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“A Town of Many” Historic Area Assessment of Butetown, Cardiff

Project code: BTRL18

Client: Cathays High School

Date: June 2019

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"A Town of Many"

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1. SUMMARY

This report presents the results of a historic area assessment element of the community project "A Town of Many: Recording Butetown Religious Landscapes for Social Inclusion", prepared by Rubicon Heritage Services Ltd. for Cathays High School.

This historic area assessment seeks to investigate the historic interest of Butetown with a focus on the religious urban landscape. The assessment has identified nine current places of worship which cater to eleven different religious communities, with evidence for at least a further fourteen previous places of worship. The assessment identified an increase in the number of different religions and a change in the types of Christian denominations within the area which reflect the changes in population demographics from the original founding of Butetown to the present day. The initial division between English and Welsh language services declined and eventually disappeared as dwindling congregations amalgamated. Locations of places of worship were also seen to move gradually towards the periphery of residential areas from the late 19th century as trade and commerce were consolidated within the Historic Core area. This report was produced through the Heritage Lottery Fund ref. OH-18-02265.

2. INTRODUCTION

- 2.1.1. This Historic Area Assessment report considers the development of the built heritage of Butetown with specific consideration of the development of the religious landscape. This report contains a number of sections. The initial section presents an overview of the historical development of Butetown with an emphasis on the historic religious landscape. The different character areas are then outlined highlighting the built heritage and the current and former religious buildings within the study areas. The next section details Level 1 Historic Building Recording of three chosen religious buildings. The report concludes with a discussion of the distinctive character elements of the religious landscape of Butetown and its changing significance in the development of Butetown.
- 2.1.2. The Cardiff suburb of Butetown is located south of the city centre stretching south from Penarth Road to the docks and from the River Taff in the west to the A470 in the east. The area was developed during the 19th century by the second Marquis of Bute, transforming farmland and salt marsh into a purpose-built docklands and terraced housing to facilitate the export of coal from the Valleys to the north and provide accommodation for the dock workers. The influx of foreign seamen to Butetown during this time earned the area the nickname 'Tiger Bay' due to the number of different nationalities living and working there. While initially partially planned as an upmarket area, the merchant classes soon moved out to the suburbs as the docklands grew and the area quickly became rundown. Much of historic residential Butetown was levelled from the 1960s as slum clearance with council estates built in place of previous Victorian terraces, although parts of the historic street pattern still survive. The western expansion of Butetown into former mudlands and salt marsh during the mid-20th century allowed for the construction of large industrial units in that area. The docklands were redeveloped in the late 20th century to create the modern-day Cardiff Bay entertainment and tourist destination, with modern apartment blocks constructed at the south end of the former industrial area, and large modern office buildings along the north half of Dumballs Road.
- 2.1.3. Modern Butetown provides a juxtaposition of wealthier and poorer areas which indicate the hap-hazard development of Butetown subsequent to its initial planned construction. The changing character of Butetown can be charted through the historic redevelopment of the area, with the shifting dynamic of the population evidenced by the evolution of the built environment and the landscape of religious buildings. The current places of worship within Butetown cater to a wide range of denominations.

3. HISTORICAL OVERVIEW

- 3.1.1. In the 1800s John Crichton-Stuart, 2nd Marquis of Bute, financed the development of an area of reclaimed moorland to the south of Cardiff in order to create a new dockland area and accompanying accommodation and infrastructure. This was to become known as the East and West Bute docks and the residential area of Butetown. The drive for this development was born out of Cardiff's important role in the industrial revolution. During the late 1750s and 1780s large-scale iron production began to take place in South Wales, and by the mid-1800s the area had become dominant in the British iron trade (Atkinson and Baber 1987, 3). Whilst the importance of coal was originally closely linked to its use in iron production, when the South Wales iron industry collapsed in 1880 the export of coal continued and came to dominate Cardiff's industrial and economic identity (Atkinson and Baber 1987, 3; Rees 1969, 262).
- 3.1.2. The landscape of Butetown was once dominated by the Glamorganshire Canal (NPRN 34425) built in 1794 to transport iron from the South Wales valleys to the Docks for export. This was extended in 1798 when the Sea Pound (NPRN 400534) and Sea Lock (NPRN 80401) were built to give access directly to the Bristol Channel. As a result of the Cardiff's role in the export of iron, transportation and access became important components in the continued development of the city. Recognising this, the 2nd Marquis of Bute built West Bute Dock (PRN 34257) which opened in 1839 (Rees 1969, 264), closely followed by the Taff Vale Railway (NPRN 91550) in 1841 which ran between Merthyr Tydfil and Cardiff after which use of the Sea Lock declined (Hilling 1990, 184). His work was continued by his son, John Crichton-Stuart 3rd Marquis of Bute, who oversaw the construction of offices and housing within Butetown (ibid.).
- 3.1.3. The topography of the area and the infrastructure developed in the mid-19th century served to separate Butetown from the remainder of Cardiff to the north and east: the Glamorganshire Canal ran northwest-southeast before turning southwest, physically dividing Butetown in half longitudinally. The Taff Vale Railway created an elevated physical border to the eastern side of Butetown and the River Taff formed the border to the west. To the north of Butetown, the South Wales Railway created a divide between Butetown and the inner city of Cardiff. This physical landscape contributed to the formation of Butetown as a 'sailorstown', a distinct area from the city centre (Hilling 1990, 184).
- 3.1.4. Butetown was built to accommodate the increased population of workers who had come to work in the new dockland area. As well as small terrace housing, construction included the finer houses of Mount Stuart Square (NPRN 400316) and the offices of Loudoun Square. Whilst the latter areas were built to attract higher income residents, the merchant groups gradually moved to more desirable areas in the north of the town centre (Hilling 1990, 184). Further building work included the Bute East Dock (NPRN 34242) opened in 1859, the Norwegian Church (NPRN 9321) built in 1868 and the Pierhead Building (NPRN 34241) built for the Bute Docks Company in 1896. Much of Butetown served the seafarers who arrived at

the docks with many shops, taverns, dancehalls, brothels, boarding houses, equipment and instrument suppliers and places of worship meeting their various needs (Hilling 1990, 185). The increased population of this area included immigrants from all over the world, including people from the Arabian Peninsula, the Caribbean, Somalia, West Africa, Cape Verde and Norway (Runnymede 2012). Multiculturalism came to characterise this area, earning it the nickname 'Tiger Bay' early in its history. Whilst this area has been seen as a hotbed of prostitution, poverty and crime, it has also been known as a place of strong community cohesion and 'racial harmony' (Payson unpublished, 30).

- 3.1.5. In 1913 the ports of Cardiff had reached their peak in terms of the exportation of coal. During the First World War fuel oil became the dominant fuel in industry and at sea and thus the coal markets were lost (Hilling 1990, 186). With a decline in industry came mass emigration and unemployment (Payson unpublished, 29). In 1919 unplanned demobilisation at the end of the First World War, combined with an economic crisis and racism within the authorities, all fed into the outbreak of the 1919 race riots and the death of three men in Cardiff (Sherwood 1991, 52). Institutional racism was however embedded within the government, and the Special Restriction (Coloured Alien Seamen) Order of 1925 acted to exclude Black seamen from employment (Sherwood 1991, 52). Such legislation was upheld by the National Union of Seamen (N.U.S.) (Sherwood 1991, 54). This caused further unemployment amongst many Black dockland communities, of which Butetown was no exception. Additionally, due to racism experienced in the streets outside Butetown, many people avoided venturing beyond its boundaries and the segregation of this community was exacerbated (Sherwood 1991, 57).
- 3.1.6. It is arguable that the racial harmony experienced within Butetown was an act of solidarity. Ethnic groups, language groups and religious groups, worshipping and socialising together in a united defence against the racism experienced outside of their community (Sherwood 1991, 58). From the 1950s more than fifty nations were represented in Butetown; this included Norway, Panama, Cyprus, Trinidad, across West Africa and the West Indies, China, Latvia, Italy and Chile (Payson unpublished). Unfortunately, living conditions in Butetown had greatly deteriorated since the 1940s and the once upmarket offices of Loudoun Square were demolished as part of 'slum clearance' during the 1960s. In its stead residential tower blocks were erected, dramatically changing the landscape and character of the area.
- 3.1.7. The population of Butetown rebounded in 1961, with increased immigration of people from Bangladesh, India and Pakistan (Payson unpublished 29, Rumney 2012). However, further deindustrialisation of Cardiff, such as the closure of the East Moors Steelworks (NPRN 305757) in 1978, led to greater emigration and unemployment. Those jobs available were typically low waged, part time and unstable (Payson unpublished, 29). In 1981 violence broke out and, fearing ambush, police would not intervene thereby allowed thousands of pounds worth of damage to Bute Terrace (Neil 1991, 19). In 1986 it was recorded that Butetown had the highest rate of unemployment of any area in South Glamorgan (Alden et. al. 1988, 81).

