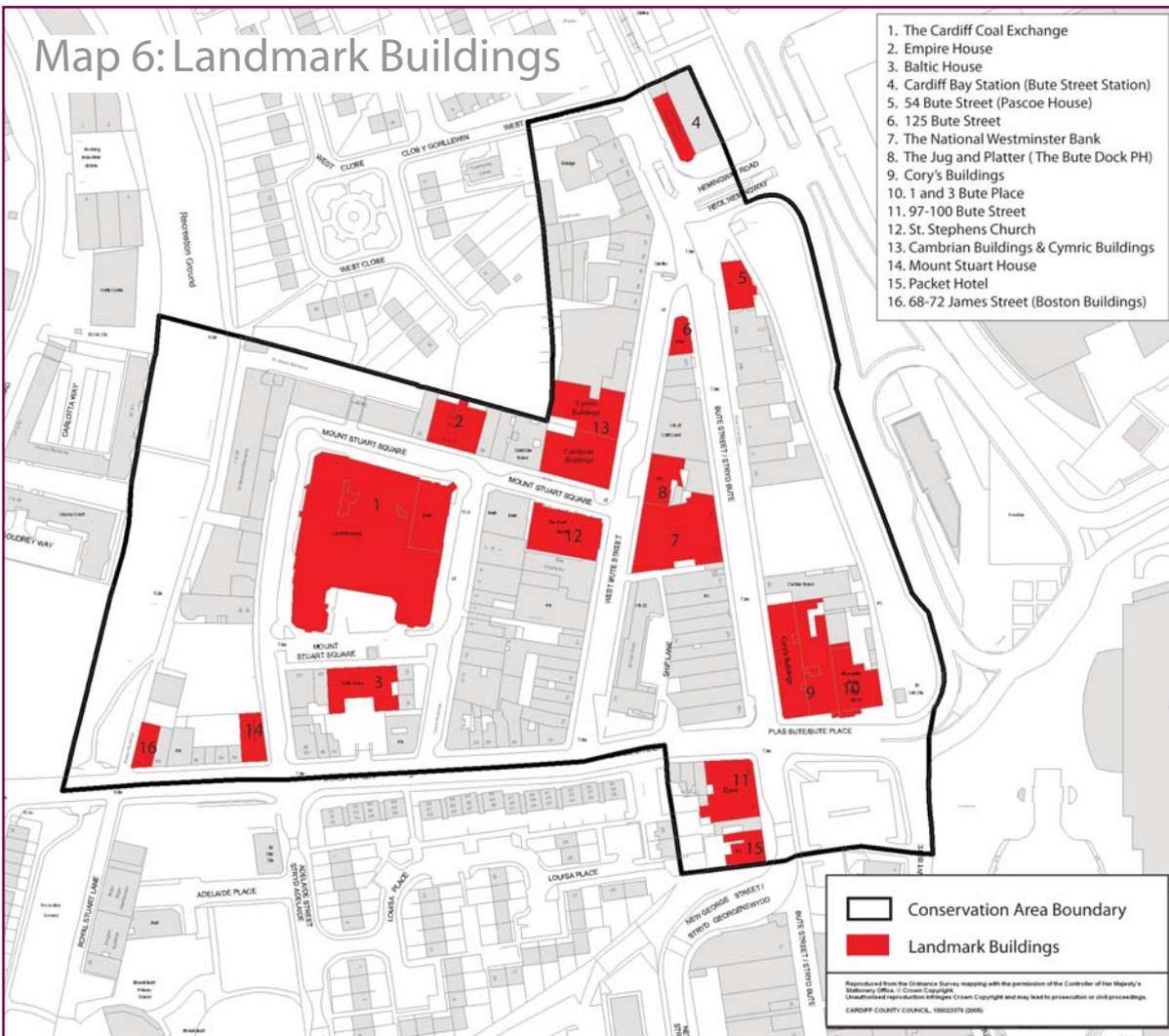
Some buildings such as the National Westminster Bank building stand out because of their sheer scale although the smaller buildings can be equally prominent because of the differences in their height. Corner sites were prime locations for commercial buildings because of the benefit of two street frontages and usually these buildings have a strong street presence.

The buildings that have been identified as Landmark Buildings are shown on the map opposite and briefly described:

Map 5: Movement



Map 6: Landmark Buildings





The Cardiff Coal Exchange, Mount Stuart Sq

The Coal Exchange is the centre piece of Mount Stuart Square, built largely in limestone in the French Renaissance style. The sheer scale and rich architectural detail serve to illustrate the region's immense commercial power in the late 19th Century and it has a strong presence within the streetscape.



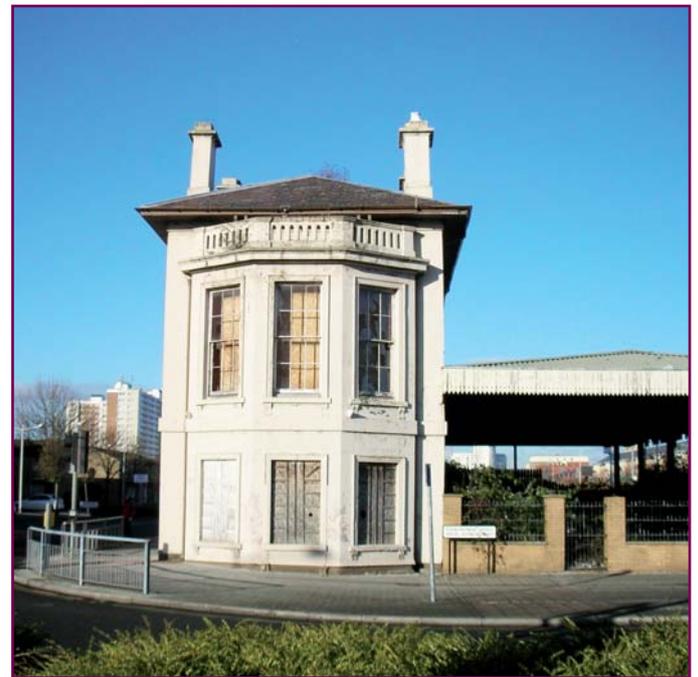
Empire House, Mount Stuart Square

Built on the north side of Mount Stuart Square the building has a Georgian style façade and rises to 5 storeys with 2 attic storeys in the deep mansard style roof. The building's height is accentuated by the 2 storey domestic scale buildings on either side. It was originally built for Evans and Reid Coal Company, one of the largest firms of coal exporters.



Baltic House, Mount Stuart Square

Built in 1915, the 6-storey building occupies a prominent position, opposite the main entrance to the Cardiff Coal Exchange building. The building is ashlar faced and designed in an Edwardian Baroque style. Deeply channelled stonework, decorative maritime motifs, soaring pilasters, round headed windows combine to form an impressive façade.



Cardiff Bay Station (Bute Street Station)

This building was developed as offices for the Taff Vale Railway and adapted to become a station in the early 20th Century. The building's most distinctive feature is the southern elevation with its half hexagonal bay and deep sash windows on the first floor.



54, Bute Street (Pascoe House)

This colourful and elaborate 3-storey building displays strong Gothic and Italian Renaissance influences and was built for the Powell Duffryn Coal Company. The eaves treatment is particularly stunning with its deep cornice and acanthus leaf detail. The building is located on a prominent corner site at the fork of Bute Street and Dock Lane.



125, Bute Street

The building housed the offices of the Powell Duffryn Coal Company before they moved to Pascoe House. The building forms part of a row and is located on a prominent triangular plot at the junction of Bute Street and West Bute Street. The northern elevation has a semi hexagonal bay echoing the shape of the railway station to the north.



National Westminster Bank (113–116 Bute Street)

The building designed in the Grecian Classical style fronts both Bute Street and West Bute Street. It was built in 1926-27 as premises for the National Provincial and Union Bank of England Ltd. This building has considerable presence and its scale is accentuated by the dramatic line of giant order fluted Ionic columns rising from the ground and first floor.



The Bute Dock Public House, West Bute Street

This building stands out in the street partly because of its use as a public house and also due to the dramatic step down in height from the neighbouring building, the National Westminster Bank.



Cory's Buildings (57 Bute Street)

Cory's Buildings is an imposing 5-storey building designed in the Free Italianate Classical style. It is a dominant corner building sited at a cross roads with the principle frontage facing Bute Street. The building has strong vertical rhythms created by pilasters and columns but its width is also emphasised by the placing of cornices at intervals between storeys.



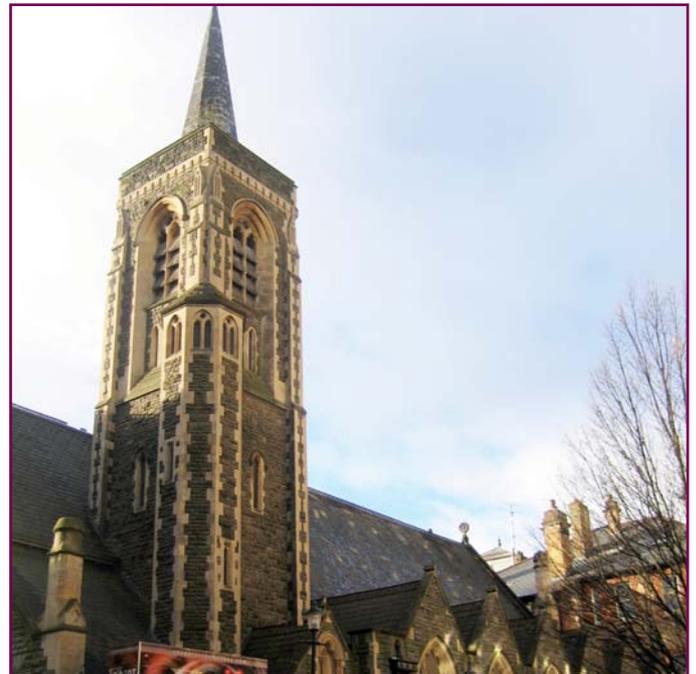
1 and 3 Bute Place

These buildings were designed in an Italian Renaissance style and built in red brick with red sandstone dressings, and grey granite used for the columns. Together with the south elevation of Cory's Buildings, this group frame the southern approach into the Conservation Area.



97 – 100 Bute Street (corner of James Street)

The building was originally developed for the ship owners Cory Brothers and is currently a bank. The building is in a prominent position located on a large corner site at the junction of Bute Street and James Street. This is a flamboyant building, and the combination of materials and architectural detailing help it stand out, including the regularly spaced pink granite columns.



St Stephens Church

This is a Gothic style church dominated by an octagonal spire set close to its north east corner. Although of a smaller scale than the Cambrian Buildings on the opposite corner, the church stands out because of its architectural style and position at the entrance to Mount Stuart Square. The building was last used as an arts centre.



Cambrian Buildings and Cymric Buildings

Positioned on a corner site at the entrance to Mount Stuart Square, these appear as one building. The two buildings create a 5-storey block and the scale of the buildings is emphasised by the giant order pilasters spanning between the first and third floors. The large entrance doors and the use of deeply incised channels imitating massive stone work add to the building's solidity and powerful appearance.



Mount Stuart House, James Street

The buildings on James Street are generally of a smaller scale comparable to the commercial buildings elsewhere in the Conservation Area; however Mount Stuart House stands out because of its position on a corner site facing the entrance lane to Mount Stuart Square. It is a flamboyant building built from red brick with generous bath stone dressings.



The Packet Hotel

The prominent position of this building on the corner of the street and its use as a public house make it a landmark on the southern approach from Mermaid Quay.



68-72 James Street (Boston Buildings)

Built in 1900, the building was constructed following the opening of James Street as a through route, whereas formerly the street ended in a cul-de-sac at the Glamorganshire Canal. It is therefore located in a prominent position defining the western approach into the Conservation Area. The vibrant pressed red brick and the bath stone and sandstone detailing also make it stand out.

3.3 Hierarchies of Public and Private Spaces

In the built up part of the Conservation Area, little remains of the open space that was planned as an integral part of the original residential suburb. The only significant remnant is the area of land between Dock Chambers and 56 Bute Street which was originally a garden that ran south to Bute Place. There is also little private open space since most of the plots are largely covered by buildings.