3.1.8. Redevelopment of the docks began in the early 1980s and accelerated in the late 1990s and early 21st century with the construction of the Cardiff Bay Barrage and the development of the modern Cardiff Bay area. However, this was largely orientated towards the benefit of financial capital and some have observed that little appeared to have been achieved in addressing problems felt by small local firms and residential communities (Thomas 1992, 95). Currently Butetown retains its identity as a centre of cosmopolitan multiculturalism, with much emphasis being placed its holistic arts culture, in part fed by the parades for religious holidays, carnivals organised by the resident communities.

4. THE CHARACTER AREAS

4.1. Area 1 Former Timber Ponds

- 4.1.1. The Former Timber Ponds area is bounded to the north by Penarth Road, to the east by Canal Parade and Canal Park, to the south by Clarence Road and to the west by the River Taff. The area comprises predominantly office space in the north with mixed-use light industrial warehouses to the centre-west and modern housing to the south. A variety of offices and businesses line Dumballs Road along with Cardiff and Vale College. The current business and industrial nature of the north and west of the area reflect its origin in the 1890s as an industrial development of ancillary industries associated with Cardiff docks. The topography of the area prior to the initial development is still present to some extent in the line of Dumballs Road which originated as a trackway between the Glamorgan Canal and an eastern meander in the River Taff. The creation of timber ponds in the north of the area in the 1890s allowed the land to be reclaimed for subsequent development for industry in the 1940s which is reflected in the current layout of the area. The southern third of the area was developed for residential apartment blocks at the turn of the millennium.
- 4.1.2. Numbers 27-33 Tresillian Terrace (**Plate 2**) at the very north of Dumballs Road are all that remains of a housing terrace depicted on the 1st edition 1886 Ordnance Survey map, built at that time, on the edge of the marshy ground to the west. The north of the area around Trade Street was the next to be developed in the area and still retains some buildings and a stone boundary wall from the original development of the area in the late 1880s to 1890s (**Figure 2; Plate 3**). These were likely originally warehouses or offices and currently house offices, a café and an arts college. Other retained buildings in the area appear from historic mapping to have been constructed in the 1940s as further offices or warehouses and light industry workshops on an area of reclaimed salt marsh beside the River Taff. These workshops have been externally re-clad relatively recently which likely altered any earlier fabric. The remaining buildings fronting Penarth Road to the north are mostly very modern in date and primarily continue to be used as office and warehouse space, however a 10-storey apartment building 'Brickworks' is currently being constructed behind Penarth Road on Trade Street to mimic the warehouse character of the original development in the area.
- 4.1.3. Historically, the area south of Trade Street to the eastward meander in the River Taff (roughly modern day Overstone Court) was a salt marsh. A large timber pond was located in the northern half of this area from the 1890s until the 1940s when the pond and marsh were drained. A series of large, long warehouses south of Trade Street (**Plate 4**) stretching between the River Taff and the former Glamorgan Railway line was constructed around the time of the Second World War, and were interspersed with a lattice of rail tracks (**Plate 5**). Four of these warehouses remain and are currently of mixed use ranging from gym space to industrial units, and traces of rail tracks can be seen in Curran Road and in the central space between

the former warehouses. The southernmost warehouse is derelict whereas the warehouses to the north have been refurbished and now contain mixed use units. The area of the central warehouses now contains a derelict brick-built warehouse with an area of waste ground to the east, an area of carparking to the north and an area of mixed units to the south. Between the River Taff and Curran Embankment is another area of waste ground where the footprints of former structures built sometime from the 1960s onwards can still be discerned.

- 4.1.4. Both southern end of Trade Street to the northern warehouse and the length of Dumballs Road have been subject to piecemeal mixed light industrial and office development from 1950s onwards. This has resulted in a mixture of utilitarian architectural styles with some original structures refurbished in recent times to provide spaces adapted to modern business use. However, some structures are in a run-down condition and empty of tenants, and some areas of waste ground are also present around Dumballs Road including a large area to the south of Penarth Road. The northern end of Dumballs Road has been subject to regenerative development since the 1990s and includes large office buildings and the newly constructed Cardiff and Vale College.
- 4.1.5. The southwest of the area between Dumballs Road and the River Taff, bounded by Overstone Court to the north and Clarence Road to the south, contains a modern housing development of multiple apartment buildings constructed in the 2000s, with three additional apartment buildings also on the east side of Dumballs Road. Most of the area was originally a continuation of the industrial development further north and was originally the site of the Bute Iron Works, but also contained a school on Hurman Street and a short run of terraced housing backing onto Harrowby Lane (which later became the south end of Dumballs Road) which pre-dated the 1880s. Part of the former line of Hurman Street is preserved in the entrance to a small parking area off Clarence Road with access to parking off Judkin Court for flats behind. None of the original or later industrial or housing buildings survive, however the Walters Buildings, a red brick office building dating from 1915 still stands on the east corner of Hurman Street and Clarence Road
- 4.1.6. Historically there have been no places of worship within the Former Timber Ponds area as this was almost purely industrial until the turn of the 21st century. Only the recent re-purposing of industrial units into multi-purpose spaces allowed the Freedom Church to become established in such a unit at the south end of Trade Street since 2011.

4.2. Area 2 Loudoun Square Area

- 4.2.1. The Loudoun Square character area extends south from Callaghan Square to the north side of the Mount Stuart Square Conservation Area in the Historic Core (see below) and is bounded by Bute Street to the east and takes in Canal Park at its western boundary. The area is predominantly residential and includes a school and leisure facilities within Canal Park. A cluster of businesses catering to the local population are located in the area around Loudoun Square itself and extend onto the frontage of Bute Street. Six out of the nine current places of

worship within the Historic Area Assessment are located within this character area, with a further four former places of worship identified. The area has been primarily residential in nature since the former meadows and brick yard fronting Bute Street were developed from the 1850s. However, three docks fronting the Glamorganshire Canal from the south of Loudoun Square were retained initially before being gradually redeveloped from c.1900 onwards. The south of the area also initially contained the West Yard of the Taff Vale Railway which was demolished for redevelopment in the late 1940s. At the north of the Glamorganshire Canal a short run of wharves lined its east side and gradually developed to extend along the line of the canal. All buildings within the character area were entirely demolished as slum clearance from the 1960s with the exception of the Greek Orthodox and St. Mary the Virgin Churches in the north, and the Bute Street Railway Station in the southeast. The area was subsequently redeveloped and the canal filled in, and is now dominated by two tower blocks which were constructed in the middle of Loudoun Square however some aspects of the original street pattern remain.

4.2.2. The only remaining historic buildings within the Loudoun Square character area are the Greek Orthodox Church of St. Nicholas (NPRN 14226), St. Mary the Virgin's Church (NPRN 14227), and the Bute Street Railway Station (NPRN 31744) which are the only designated assets in the area, the former of which are Grade II listed and the latter Grade II*. The southern spur of Canal Park to the south of James Street is incorporated within the Mount Stuart Square Character Area.

4.2.3. The redevelopment of the character area began before the 'slum clearance', with the construction of West Close on the site of the former West Yard in the 1950s. Subsequent development after the clearance of terraced housing and remaining industrial structures north of West Close appears to have taken place in at least fourteen build phases between the 1960s and present day. Anecdotally, the slum clearances were reported not to have been finished when Butetown started to be redeveloped in the 1980s and 90s. The redevelopment of the Loudoun Square character area began in the 1960s with the construction of the Loudoun Square tower blocks, Loudoun House and Nelson House, in the centre of Loudoun Square, followed by blocks of new terraced housing to the north and later south (**Plate 6**). Parts of this redevelopment have themselves been subsequently redeveloped, with townhouses in the northwest periphery in the 2000s and smaller blocks of in-fill development continuing into the 21st century. Elements of the former street pattern are retained within the earlier, 1960s phases of housing development, with Loudoun Square, Christina Street, the eastern two thirds of Maria Street being fully retained. The line of Angelina Street has been roughly maintained, although extended slightly northwards and its southern half now meanders. The redevelopment of the area around the Greek Orthodox Church and St. Mary's Church only retained the line of North Church Street with new access created to the Greek Orthodox Church. All cross-streets, with the exception of Maria Street, were destroyed and a green

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- space created south of St. Mary's Church. Alice Street and Hannah Street were fully retained in the south.
- 4.2.4. Architecturally, all phases of development were typical of their time and generally reflect the poorer socio-economic status of the area. The Loudoun Square tower blocks and 1960s terraces were standard construction for Council Housing developments, and the 1950s housing around West Close is architecturally very similar to contemporary developments in other suburbs of Cardiff. Attempts appear to have been made in more recent decades to improve the streetscape in the area, with the meander of the southern part of Angelina Street and the pedestrianisation and street furniture additions to Christina Street. The entrance to and area around the Loudoun Square tower blocks has also been recently upgraded and re-landscaped as part of the redevelopment of the east side of the Square in the early 2010s.
- 4.2.5. The current character of the residential area differs from the historic character through the break-up of the typical lattice of Victorian terraced units to create smaller terraces, although this was partially constrained by the retention of aspects of the historic street pattern. In the early redevelopment areas around Christina Street and south of Hannah Street this manifests as the juxtaposition of short terraced rows, whereas immediately south of Loudoun Square, where the historic street pattern is less retained, units are more usually arranged around a central courtyard area. The 21st century redevelopments also incorporate a courtyard or cul-de-sac to create a sense of shared space which was lacking in the initial redevelopment and which the pedestrianisation of Christina Street has sought to redress. Community space is also provided by Canal Park which retains the line of the Glamorganshire Canal and extends from the current Canal Parade southwards, beyond the limit of the Loudoun Square character area, to the line of the A4232. Part of the original canal wall has been retained as the rear plot boundary to the houses on the west side of West Close, and the line of the towpath is reflected in the concrete path along the east side of the park. The previous industrial elements of the Loudoun Square character area along the canalside, to the north of Hannah Street and in the former West Yard have been entirely replaced by housing stock. Commercial units are now solely present around Loudoun Square, with two restaurants in the southwest corner and a row of shop units to the east side fronting Bute Street.
- 4.2.6. Places of worship have broadly maintained their historic locations within the character area, however the constitution of faiths has altered over the lifetime of Butetown as the population demographic has changed. The original historic structures of two places of worship are still present, two or three further buildings represent redevelopments of places of worship on their original site, and one or two places of worship have been added (available sources are imprecise). Conversely, three places of worship within the character area have been lost during redevelopments in the 1960s and 1980s.
- 4.2.7. The Church of St. Mary the Virgin and the Greek Orthodox Church of St. Nicholas, both on North Church Street in the north of the character area, retain their original historic structures,

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- although both have been altered to some degree. The Church of St. Mary the Virgin (**Plate 7**) was one of the first buildings to be constructed in the area, built in 1843 to replace St. Mary's on Wood Street, and subsequently modified in 1884 and enlarged in 1907 (British Listed Buildings; Coflein). The Church of St. Nicholas, which was consecrated in 1919, was constructed in 1906 on land which was formerly the site of the Bute Dock Brewery paid for by money raised from Greek sailors (Coflein). The building was restored in 1985 and 1991, with a portico added in 2006 (British Listed Buildings) (see **Section 5.2**).
- 4.2.8. St. Paul's Methodist Church on Loudoun Square Place (**Plate 8**) was rebuilt in its present form in 1966 on the same site as an original, larger church. The current two storey yellow brick and pebble dashed structure replaced a Gothic style gable entry church originally constructed in 1856 and demolished during the 'slum clearance'. The current Noor El-Islam mosque on Maria Street was built in the 1997 as a two-storey red brick rectangular structure (**Plate 9**). This replaced the former Peel Street mosque originally constructed in 1947 in the traditional, domed Arabic style with white painted render and minarets (Peel Street itself having been destroyed in the 1960s) (Coflein). This was the first purpose-built mosque in Wales, and although initially constructed by Yemeni sailors the current congregation is primarily Somali who worship in the Salafi-Sunni tradition. The Vine Community Church in Maria Street (**Plate 10**) has been occupied by the New Testament Church of God since 1985 which is one of the largest black majority churches in the UK (ntcg.org.uk). The current red brick building was opened on 11th November 1972. It may have replaced an earlier building occupied by a body called the Welcome Mission, originally known as the Angelina Street Mission, founded in 1906, although the Mission may not have occupied a formal church but rather met in a suitable space. From 1986 the Welcome Mission amalgamated with the Hannah Street Mission Church, by then in Pomeroy Street (see below) (Glamorgan Archives DX819).
- 4.2.9. The South Wales Islamic Centre (NPRN 408815) (**Plate 11**) was constructed on the corner of Alice Street and Hannah Street in the 1970s. It was constructed in red brick in the classic Arabic style with a bronze dome and minaret on the north side (Coflein) and houses a Yemeni mosque and Islamic centre.
- 4.2.10. The three identified places of worship which have been lost are all in the same small area around Loudoun Square Place and Hannah Street (**Figures 3 and 4**). A 'Capel' was located on the corner of Loudoun Square and Loudoun Square Place on OS mapping from 1901 onwards. This was Capel Bethania, a Welsh language Calvinist chapel founded in 1853, located opposite St. Paul's Methodist Church (although recorded on the Coflein database as the same place NPRN 9322). St. Paul's Methodist Church, from 1933 known as the "Cardiff Loudoun Square Coloured Mission", bought Capel Bethania in 1938 with a view to setting up a children's home (Lloyd 1992; Rose 2013). This building was also demolished during the 1960s redevelopment of Loudoun Square. Immediately south of St. Paul's Methodist Church, on Hodges Row, was St. Michael's Mission Church of which very little is recorded. It was

identified on the 1886 first edition OS map as 'St. Paul's Free Church', then in the 1901 OS map as 'Mission Church' and its services were listed in newspapers of the time. An English language Congregational Chapel was built in Hannah Street in 1868 (NPRN 9256) however records of the evolution and development of the site are contradictory, with accounts of rebuilding, change of use and change of hands. A chapel is depicted on Hannah Street from the 1886 1st edition OS map until at least the 1951 OS map.

4.3. Area 3 Historic Core

- 4.3.1. The Historic Core character area is located around James Street and retains the greatest historic integrity of the character areas within Butetown. The north section of the area follows Clarence Road to James Street and encompasses Mount Stuart Square and the buildings alongside Bute Street and West Bute Street. The southern border of the area encompasses the buildings of Louisa Place down Adelaide Street to Stuart Street and along the northern boundary of Hamadryad Park to the River Taff. The area takes in the entire Mount Stuart Square Conservation Area which was designated in 1980, the boundary of which encompasses the buildings which line Mount Stuart Square, Bute Street and West Bute Street. The Historic Core character area is a mix of commercial and residential properties. Commercial premises primarily line the main thoroughfares of James Street, Bute Street and West Bute Street, with Mount Stuart Square consisting of a mix of historic commercial and modern residential properties (**Plate 12**). The area appears to have begun as mixed development, with commercial properties gradually becoming more prevalent around the three main roads and Mount Stuart Square as trade became more focussed here during the latter half of the 19th century. The original terraced housing to the south of James Street around the current Louisa Place was subject to the same slum clearance and redevelopment in the 1960s as the Loudoun Square character area. Modern 21st century apartment buildings and town house developments are now present in the west part of this area around Harrowby Street and the northwest corner of Mount Stuart Square.
- 4.3.2. All forty-six Listed Buildings within the Historic Core character area occur within the Mount Stuart Square Conservation Area and will not be listed here. Two of these buildings are relevant to the religious landscape of Butetown, these being the Imam Ali Centre in the former St. Stephen's Church (NPRN 14304) and the site of the former Siloam Chapel (NPRN 423042), both in Mount Stuart Square.
- 4.3.3. The Historic Core area has been subject to less redevelopment than the Loudon Square or Cardiff Bay character areas due to the higher socio-economic status of the buildings including higher status terraces south of Clarence Road. However, lower status terraced housing to the south of James Street between the former line of Bute Street and Canal Park was redeveloped. The 1970s cul-de-sac of Louisa Place has removed all traces of the former street pattern while retaining the historic name, however Adelaide Street and much of Stuart Street remain. The residential redevelopments of the area again reflect the architectural style of their time, being