The largest area of public open space is Canal Park, a recreation area following the line of the former Glamorganshire Canal on the western edge of the Conservation Area. Due to the characteristics of the former canal, the park is relatively narrow and linear. Its main link with the Conservation Area is via James Street although there is an archway through newly built flats in Mount Stuart Square. It is unclear whether the link through to the park from Mount Stuart Square is a public right of way and consequently this leaves the two areas feeling separate and cut off from one another. If it comes forward for redevelopment in the future, the gap site in the south west corner of the square has the potential to improve the integration between Mount Stuart Square and Canal Park.

Other than the recreation ground, and the wide grass verge planted with trees to the east of Dock Lane, the main areas of public space are confined to the street which are characterised by their relatively narrow and enclosed form. There is a strong contrast between the Mount Stuart Square area and the townscape to the west and southwest where there are wide boulevards and large areas of public open space.

On West Bute Street and Mount Stuart Square sections of the pavement have been widened to create small hard landscaped areas with seating. These spaces are not entirely successful, particularly the areas created on the northern side of the Coal Exchange which can be overshadowed.

There are some locations within the Conservation Area where the relationship of the buildings and the spaces in between, create natural focal points. The area on the southern side of Mount Stuart Square, outside the main entrances to the Coal Exchange and Baltic House is the focal point of the square. This space is currently blocked to through traffic and furnished with seats and planters. Unfortunately the space is compromised by the alterations to the forecourt of the Coal Exchange carried out in the 1970s to accommodate an underground car park. Future work to restore the Coal Exchange and the forecourt area, will offer the scope to extend and enhance the public open space between the buildings. Another focal point is Powell Place at the junction of Bute Street and West Bute Street where the two streets merge and open out. Although it is traversed by traffic, the space created between the buildings and the enclosure they provide, creates a distinctive urban space which could make a greater contribution to the public realm.

There are a number of passageways linking the streets together however their status is ambiguous and it is unclear whether they are public or private. Perhaps the most unwelcoming is Ship Lane which runs to the rear of buildings and links James Street with the passageway running between Bute Street and West Bute Street.

Buildings are placed directly on the back edge of the pavement and usually fill the plot to the rear and consequently there is very little private open space within the Conservation Area. An exception is the small triangular area of garden bounded by metal railings on the end of 54 Bute Street. There is also the semi-private space of the pub garden attached to the Packet Hotel in Bute Street and the courtyard to the rear of 126 Bute Street which is partly enclosed by listed warehouse buildings.



- Canal Park.
- Widened area of pavement and seating to the north of the Coal Exchange.
- Area to the south of the Coal Exchange.
- Powell Place at the junction of Bute Street and West Bute Street.

3.4 High Quality Local or Unusual Materials in the Townscape

The classically influenced architecture of the early housing employed the use of a pale stucco rendered finish over underlying brick. The rendered buildings are painted in a light colour and some elevations are incised or rusticated, giving the appearance of blocks of ashlar stonework. The commercial development that followed, introduced a much wider range of materials, often injecting a lively mix of colour which is balanced by the more restrained rendered buildings.

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 sandstone is also found, notably on 1 – 3 Bute Place where the sandstone is teamed with red brick on the main façade, giving the building a rich colouring. Pink or grey coloured granite is used on a number of buildings especially for columns, most notably on the HSBC (former Midland Bank building). Radyr stone is used on Pascoe House for the plinth and for architectural detail, combining with hammer dressed Pennant stone, Bath stone and grey granite to create a wonderful mix of colours and textures. At the other end of the spectrum there are examples where a simpler palette of materials has been used. This has been done to great effect on the larger buildings, where the use of a single or principle material emphasises their mass and grandeur, for example the National Westminster Bank in Bute Street which is faced in Portland stone.

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. Yellow or buff brick is also found within the Conservation Area and may be combined with red brick to create a lively multi-coloured pattern. The HSBC building (97-100 Bute Street) utilises yellow brick which is combined with Bath stone, flashes of terracotta inset and rows of grey and pink granite columns. The west elevation of the Coal Exchange in Mount Stuart Square was finished in the less expensive yellow brick rather than stone as on the other 3 sides.

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. Empire House built in 1926 has an impressive classic neo Georgian façade in red brick and Portland stone, however; its underlying structure is reinforced concrete of the type pioneered by the French engineer François Hennebique. Reinforced concrete and a steel frame were also used in the underlying construction of the National Westminster Bank, a building from the same period.

Unfortunately the stonework has discoloured on some buildings, detracting from their appearance.

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.



- Stucco finish on former housing.
- Stone facing on the Cambrian / Cymric Buildings
- Radyr stone and Bath stone detailing on Pascoe House.
- Brick with bath stone detailing



- Metal window frames, National Westminster Bank.
- Applied timber frame detailing on the former hotel in West Bute St.
- Frosted letter glass, Mount Stuart House.
- Iron railings to basement.

Many of the buildings have timber frame sash windows although there are some examples of metal frame windows on the later buildings. An interesting feature of the National Westminster Bank building is its large, fretted metal frame windows. Some of the commercial buildings had frosted letter glass set within their windows advertising the name of the company. There is a good example of original frosted glass within the ground floor windows of Mount Stuart House.

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. Railings can also be observed in Bute Street where they may have been the boundary for the garden that once occupied this area. Another notable section of railings encloses the small area of garden to the side of Pascoe House. To the front, a few buildings have retained the cast iron railings that separated the basement area from the street.

The more recently developed buildings have generally used materials that resemble those used on the historic buildings rather than introducing contrasting materials. This has had mixed success and for example some of the modern brick does not emulate the colour and texture of historic bricks.

3.5 High Quality Architectural Detailing

The buildings from the key period of this area's development from the mid 1850s to the early part of the 20th Century illustrate the changing fashions of architecture during this time, and collectively display a wealth of architectural detailing. The earlier houses built in the 1850s follow a Georgian pattern book style and have subtle classical detailing, while later commercial buildings are not only larger in scale but also display a higher degree of individuality and ornate decorative detailing. As tastes in architecture evolved, some of the plainer, earlier buildings were re-fronted, also favouring a more decorative style.

The former residential properties have a broadly unified appearance because of their stucco finish, scale, and their characteristic classical detailing around window and door openings. They are not however all identical, and houses originally intended for higher status occupants were designed with additional architectural details, intended to lift them above the more modest housing in the area. A good example where the decorative detail is slightly more elaborate is the former houses that remain around Mount Stuart Square.

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.

The maritime and commercial character of the area is reflected in the motifs used within the decorative carvings and mouldings ornamenting some of the buildings. For example on the Cambrian and Cymric Buildings maritime and commercial motifs are combined to produce intricate carvings of dolphins, sea monsters and walruses bearing symbols of trade.

The name of the building is often very much part of its fabric too and the name of the commercial company that once occupied them. For example in Mount Stuart Square one of the houses that was later adapted for commercial use has the name 'Perch Buildings' picked out in bronze lettering on a frieze above the ground floor windows.

On many of the later buildings there is as much attention to detail at the upper storey levels as there is at ground level. Pascoe House for example has an intricate eaves treatment with the underside of the cornice embellished with an acanthus leaf motif. Architectural features at roof level can also add considerable interest, for example the distinctive 'Dutch' gabling on 55 Bute Street (Dock Chambers). 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. The grandeur of a door is heightened when it forms part of the overall design for an impressive central frontispiece on a building, as for example on the Coal Exchange. Unless altered in a later conversion, doors on the former residential properties are of a smaller scale and the associated detailing is more restrained. Doors are typically wood panelled with a fanlight above and may have a simple bracketed hood over the head of the door.

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

The shop fronts on some buildings have retained traditional architectural elements which create interest at street level and make a positive contribution to the character of the Conservation Area. The traditional shop front windows are divided vertically into smaller sections by timber or stone mullions and raised up from ground level by a stall riser. Unfortunately there are some shop fronts that are marred by insensitive alterations including poorly designed signage.



- Building with classical architectural features.
- Ornate, Free Renaissance style building.
- Classical style window ornamented with a segmental pediment.
- Lavish stone carvings and detailing above the principle entrance of the Coal Exchange.



The wood panel door and fanlight on the former house is framed by a classically detailed doorcase with a simple hood resting on scrolled brackets.



Impressive door surround displaying gothic influences. It includes a decorative hood resting on engaged granite columns which are topped by ornate capitals.



Tripartite window with a shell motif decorative detail on a former house in Mount Stuart Square.



A mix of window styles including round headed windows with radial keystones, a round attic window and square headed windows with scrolled pediments.



A shop front refurbished in a traditional style. It features a low stall riser, a timber mullion dividing the window pane, pilasters and console brackets.



Commercial frontage on converted residential property. The building's name is picked out in bronze lettering.



Pink granite columns with carved stone floral capitals, relief decoration in the spandrels above windows, and terracotta insets all contribute to the mix of lively architectural detail on HSBC Bank building.



Maritime motif on the Cambrian Buildings which includes a carving of a Walrus.



Small shell motif detail carved in Portland stone at the entrance to 56 Bute Street.



1-3 Bute place displays classical influences including grey granite columns in Roman Doric style.



The deep eaves treatment on Pascoe House is embellished with an acanthus leaf motif.



Rusticated stonework on the Cambrian Building emphasises the solidity of the building adding to its powerful appearance.



Prominent chimneys on the Cardiff Coal Exchange.



Dutch gables, chimneys and the roof form create visual interest at roof level.



A statue of Equity stands on the cornice above the imposing doorway of the National Westminster Bank. The ground and first floor are framed by giant order fluted columns.



A former domestic building in Bute Street has been re-fronted in a Gothic revival style. Architectural features include an oriel window, stone tracery and small, inset roundel windows.



Tiled entrance to a building in Bute Street.



The clock is a latter addition to the building, replacing an original window. The clock and the lettering across the front make a strong contribution to the commercial character of the area.

3.6 High Quality Hard and Soft Landscaping

3.6.1 Hard landscaping



- Pennant paving in Bute Street.
- Listed cast iron pillar box in Mount Stuart Square.
- Street sign at one of the southern entrances to Mount Stuart Square.
- Railings surrounding the small garden attached to Pascoe House.

The majority of the Conservation Area has a hard urban form with little soft landscaping. There are remnants of traditional stone paving in the area, with Dock Lane and part of the pavement in Bute Street surfaced in Pennant stone. In Dock Lane the paving is in good condition, however; in Bute Street the pavement has been widened with block paving and smaller sections repaired with concrete slabs. Elsewhere, modern paving materials are found with red / pink block pavements predominating in West Bute Street and Mount Stuart Square. Although the block pavements provide a consistent surface, the material is insensitive to the historic character of the area and some sections are in need of repair.

There are a number of listed cast iron red pillar boxes and also a listed telephone kiosk which is located in Mount Stuart Square. They add a vivacious splash of colour which enlivens the street scene and their materials and design complements the quality of the surrounding architecture. Original street signs are still evident, usually attached high on the walls of buildings at prominent points in the street. Other items of street furniture such as street lights, litterbins and bollards are more recent and often designed in a traditional Victorian style. Many of the more traditionally styled items were installed by Cardiff Bay Development Corporation as part of their enhancement work in the 1990's. Although there is some sense of a common design theme, items have been added over time and the overall look is uncoordinated with some areas appearing cluttered. Signs and other traffic control apparatus also add to the visual clutter particularly at the northern end of Bute Street where there is a profusion of highway signs and controls, and safety barriers.

Because of the layout of the buildings, boundary treatments are not widespread, however; sections of iron railings survive, adding interest to the street scene. There are also remnants of stone boundary walls to the rear of buildings.

3.6.2 Soft landscaping

The most significant area of green space is Canal Park on the western edge of the Conservation Area. The area is predominantly grass with a mix of mature and semi-mature trees and follows the route of the former Glamorganshire Canal. Free from motor traffic, this area provides a relatively tranquil environment, and its open and leafy character makes a pleasant contrast with the densely packed buildings in the rest of the Conservation Area.