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- small, plain units of terraced housing within Louisa Place and terraced units of apartment blocks lining the south of James Street.
- 4.3.4. Further low status terraced housing between Harrowby Lane and Harrowby Street was redeveloped in the early 21st century with townhouses and apartment buildings. The commercial or light industrial buildings originally south of Harrowby Place were redeveloped to construct the Bellavista Care Home in the late 20th century, however most of the warehouse buildings along the east side of Burt Street, along with those to the east side of Canal Park, have been retained and adapted for use as offices or housing. Pockets of residential in-fill development have taken place in the late 20th and early 21st century among the terraced housing south of Clarence Road (**Plate 13**). These terraces are typical of other late Victorian terraces in Cardiff, built as speculative development during the 1890s, with small build units visible within the street fronts. These terraces were slightly higher status than those in the remainder of Butetown, which were built during the third quarter of the 19th century, with the exception of Loudoun Square and Windsor Esplanade.
- 4.3.5. The southwest part of the Historic Core character area has also historically included more amenity facilities than the other character areas, with a purpose-built school constructed among the terraced housing. The only other education facility at the time was the Industrial School Ship Havannah in the northwest of the Timber Ponds area which ceased to operate in 1904 (childrenshomes.org.uk). The Royal Hamadryad Seamen's Hospital was constructed in 1905 to the south of the terraced housing, along Ferry Road, to replace the former HMS Hamadryad hospital ship moored nearby. The hospital closed in 2002 and was subsequently developed for residential use. The area south of Clarence Road is now almost exclusively residential in character rather than mixed residential/industrial mirroring the decline in industry and redevelopment of Butetown. Newer amenity facilities including Mount Stuart Primary School highlight the predominantly residential character of the area south of Clarence Road and James Street, but juxtaposes with the more recent commercial and leisure redevelopment of the Cardiff Bay character area to the immediate southeast.
- 4.3.6. The creation of the conservation area of Mount Stuart Square has not prevented modern development within the area, but the area retains a high historic integrity. Most historic buildings retain their original functions as office or commercial space, however, 21st century developments to the north and west of the Square provide modern apartment buildings bring a residential aspect which was previously absent. The redevelopment of the central Coal Exchange building into a hotel has provided facilities for tourists which was unnecessary in the area up to the redevelopment of Cardiff Bay in the 2000s.
- 4.3.7. The Historic Core character area has seen the greatest change in religious landscape with two current and six identified former places of worship. This change is likely due to the increased focus of trade and industry within the area of Mount Stuart Square, James Street and West Bute Street from the late 19th century. This likely decreased the suitability of the area to cater

for the needs of the local residential population, presumably those living in the terraced housing to the south, although the two grandest places of worship remained in use for much of the 20th century. Formerly, three chapels and one church were present around Mount Stuart Square with two further churches on Pomeroy Street and anecdotal evidence for an early chapel in James Street which went out of use c.1855 (Glamorgan Archives D472). St. Stephen's Church on Mount Stuart Square (NPRN 14304) (**Plate 14**) is the only extant purpose-built place of worship remaining within the character area and was originally built in 13th century Gothic style as a Chapel of Ease to St. Mary's Church. St. Stephen's church was built in 1900-2 to replace a temporary cast-iron church originally built in 1878. It was deconsecrated in 1992 and became a community centre and theatre until 2001 after which it was used as the music venue The Point (Coflein; British Listed Buildings). This closed in 2009 and the building is now the Imam Ali Centre, a Shi'a mosque. The only other current place of worship is the True Jesus Church, a Chinese Christian church located in former commercial premises on West Bute Street. While the building of St. Cuthbert's Church still stands in Pomeroy street (see **section 5.3** below), as of 2019 it is no longer used as a place of worship.

- 4.3.8. The three former chapels located around Mount Stuart Square were the Siloam Baptist Chapel (NPRN 9289), the Mount Stuart Independent Chapel (NPRN 9260) and the Bethel Baptist Chapel (NPRN 14302) all constructed in 1858 (Coflein; British Listed Buildings). The Siloam Chapel went out of use by 1901 when much of its fabric was incorporated into the Phoenix Building which currently stands on the site. The Mount Stuart Independent Chapel was located on the site of Baltic House which was constructed in 1915, by which time the chapel was presumably demolished. The Bethel Baptist Chapel remained in use until 1955 when the congregation moved to the former Welsh Congregational Church in Pomeroy Street (see below). Thereafter the building became the Casablanca Club and was eventually demolished in 1996. The site is currently a carpark. (Coflein; Glamorgan Archives ref. D472).
- 4.3.9. The former Welsh Congregational Church in Pomeroy Street (NPRN 14303) was constructed in 1912 to house worshipers from the Welsh Congregational Chapel in Mount Stuart Square, presumably from the Mount Stuart Independent Chapel (Glamorgan Archives ref. DECONG18). In 1955 when the congregation merged with that from the Bethel Baptist Chapel (see above) it was renamed the Bethel Congregational Chapel (Coflein). The last service was held in 2000 after which the building was demolished, and a short row of terraced housing erected. St. Cuthbert's Catholic Church (NPRN 421461) dates from c.1930 and was constructed alongside a pre-existing Catholic school. The church building is currently still extant although no longer in use as a place of worship.

4.4. Area 4 Cardiff Bay

- 4.4.1. The Cardiff Bay character area encompasses the modern redevelopment of the former docks and still retains some of the original docks. The area is bounded to the west by the buildings fronting Havannah Street, takes in the Mermaid Quay carpark to the north across to the east

end of James Street and round the south end of the A470, with the east side defined by Bute Place, Britannia Quay and Harbour Drive. This area includes the main Pierhead Conservation Area which was designated in 1984, the remainder of which is included within the Hamadryad Park character area. The Cardiff Bay character area is primarily composed of modern leisure and commercial buildings constructed during the redevelopment of the area in the late 1990s and early 2000s. However, a short terrace of historic buildings still survives along Bute Crescent and the Bute West Dock Basin opposite has been infilled and redeveloped into the open area Roald Dahl Plass (**Plate 15**). Of the original industrial features, the iconic Pierhead building on Roald Dahl Plass, the Pilotage House on Stuart Street, the Graving Docks including a Power House to the west also remain.

- 4.4.2. Ten Listed Buildings and the three listed Graving Docks lie within the Cardiff Bay character area, along with nine other listed structures and features highlighting the wealth of industrial heritage still present within this heavily redeveloped area. No places of worship currently exist within the area, and of the four which formerly existed only the Norwegian Church Arts Centre (NPRN 9321) is extant although in a different location (see **Section 5.1**).
- 4.4.3. The Cardiff Bay character area was extensively redeveloped in the late 20th and early 21st century, when the layout of Stuart Street was altered during construction of the Queens Gate Tunnel which runs beneath the area, and the modern recreation area of Mermaid Quay was created in the place of former terraced housing. To the east of Roald Dahl Plass, the 21st century Wales Millennium Centre and Senedd building juxtapose with the Pierhead building to provide an architecturally striking leisure space with further modern office buildings behind. The open leisure area continues around the landscaped entrance to the former Bute West Dock Basin to incorporate the relocated Norwegian Church Arts Centre in the east and former the Graving Docks and modern St. David's Hotel in the west. Residential units are only present in modern apartment buildings with retail units beneath, and a small modern apartment building which front the west and north of Mount Stuart Graving Docks respectively. While Cardiff Bay has maintained some of the iconic infrastructure from the docklands heyday the function of the area has fundamentally changed from one of industry and trade to that of recreation.
- 4.4.4. Three former places of worship were located within the Cardiff Bay character area and one former place of worship was relocated to the area in the late 20th century. All Souls Church/Seamen's Institute (NPRN 302127) was constructed to the west of the Bute West Dock Basin in 1891. While resembling a Gothic-style church, the building was dual-purpose with an institute to the ground floor and the church above. It was deconsecrated in the 1950s and demolished in 1987 (Coflein). The Bute Street Gospel Chapel (NPRN 11785) was located at the south end of Bute street and was also demolished during the same episode of redevelopment in 1987 (Coflein). The youngest place of worship within Butetown was the Lightship 2000, a boat which hosted the United Reformed Church, that was moored in the

Bute East Dock Basin from 1993 to 2013, after which it was sold and removed. The former Lutheran Norwegian Church (NPRN 9321) was dismantled from its former site to the east of Bute West Dock in 1987 and rebuilt in 1992 as the Norwegian Church Arts Centre at its current location (Coflein) (see **Section 5.1**).

4.5. Area 5 Hamadryad Park

- 4.5.1. The final character area within this assessment is Hamadryad Park which incorporates both Hamadryad Park and the Cardiff Bay Wetlands Reserve, along with the listed buildings of Windsor Esplanade and Bute Esplanade, the Cardiff Yacht Club and the modern A4232 Link Road. The area is delineated by the northern boundary of Hamadryad Park across to the north end of Havannah Street before following the east edge of the Cardiff Bay Wetlands Reserve. The southern and western boundaries of the area follow the shorelines of Cardiff Bay and the River Taff. Up until the 20th century most of the character area consisted of mudflats and salt marsh between the River Taff, Cardiff Bay and land to the north. The Tithe map of 1845 shows a small spit of salt marsh pasture protruding into an area which was otherwise water. The spit was subsequently enlarged, and the seafront reinforced when the northeast end of Windsor Esplanade and North Terrace were constructed from the 1850s to 1870s. Further landmass was created during the 1890s when terraced housing was constructed on the former Dumballs Marsh to the north of the area where the Royal Hamadryad Seamen's Hospital was also subsequently constructed in 1905. Ordnance Survey mapping from 1901 onwards labels the area south of the hospital and Windsor Esplanade as 'mud' and delineates a channel through it leading from the southern entrance to the Glamorganshire Canal.
- 4.5.2. The character area contains twenty-one Listed Buildings which includes the entire original Windsor Esplanade terrace (NPRN 307752) and nos. 3 and 4 Bute Esplanade, all of which are Grade II listed. No identified current or former places of worship exist within this character area.
- 4.5.3. The Hamadryad Park character area remained entirely residential until the 20th century but did not escape the slum clearance of the 1960s and '70s. This resulted in the demolition and redevelopment of terraced housing behind Windsor and Bute Esplanades along with alterations to the historic street pattern which continued with the construction of the Butetown Link Road in the 1990s. The 19th century terraced housing was replaced by short blocks of terraces also seen in Louisa Place. When Cardiff Bay began to be developed around the turn of the millennium the areas south of the Hamadryad Hospital and Windsor Esplanade were extended southwards into the previous area of mudflats to create amenity and leisure space and a further residential apartment block was constructed at the southwest end of Windsor Esplanade (**Plate 16**). The Hamadryad Park (NPRN 423283) and Cardiff Bay Wetland Reserve (NPRN 422080) which together encompass about 14-acres were constructed after the Cardiff Bay Barrage was erected in 1999 creating a 198-hectare freshwater lake.
- 4.5.4. No current or former places of worship have been identified within this character area.

5. RESULTS OF LEVEL 1 BUILDING RECORDING

5.1. Norwegian Church Arts Centre

- 5.1.1. The Norwegian Church Arts Centre, Canolfan Gelfyddydau'r Eglwys Norwyaidd a Siop Goffi Norsk, (NPRN 9321) is currently situated at the Bute East Dock in Cardiff (NGR ST 19375 74243) (**Plates 17 and 18**). Originally sited on the southeast side of West Bute Dock to the north of its current location, the building was known as the Norwegian Chapel or the Norwegian Iron Church (Edwards 2018). The original chapel was constructed in 1869 out of a timber frame prefabricated in Norway, and corrugated iron sheets to allow it to be easily moved. The original church was of long-wall entry plan with integral tower and spire, and was extended in 1883 and 1894 when the reading room was enlarged, and again in 1885 when a gallery and bell-tower were added. The church gradually became disused during the decline of Cardiff docks in the 1950s and was eventually deconsecrated in 1974 (Roese). When the area was redeveloped in 1987 the building was dismantled by the Norwegian Church Preservation Trust and in 1992 was rebuilt at its current location at the Bute East Dock.
- 5.1.2. The current structure was rebuilt to the extended plan of the original building. Some large baulks of timber and wide floorboards were retained from the original building and incorporated into the new building frame and flooring respectively (Coflein). The general aesthetic, architectural features and plan of the structure were retained, with white painted exterior walls, Gothic windows, a circular window, bell tower and apse, although the cast iron walls have been replaced. The majority of the structure is clad in shiplap timber boarding, the roof is custom-made sheet steel and the foundations are grey engineering brick (Edwards 2018). Internally, the pulpit, one side window, the chandelier and model ship were retained from the original structure. Two of the windows are stained glass, one of which is a recent addition. In its current location the Norwegian Church is in use as an Arts Centre and Coffee Shop.

5.2. St. Nicholas Greek Orthodox Church

- 5.2.1. The Grade II listed St. Nicholas's Greek Orthodox Church (NPRN 14226) (**Plate 19**) is located on Greek Church Street in North Butetown (NGR ST 18639 75679). The decision to build a Greek Church was taken by the Greek community in 1873, however it wasn't until 1905 that a lease was agreed. Until then the Greek community worshiped in temporary structures including, for a time, in the Norwegian Church. The church dedicated to St. Nicholas was built on the site of the former Bute Dock Brewery in 1906 by James and Morgan of Cardiff with money raised by Greek sailors and was consecrated in 1919. The church has remained in use continuously in the same tradition. A building beside the church, built in 1915 and rebuilt in 2012, originally housed the Greek school and is now a community hall and the priest's house (Salapatas 2019).

5.2.2. The building was constructed in the Byzantine style with a long wall entry plan, round headed stained glass windows, a large central dome and an apse with a half dome roof. The external walls are red brick with accents of yellow sandstone, the roof is tiled with slate and the domes are constructed from metal sheets. The church has undergone restoration and repair work in 1985, 1991 (Coflein), and a portico was added to the front in 2006 for the church's centenary. The exterior is decorated with mosaics at the entrance and the interior is richly painted with gilded murals. The building remains in use as a place of worship.

5.3. St. Cuthbert's Church

5.3.1. St Cuthbert's Catholic Church is located on the corner of Pomeroy Street and Clarence Place in the southern area of Butetown close to the dockland area (NGR ST 18587 74516). A school was built on Pomeroy Street in the 1890s contemporaneously with the surrounding terraced housing. The southwestern wing of the school, the school hall, is the only surviving part of this building and is currently incorporated into the church as a community hall. The church itself was constructed abutting the school hall in the late 1940s, and latterly shared the space with the Ukrainian Orthodox Church of St. Theodore or Tarsus. The final services were held in the church in 2019.

5.3.2. The church was constructed a utilitarian style with lobby entry plan from red brick with concrete sills and lintels and a half-hipped gable roof of slate tiles, probably to echo the aesthetic of the school buildings to the northeast (**Plates 20 to 22**). A bricked-up doorway is present in the southwest wall, indicating a former entrance. Internally the building is plain, with metal roof trusses visible and a simple stained-glass window at either gable end. The chancel is elevated by three steps and a small vestry room is present to either side. Some original interior features, such as radiators, doors and tongue and groove wainscoting remain intact. The main hall has a central folding dividing screen. The lobby area contains a kitchen and W.C. to one side and a room connected to the main hall via a hatch to the other.

5.3.3. The former school hall, built c.1890, is red brick with a stone sill string course and slate roof with corrugated metal sheet cladding to the southwest gable end where it is abutted by the church. The northeast wall was rebuilt when the abutting terraced houses were constructed in c.2015. A plaque commemorates the renovation of the community hall in 2004.

6. DISCUSSION

- 6.1.1. This Historic Area Assessment has outlined the evolution of the development and character of Butetown from its origins as a purpose-built residential and industrial district through to its modern incarnation as a highly mixed suburb which juxtaposes residential, commercial, industrial and recreational areas. Aspects of all elements of this transition via the area's heyday as the centre of import and export in South Wales into its downturn and the eventual slum clearances of the 1960s and '70s are still evident throughout the area. While most areas still retain original historic features to some degree, these have only been capitalised on in the Historic Core, Cardiff Bay and Hamadryad Park character areas where redevelopment has occurred around them in recent times with varying degrees of sensitivity. Various elements of the historic street pattern have also been retained in all character areas.
- 6.1.2. While the shoreline of the working docks has been maintained (with the addition of Hamadryad Park and the Cardiff Bay Wetlands Reserve to the west) most other infrastructure associated with Butetown's history as the premier coal port in the world (Rees 1969, 271) has gone from the area assessed within this report. Only ghosts of features remain such as the green ribbon of Canal Park, the in-filled former West Bute Dock Basin (now Roald Dahl Plass), and feathers of rail tracks beside warehouses.
- 6.1.3. Isolated elements of the historic docklands survive in occasional re-purposed buildings such as the refurbished studio warehouses along Canal Park. Evidence of Butetown's importance as a trade and commercial centre in the late 19th century is still present in the buildings of the Mount Stuart Square conservation area. The decline in importance of Butetown from an export hub and the change in focus to industry in the post-war period, along with the decline of the timber trade is evident in the creation of the large industrial estate on reclaimed land in the area of the Former Timber Ponds. Large 1960s housing estates bear witness to the slum clearances of that era, with pockets of higher socio-economic status terraces remaining in the southwest of the Historic Core area. Recent redevelopments and 'placemaking' is evident in all Character Areas, ranging from new street layouts and pedestrianisation within the Loudoun Square area to the entire redevelopment of Cardiff Bay, including higher status apartment blocks and the creation of Hamadryad Park and Cardiff Bay Wetlands Reserve.
- 6.1.4. Both the Loudoun Square and Historic Core areas mostly retain their original function, being industry and commerce respectively, although pockets of modern residential development are present within both areas. Each other Character Area has undergone a change in function from its original founding, with the Hamadryad Park area being almost entirely a modern construct. These changes in character have occurred during very recent development in the previous thirty years starting with the redevelopment of the former dock area at Cardiff Bay into the modern recreation destination. The north half of the Former Timber Ponds area has mostly retained its industrial function, with some buildings refurbished to accommodate offices and commercial units, however a new multi-storey apartment block is currently being