To the east of Dock Lane there is a wide grass verge planted with trees. This land was originally safeguarded as part of the regeneration of Cardiff Bay to develop a rapid light railway system from the city centre to the waterfront, however, so far this project has not been taken forward. The strip of land currently provides a pleasant green setting for the nearby buildings on the eastern edge of the conservation area, particularly those at the northern end of Bute Street.

The streets forming the core of the Mount Stuart Square Conservation Area have a hard, formal aspect and their narrow width in relation to the height of the buildings is not the ideal space for tree planting. In recent years, trees have been planted in West Bute Street and around Mount Stuart Square and are usually located within the widened areas of pavement. Most of the trees have now reached a semi-mature state and visually soften the edges of the built form, however; the limited space has resulted in a rather piecemeal planting scheme which is not entirely successful and can block important views of buildings. Planters have also been used in Mount Stuart Square and although the low level planting is attractive, the modern brick used to construct the planters is not entirely sympathetic to the surrounding buildings.

Few of the properties have a garden, however, the small enclosed garden area at the fork of Dock Lane and Bute Street (associated with 54 Bute Street) is a welcome surprise and enhances this corner.



- Canal Park.
- Open area to the east of Dock Lane.
- Street tree in Mount Stuart Square.
- Small enclosed garden to the side of Pascoe House.

4 Issues and opportunities

4.1 Alterations to Buildings and New Development

Issues

- The loss of architectural detailing such as original doors and windows, rainwater goods, decorative detailing and other inappropriate alterations has eroded the character and appearance of historic buildings in parts of the Conservation Area.
- Poorly located equipment such as satellite dishes, security equipment and other items related to utility services detract from the quality of the architecture.
- Pollution has discoloured the stonework on some buildings.
- It is expected that commercial uses will usually need to promote their presence; however, there are examples where alterations to shop fronts and poorly designed signage has a negative impact on the character and appearance of the building and on the wider street scene.
- There are a few gaps between buildings that currently accommodate temporary uses and may come forward for redevelopment in the future.
- The rear and side elevations of some of the large buildings are very exposed and insensitive alterations can be visually prominent, even in longer distance views.
- The variation in scale between buildings is a distinctive feature of the Conservation Area, creating a varied roofline, and emphasising the sheer scale of some of the exceptional historic landmark buildings. Proposals for new development need to be considered as part of a wider group to ensure that the proposal does not create an unvarying roofline or diminish the larger historic buildings.
- Due to the nature of commercial and community uses in the area, the need to improve physical access to some buildings as a requirement of the Disability Discrimination Act is likely to arise. In the case of Listed Buildings, interventions of this nature may be damaging to the architectural merit of the building.
- Whilst not located within the Conservation Area, the vacant site in James Street currently has a negative impact on the area. Any future proposals to develop the land will have a direct impact on the setting of the Conservation Area.



- Loss of a traditional timber sash window which has been replaced with a UPVC window.
- Exposed rear elevation of Baltic House.
- Poorly located equipment detracts from the appearance of the building

Enhancement Opportunities

- Ensure that alterations to buildings are undertaken in a sensitive manner to respect the original design and character of the building.
- Ensure that alterations incorporate high quality materials that match or complement the historic buildings.
- Avoid prominent elevations for the location of necessary equipment relating to the building's function.
- The sensitive re-development of gap sites represents an opportunity to enhance the Conservation Area. The area's continuing evolution and adaptation to change should complement the historic environment by ensuring that development proposals have a regard to the key characteristics identified in the appraisal such as scale, massing, building rhythm and materials. It is important that proposals for development are considered as part of a wider group.
- Encourage the use of traditional window and shop front design where development opportunities arise. Review design guidance on shop fronts and commercial signage to protect the special character of the area.
- Ensure that the impact of alterations to exposed side and rear elevations is not detrimental to the building or intrusive in short and longer distance views. Seek to enhance these elevations and encourage the removal of inappropriate features.
- Ensure that development proposals are considered as part of a wider group and are of an appropriate scale so that the varied roof line characteristic of the area is maintained and new development does not dominate the larger historic buildings.
- Ensure that physical access into historic buildings is achieved without damaging their architectural integrity or the appearance of the Conservation Area.
- Seek to ensure that development proposals for buildings outside of the Conservation Area but with a direct impact on it are sympathetic to its character and appearance.

4.2 Vacant or Underused Buildings

Issues

- The area contains a number of underused or vacant listed buildings which show signs of serious deterioration. This is damaging the historic fabric of the buildings, and has a negative impact on the appearance of the Conservation Area. Some of the unlisted buildings are also in a bad state of repair.



- Concrete structure detracts from the forecourt of the Coal Exchange.
- Discrete sign on office building at the corner of Mount Stuart Square.
- Discrete sign on the Perch Buildings, West Bute Street.
- Traditional timber sash window.

Opportunities

- Encourage and advise on the appropriate maintenance, repair (including cleaning of stonework), and re-use of the area's historic buildings. Where necessary, the Local Authority can use the powers conferred by the Planning (Listed Buildings and Conservation Areas Act) 1990 to ensure that repairs are carried out in order to preserve a building.
- Investigate funding sources or partnership which could support building repair and reinstatement of architectural detail.