-
- constructed. The south of the Former Timber Ponds area has lost its original industrial function since the redevelopment of the area into apartment buildings at the turn of the millennium.
- 6.1.5. Changes in the character of Butetown can be similarly reflected through the evolution of its religious landscape. This reflects not only the changing function of some of the character areas, but also reflects the changing demographic of the population. The number and proximity of the places of worship built while the area was originally being developed in the 19th century is telling, as is that St. Mary the Virgin Church was one of the first structures to be built. Six of the ten places of worship on the 1901 OS map (three of which were not explicitly labelled as places of worship) represent different Christian denominations, with the Norwegian Church in its original location just outside the area representing yet another. Of the places of worship of the same denomination, these seem to have been distinguished by language, catering to either a predominantly English- or Welsh-speaking congregation. Changing population demographics can be seen through the ebb and flow of these various congregations and the creation of new places of worship throughout Butetown to cater for an altered population or new immigration. Chapels moved out of Mount Stuart Square within c.50 years of their founding due to the increased domination of trade within that area, and their congregations moved to other places of worship in the vicinity.
- 6.1.6. The influence of immigration in the area on the population demographic can be demonstrated through the evolving religious landscape of Butetown. The amalgamation or disappearance of various Christian congregations during the early 20th century point to the emigration from the area of the original (majority Welsh?) population, the more well-off of which reportedly moved to suburbs like Roath. The construction of the Lutheran Norwegian Church in 1869 illustrates the importance of immigration in Butetown from the very early days of Cardiff Docks. The construction of the Greek Orthodox Church in 1906, and the Peel Street mosque as the first purpose-built mosque in Wales in 1947 indicates the need to cater to the different faiths of the growing immigrant population, in the latter case Islam from Yemen. While the distinction between the various different places of worship was initially based on Christian denomination and the Welsh/English language, there is now also a distinction between Christian and Islam. Both religions are further divided by denomination and also by nationality.
- 6.1.7. This report can only highlight changes in purpose, function and demographics of the area through recorded structures and available records. However, these records provide occasional details of some informal places of worship which were not within purpose-built structures, and it is these which are likely to represent the marginalised population of immigrants within Butetown. For example, at least one mid-19th century chapel is recorded along James Street from where the congregations of Bethel Baptist Chapel derived (Glamarchives). A further place of worship known as the 'Upper Room' housed the fledgling

Angelina Street Mission (Glamorgan Archives DX819). The 'Upper Room' was gutted by fire, and it may be only this even which lead to the construction of the more formal place of worship. There would undoubtedly have been similar informal places of worship within the area which were never formalised by their congregations. In the case of the former Peel Street mosque, this may have originally occupied three terraced houses, as plans exist within the Glamorgan Archives for their proposed conversion (Glamorgan Archives CB/S/1/33848).

7. FURTHER RESEARCH

7.1.1. The Historic Area Assessment of Butetown has identified incomplete and contradictory information about Places of Worship within the known historical resource which could be clarified from further research. These include;

- Scant records for St. Michael's Church on Hodges Row. The structure appears to have been cast iron, at least initially, however further details of its establishment, history, physical appearance and eventual demolition were not able to be ascertained within the research bounds of this report.
- The development of the Hannah Street Mission including the re-construction of the building and the relative location of the structures is unclear.
- The location, origins, form and development of the original Angelina Street Mission and its association with the St. Paul's Mission Church require clarification. The Angelina Street Mission has been linked with a previous Huguenot church which stood near the Peet Street Mosque (st.maryscf10.co.uk), but no records of this church exist.
- The form and fate of Capel Bethania on Loudoun Square are uncertain.
- The construction of the Bute Street Gospel Hall is of uncertain date as is the fate of its congregation.
- The location, form and construction on previous chapel/s on James Street requires clarification.
- The Bethel Baptist Chapel may have been associated with the New Testament Church of God either before or contemporary with the building being used as the Casablanca Club.
- Two chapels are noted by Rees in Patrick Street before 1855, however no further record of them could be found within the scope of this report.
- Rees also notes the Bute Street Methodist Church established c.1855-1865 however the location of this potential building is unknown.

7.1.2. There is the potential for further work on how changing population demographics are reflected in the placement and evolution of the religious landscape:

- How did the spread of the different nationalities and religions within Butetown affect the placement of Places of Worship?
- Do the denominations of Places of Worship accurately reflect the changing pattern of immigration into Butetown and the nationalities of sailors visiting there?
- What other informal Places of Worship existed within the Butetown religious landscape which were not housed within religious buildings?

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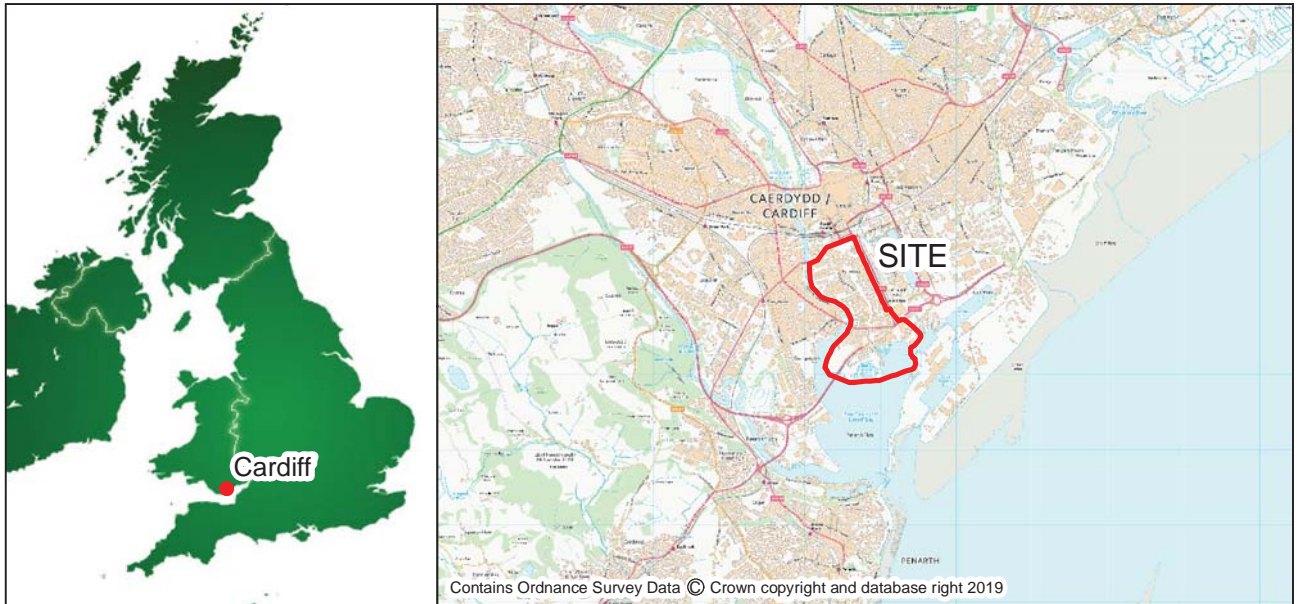
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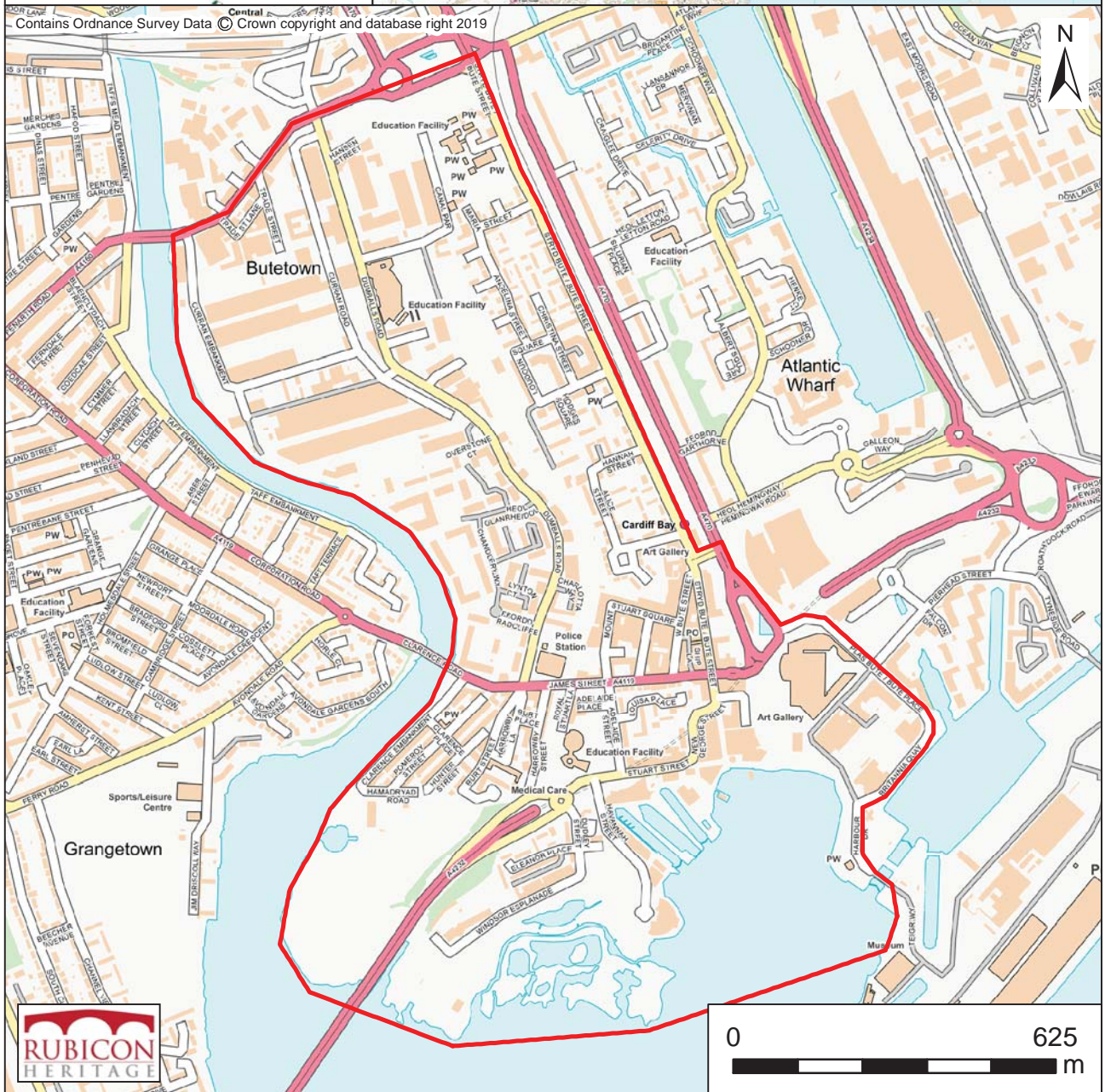