- A broken down-pipe is enabling water to penetrate the building.
- Plant growth will ultimately damage masonry if not removed.
- Poor repairs to the pavement in Bute Street.
- Block paviors in Mount Stuart Square

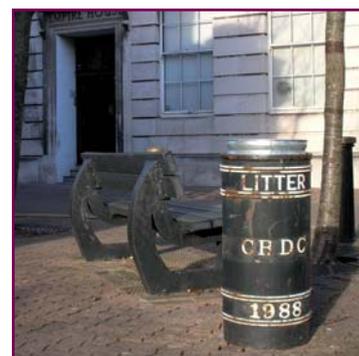
4.3 Public Realm

Issues

- The loss of historic stone paving in Bute Street due to alterations and repairs to the pavements.
- The extensive use of standard block pavements in Mount Stuart Square and throughout West Bute Street does not complement the historic character of the area. In some locations, the surface is showing signs of deterioration.
- Street furniture and signage installed from the late 20th Century is uncoordinated, and in some cases is in a poor condition. In some locations, the array of items including signs, traffic control measures visually clutters the street scene. For example, the collection of items at Powell Place forms a visual barrier and conflicts with the architectural quality of the buildings.
- On-street car parking is dominant in some locations, visually detracting from the street scene and impeding pedestrian movement.
- Small areas of public open space have been integrated into the street by widening areas of pavement. These are generally small spaces that do not provide a particularly enticing or comfortable environment and consequently they are not well used. For example the areas on north side of the Coal Exchange are overshadowed for part of the day.
- The passageways linking Bute Street, West Bute Street and Mount Stuart Square are intriguing; however, they possess negative features that detract from their visual appearance and also reduce perceptions of personal safety. Ship Lane serves the rear of buildings and provides a poor environment for pedestrians.
- The iron railings running south of Dock Chambers are one of the few examples of railings that have survived, however, they are in a poor condition.
- The Mount Stuart Square Conservation Area has a degree of isolation from the surrounding areas. In part this is due to physical severance by busy roads but also of relevance is the visual separation created by different building forms, styles, land uses, street furniture and surfaces. In particular the housing estate outside of the Conservation Area to the north west has a very separate character although historically the two areas were originally part of the Bute Estate's planned development.

Enhancement Opportunities

- Seek to enhance Bute Street through the restoration of Pennant paving and the removal of concrete paviors and slabs.
- Seek to enhance Mount Stuart Square by the removal of the block paving and replacing it with more appropriate surface materials including natural stone for the pavement areas. Materials should complement the quality of the architecture and enhance their setting.
- The design of public realm schemes should take the opportunity to improve integration between the Mount Stuart Square Conservation Area and the neighbouring areas.
- Introduce a consistent approach to the design and materials used for paving, street furniture, signage, and lighting. New items should complement and be appropriate to the architecture and setting of the Conservation Area.
- Undertake an audit of street furniture, signage and other items. The audit can be used to identify opportunities to remove superfluous street clutter and amalgamate some items.
- Investigate opportunities to reduce the impact of on-street car parking, including extending the car-free area to the south of the Coal Exchange.
- Assess the value of the existing public spaces and consider their role as part of the wider hierarchy of public open space. The Mount Stuart Square area could have a role providing more intimate and enclosed public space in contrast with the larger, more open areas adjacent to the Millennium Centre. The appraisal identifies two focal areas that have the potential to provide more meaningful and defined areas of public open space:
 - i) The space between the south side of the Coal Exchange and Baltic House is identified as an area of public space that has the potential for enhancement. The reinstatement of the forecourt area of the Coal Exchange as part of the building's refurbishment could be a key component in creating a new public square.
 - ii) Where Bute Street and West Bute Street intersect at Powell Place, a coordinated approach to surfaces, street furniture and signage would improve the setting for the surrounding buildings and enhance the existing public space. There may be potential to create a more significant area of public open space through traffic management and increasing the area provided for pedestrians.
- The area to the south of Dock Chambers currently used for car parking could offer the opportunity to incorporate an area of public open space as part of a redevelopment scheme. This could also offer the opportunity to create a pedestrian link from Bute Street to Dock Lane.
- Seek to enhance the connecting passageways. The safety of people using these routes should be one of the key issues to be addressed as part of any enhancement scheme.
- Seek the retention of the area's historic cast iron railings and encourage reinstatement and appropriate repair where necessary.



- A profusion of signs, barriers and other street furniture at the junction of Bute Street and West Bute Street.
- Street furniture installed by the Cardiff Bay Development Corporation.
- Ship Lane.
- Railings in Bute street



- Passageway linking Bute Street to West Bute Street.
- Parking in Mount Stuart Square.
- Double parking in Bute St
- Intersection of Bute Street and Bute Place / James Street.

- Encourage a comprehensive approach to public realm enhancements so that schemes both within and bordering the Conservation Area extend their scope and seek to improve the physical and visual integration between the Mount Stuart Square area and the surrounding neighbourhoods.

4.4 Movement

Issues

- Bute Street extends almost to the waterfront, however; the lower end is severed by James Street which is a major vehicle route through the area. Limited pedestrian crossing points reduce the freedom of movement for pedestrians and consequently the north / south flow of movement is restricted.
- The west to east links across the Conservation Area via the passageways provide useful connections between Bute Street, West Bute Street and Mount Stuart Square, however, they are under-used due to their poor environment and lack of promotion.
- The integration between Canal Park and Mount Stuart Square is poor. The only connection between the two areas is via an archway through the residential development that wraps around the north west corner of the square. The status of this route is ambiguous; it is unclear whether it is a public or private access.
- Bute Street is currently restricted to one-way traffic heading in a northerly direction. This street provides a more direct route than Lloyd George Avenue for drivers heading towards the city centre. The carriageway is wide enough to accommodate 2 lanes of traffic and space for on-street parking. The width of the carriageway also enables double parking to occur which on occasions partially blocks the street and causes vehicle congestion. Consequently vehicles dominate this area detracting from the street scene and restricting pedestrian movement.
- Mount Stuart Square is not a through route for vehicles, however vehicle parking and the ratio of the road to pavement results in vehicles dominating the space.

Enhancement Opportunities

- Public realm enhancements together with improved pedestrian crossing facilities would provide an opportunity to strengthen Bute Street's connections with the waterfront area.
- Encourage more use of the connecting passageways by seeking enhancements such as improvements to the surface paving, lighting and signage. Enhancements should aim to make these routes more welcoming and improve the feeling of safety.
- Seek to clarify the status of the existing link between Mount Stuart Square and Canal Park. Public realm enhancement works should aim to integrate and strengthen the link between the two areas.
- Investigate opportunities to remodel the road space in Bute Street with the view to reducing the impact of parking, encouraging better use of Lloyd George Avenue and enhancing the pedestrian environment.
- Investigate opportunities to prioritise pedestrian movement over vehicles within Mount Stuart Square and West Bute Street and to reduce the impact of car parking.