Figure 1 - Butetown, Cardiff: Historic Area Assessment, project extent.

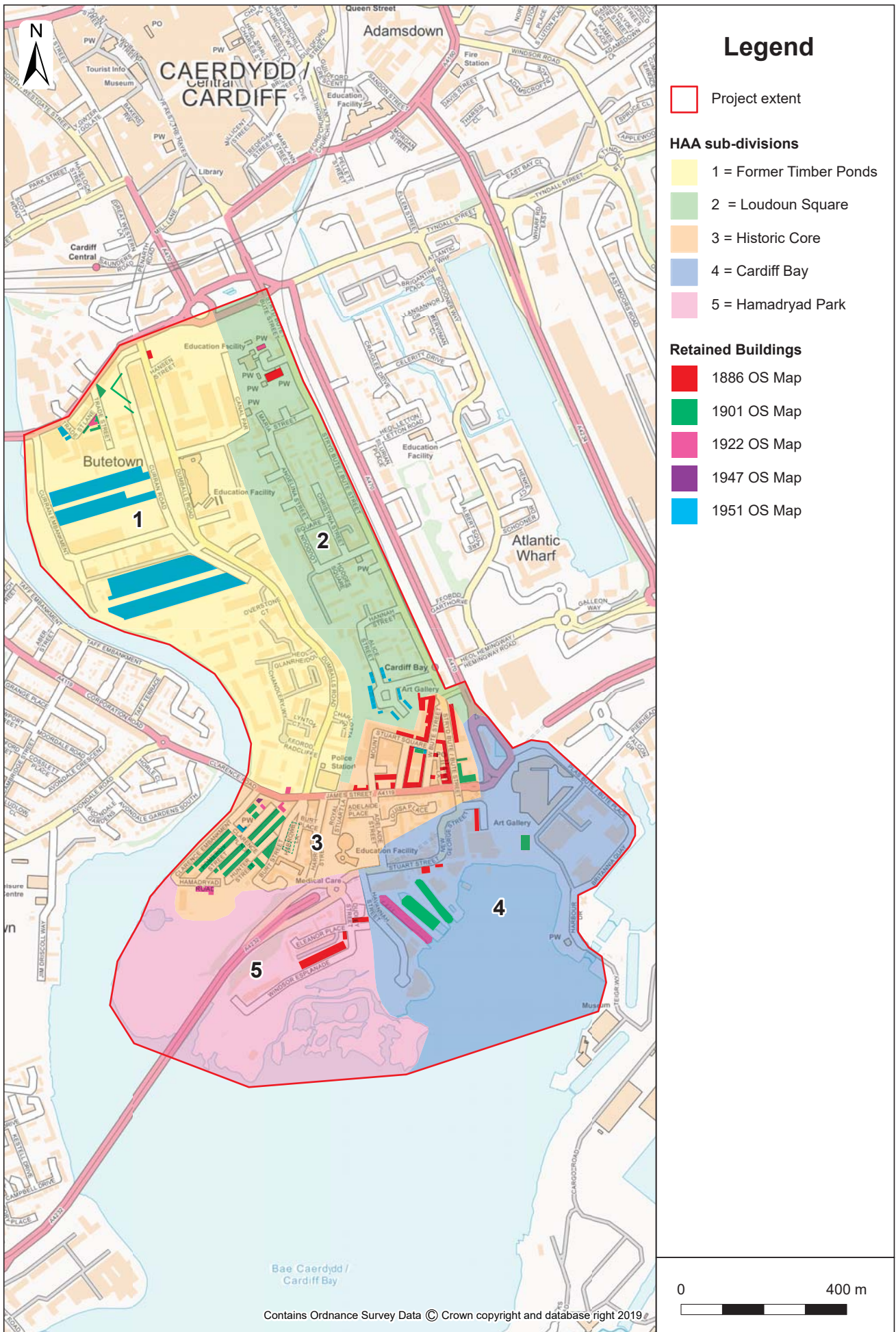


Figure 2 - Historic Area Assessment sub-divisions showing retained historic structures.

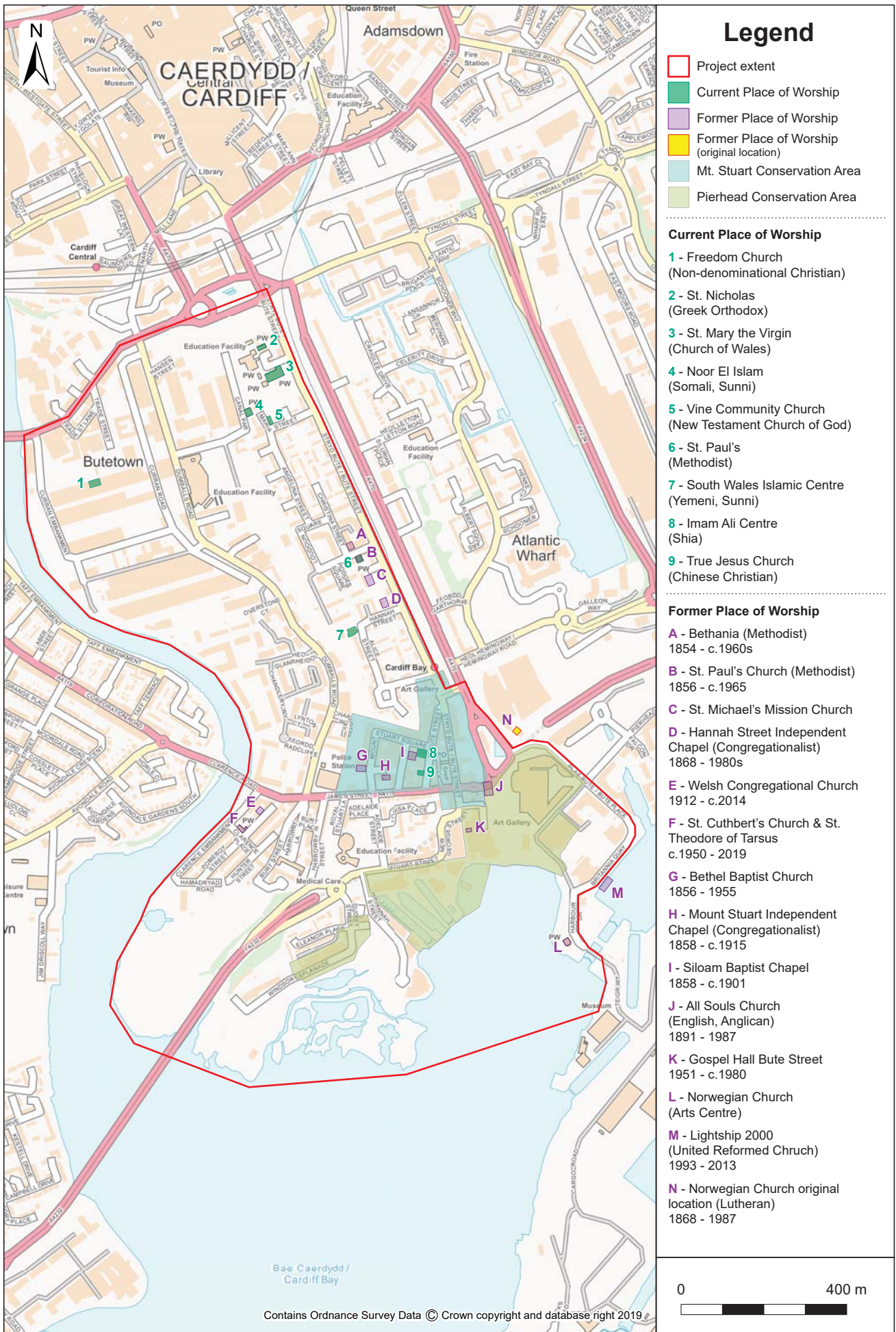


Figure 3 - Current and Former Places of Worship.