4.5 Landscaping

Issues

- With the exception of Canal Park and the wide grass verge planted with trees to the east of Dock Lane, soft landscaping is not a strong feature of the Conservation Area. The relatively narrow streets in relation to the buildings and the space provided for vehicle movement offer limited opportunities for tree planting. Some of the existing planting schemes do not suit the character of the surroundings and in some locations partially block important views of historic buildings.

Enhancement Opportunities

- Ensure that any proposed planting schemes are suitable for the location and will make a positive contribution to the character and appearance of the Conservation Area. In particular, historic buildings and important views should be enhanced by planting schemes and not obscured.
- Low level planting schemes within containers in appropriate locations could provide a suitable alternative to street trees. Planters should be of a robust and understated design that complements the historic setting and allows the plants to be the focus of attention.

4.6 Local Identity

Issues

- The current urban form illustrates the story of the area's development from a planned residential suburb to an important commercial quarter with a close association with Cardiff's historic docklands. In spite of this rich history, overall there is a lack of on-street promotion and interpretation of the area's history and its important buildings.
- The area's architecturally interesting buildings are not always maximised to their full potential in terms of their contribution to the public realm.

Enhancement Opportunities

- Encourage the promotion of the area's heritage and culture of the area through interpretation and signage. The development of a heritage trail to include the Mount Stuart Square Conservation Area could be used to promote the architecture, and demonstrate how the area evolved and played its part in Cardiff's growth.
- Public art reflecting local themes such as industrial and maritime heritage could be used to promote the character and identity of the area. Space is fairly limited and rather than stand alone sculpture, public art could be integrated as functional items such as signage, seating, or surface treatments.
- Consider the illumination at night-time of selected buildings including those that define entrances into the area. Lighting can also be used imaginatively to enhance public spaces and to emphasise the links between areas.

4.7 Patterns of Use

Issues

- Historically the area has long accommodated a variety of uses with churches, public houses, hotels and shops existing alongside both the residential and the later commercial development. The mix of uses currently established in the area adds to its interest and vibrancy. The colonisation of a large part of the Conservation Area by a single use would detract from its character.
- There are a few gap sites currently utilised for car parking which detract from the quality of the Conservation Area.
- There are a number of partially completed developments within and adjacent to the Conservation Area. These sites detract from the appearance of the Conservation Area if they remain in an unfinished state for a prolonged period of time with little or no progress being made.

Opportunities

- Reinforce existing use patterns through the application of planning policy in order to retain a balanced mix of uses which is an important element of the Conservation Area's character.
- Encourage landowners or developers to find ways of temporarily enhancing sites awaiting development or where building work has been suspended for a period of time. For example, hoardings around a site could display images of old Butetown and the docks.

4.8 Views

Issues

- Poor streetscape and parked cars mar key views of landmark buildings and long views along the street.
- The dramatic view of the Millennium Centre from James Street is let down by elements of the townscape on both sides of the street.
- The northern part of the Conservation Area is prominent in long distance views from Lloyd George Avenue.

Enhancement Opportunities

- Important views and vistas should be maintained. Public realm works and new development should seek to maintain and where appropriate enhance the views identified in the appraisal.
- Long distance views should be considered in the assessment of proposals for new development or alterations to existing buildings.

Map 7 – Key Opportunities for Enhancement



1. Space to the south of the Coal Exchange
2. Powell Place and Cardiff Bay Station
3. Link from Bute Street to Mermaid Quay
- 4 & 5. Gap site with temporary use
6. Vacant site in James Street

5 framework for action

5.1 Introduction

Earlier sections of the document describe the features, which make up the special character of the Conservation Area and identify potential for its enhancement. Once adopted, the appraisal and guidance will be used:

- To provide guidance on the area's special qualities and how to preserve and enhance them,
- To inform a scheme of enhancement to guide development in the area,
- To inform the assessment of planning applications in accordance with Policy 2.53 of the deposited UDP until such time as the Local Development Plan is adopted,
- To set out priorities for the management and enhancement of the public realm in the future,

and by:

- Ensuring that new development is sensitive to the character of the Conservation Area and well integrated within its existing form and layout.
- Increasing public awareness and appreciation for Mount Stuart Square's special character and history,
- Providing support for property owners, businesses, groups, and community leaders in their efforts to preserve and enhance the Conservation Area,
- Keeping it an attractive place within which to live, work, and visit.

5.2 Working in Partnership

Land and Property Owners

The most effective way to enhance the Conservation Area is to ensure that those planning work or development understand its character. Section 3 of this document outlines the character of the Conservation Area.

The Council

Although the Planning (Listed Buildings and Conservation Areas) Act 1990 places a duty on the Local Planning Authority (LPA) to prepare a scheme of enhancement for a Conservation Area, there is no identified budget or mechanism for its achievement. This means that enhancement can only be achieved in association with other strategies, in cooperation with other Council Service areas or in partnership with others.

The following initiatives are those where the Council could have a significant role in influencing and bringing forward enhancements:

- Through the use of the Appraisals as a material consideration to guide the assessment of planning applications. Design Statements submitted in support of planning applications will be expected to show that development has taken account of the character identified in this document.
- Through the preparation of SPG to control the care of existing shop fronts and signage and to guide the design of new.
- Through the promotion of an understanding of the area's cultural and historic significance through links with the Museum of Cardiff, schools, libraries and community groups, and the Council's adopted Public Art Strategy.
- Through the effective management of existing Council budgets, for example highway improvement and repair, and traffic management.
- Through the support of initiatives to enhance and strengthen the tourist, shopping and business role of the area through initiatives identified within the City Centre Strategy. This adopts a number of key objectives.

The City Centre Strategy adopts a number of key objectives. The following are put forward for adoption following consultation on the appraisal findings:

- To preserve historic buildings and structures,
- To preserve and enhance the character and appearance of the city centre conservation areas,
- To promote historic connections between people places and events in the city centre,
- To better reference Cardiff industrial and maritime history through new developments, visitor information and public art works,
- To identify additional funding opportunities for the protection of Cardiff's historic assets.

5.3 Recommendations.

The following recommendations summarise action to be taken on adoption:

- The character assessment and the recommendations above be confirmed as the basis for the integration of the historic environment within the Framework provided by the City Centre Strategy, and its supporting area appraisals.
- The appraisal serves as a framework for the assessment of planning applications in compliance with Section 72 of the Act.
- The boundary change recommended in the first stage of the review be adopted and advertised in accordance with the Act.

6 consultation

6.1 Consultation

This document has been adopted following local consultation.

Details of listed buildings together with other policy documents may be obtained from the Conservation Team on 02920 873485.

Active frontage	A street frontage where the buildings are used for a purpose such as shops that involves public access at street level.
Ashlar	Dressed stonework sculpted accurately into rectangular blocks with square edges.
Baroque	A lavish and theatrical style of 17th and 18th Century European architecture utilising flowing curves and flamboyant modelling.
Cadw	The Welsh Assembly government's historic environment division.
Capital	The topmost section of a column or pilaster, often ornamental.
Conservation Area	An area of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance.
Console bracket	A classical style architectural feature typically found on each side of the top of a door or window, supporting the cornice.
Cornice	A projecting horizontal ledge with decorative moulding on the underside, crowning a building or feature such as a window or door.
Cupola	A small ornamental dome on top of a roof or over the eye of a larger dome.
Doric (Order)	A classical order of architecture which is one of three orders of Ancient Greek architecture. The other two orders are Ionic and Corinthian.
Dressed stone	Stone worked to a finished face on building corners, openings or other features.
Dutch Gable	A gable with sweeping curved or stepped sides.
Fanlight	Glazed light over a door.
Enclosure	The containment of space by buildings, structures, trees or other features to create an identifiable place.
Giant-order	A feature of classical architecture whereby pilaster or column rise from the ground across more than one storey.
Gothic (Revival)	Gothic architecture flourished in Europe during the high and late medieval period. Its characteristic features included the pointed arch. The style was revived in the later half of the 18th Century and was popular throughout the 19th Century.
Hammer dressed	Stone that is hammered to a rock-faced finish which has a rugged appearance.
Ionic (Order)	A classical order of architecture which is one of three orders of Ancient Greek architecture. The other two orders are Doric and Corinthian. Ionic order capitals are readily identified by their distinctive scrolls.
Italianate style	The Italianate style was a distinct 19th Century phase of architecture inspired by the buildings of the Italian Renaissance.
Listed building	A building or other structure of specific architectural or historic importance which is afforded statutory protection by Cadw.

Locally Listed Building	Buildings that are not listed by Cadw but nevertheless are worthy of recognition because of the contribution they make to the local built environment.
Mass / Massing	The mass of a building refers to its volume and shape and is therefore the combination of its height, width and depth.
Neo-Georgian	Late 19th Century and early 20th Century style based on 18th Century Georgian domestic architecture.
Oriel window	A bay window projecting from the main wall of a building on an upper storey. They are often supported by brackets or corbels
Parapet	A low wall or barrier at the edge of a balcony or roof.
Pediment	A low-pitched triangular gable.
Pilaster	A flat representation of a column attached to the wall, rectangular in plan and projecting slightly.
Render	A plaster, lime or cement coating for outside walls.
Rhythm	The pattern created by the regular repetition of buildings, or features on a building such as pilasters, columns or windows.
Roundel	A small circular window.
Rusticated / Rustication	Stone cut with channels close to the joint, often used to suggest the power and solidity of the building. The technique is also used on a rendered buildings; giving the illusion of blocks of stone.
Scale	The proportions of a building in relation to people and the surrounding context.
Spandrels	The triangular space between an arch and a rectangular surround. They are often embellished with decoration.
Stall Riser	The panel below a shop front window which raises the window up from ground level.
Stringcourse	Horizontal band or moulding projecting from the wall surface.
Stucco	Fine lime plasterwork applied to external walls which can be worked to a smooth surface.
Terracotta	Moulded and fired clay, used for architectural detailing.
Tracery	An architectural feature of Gothic architecture and Gothic Revival whereby stone ribs are used to divide windows into different shapes or sizes.
Vista	A distant, wider view.

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Acknowledgments

- The (City Centre) Conservation Area Advisory Group.
- The Glamorgan Record Office.
- Cadw Welsh Historic Monuments.

For Contacts and Information

Conservation Team
Strategic Planning
Room 227
County Hall,
Atlantic Wharf,
Cardiff, CF10 4UW

Tel: (029) 2087 3485

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appendix 1 boundary review

Boundary Review

One of the key elements of a Conservation Area Appraisal is to review the boundary to ensure that the Conservation Area continues to demonstrate clear architectural and historic interest. The review also takes the opportunity to consider whether the Conservation Area boundary should be extended.

The Bute Street Railway Station, now known as Cardiff Bay Station, lies to the north of the existing Conservation Area boundary. This building was built in 1842 as offices for the Taff Vale Railway Company and is the only surviving building from a large group erected by the company at the rail terminus. It is now a Grade II* listed building. Although severed from the rest of the Conservation Area by a busy road junction, nonetheless, the building has strong visual links with the existing Conservation Area and is prominent on the northern gateway into the area and in views from within the Conservation Area. The building also has strong connections with the area's development and its role in Cardiff's prosperity in the 19th and early 20th Century.

Dock Lane is a pedestrian footpath running to the east of Bute Street and marks the historic divide between the residential / office buildings and the docks / railway sidings. The lane is surfaced with Pennant stone and enclosed by a long run of cast iron railings which are listed. Passing to the rear of Pascoe House and Dock Chambers, the lane has a strong visual link with these buildings and enhances their setting.

It was proposed therefore, to extend the Conservation Area boundary to include Cardiff Bay Station and Dock Lane, as shown on the map below. However, following local consultation it was proposed to extend the Conservation Area boundary further to include the soft landscaped area east of Dock Lane and a parcel of land south of Bute Place, as shown on Map 1 'Mount Stuart Square Conservation Area Amended Boundary Adopted 2009' at the beginning of this document.

For further information please contact:

The Conservation Team
Strategic Planning & Environment
City & County of Cardiff, County Hall
Atlantic Wharf, Cardiff. CF10 4UW
Tel: (029) 2087 3485