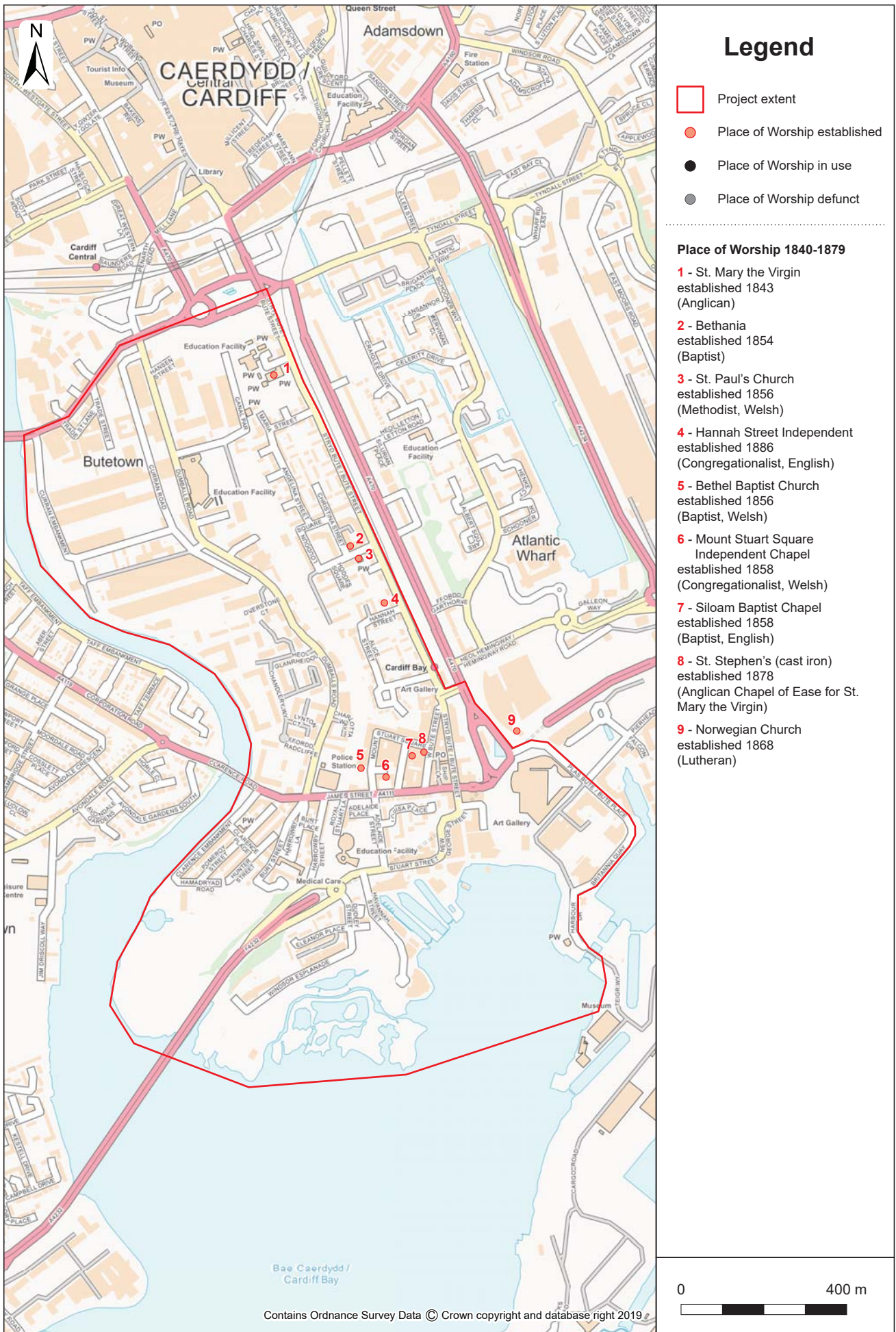


Figure 4.1 - Places of Worship 1840 - 1879.

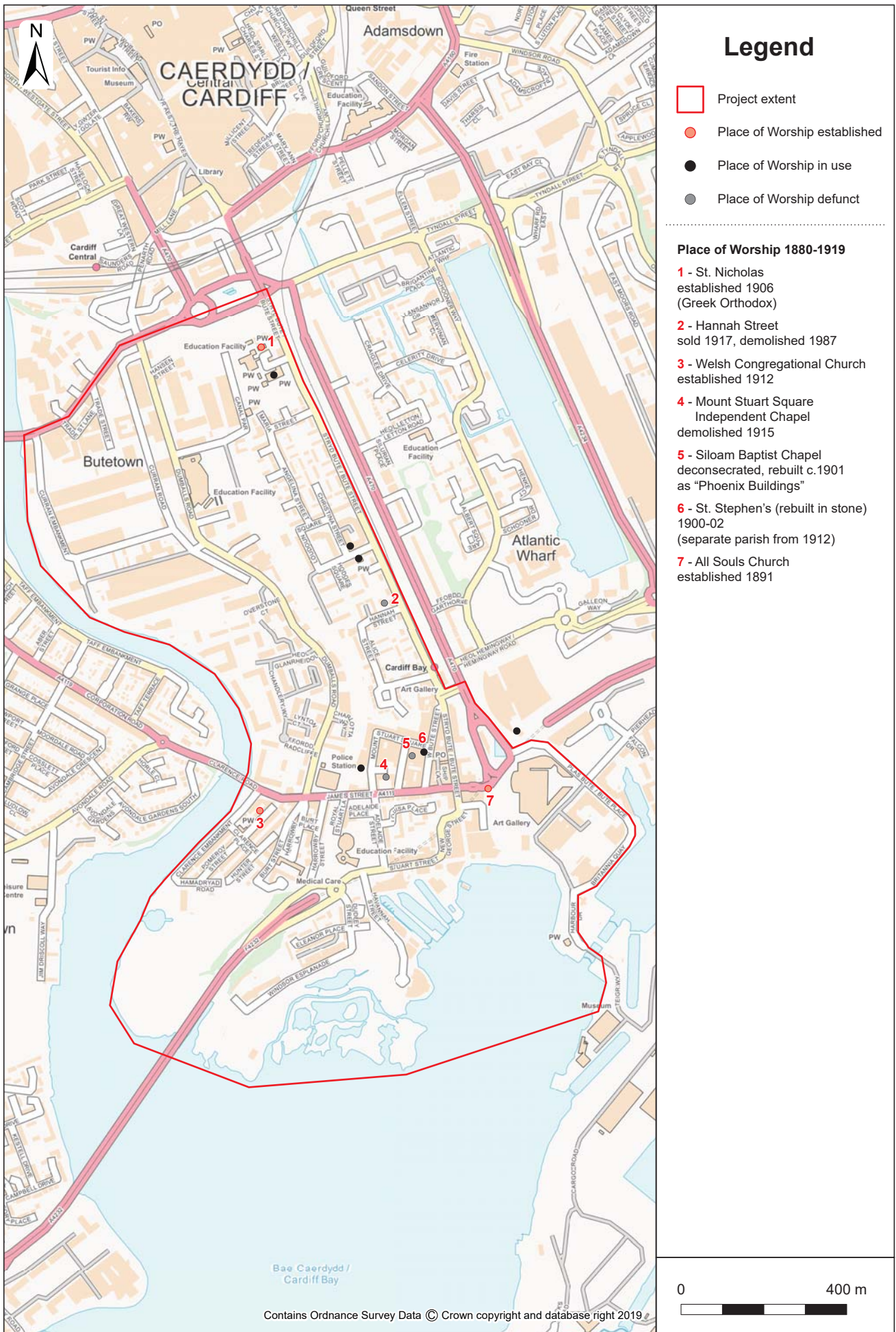


Figure 4.2 - Places of Worship 1880 - 1919.

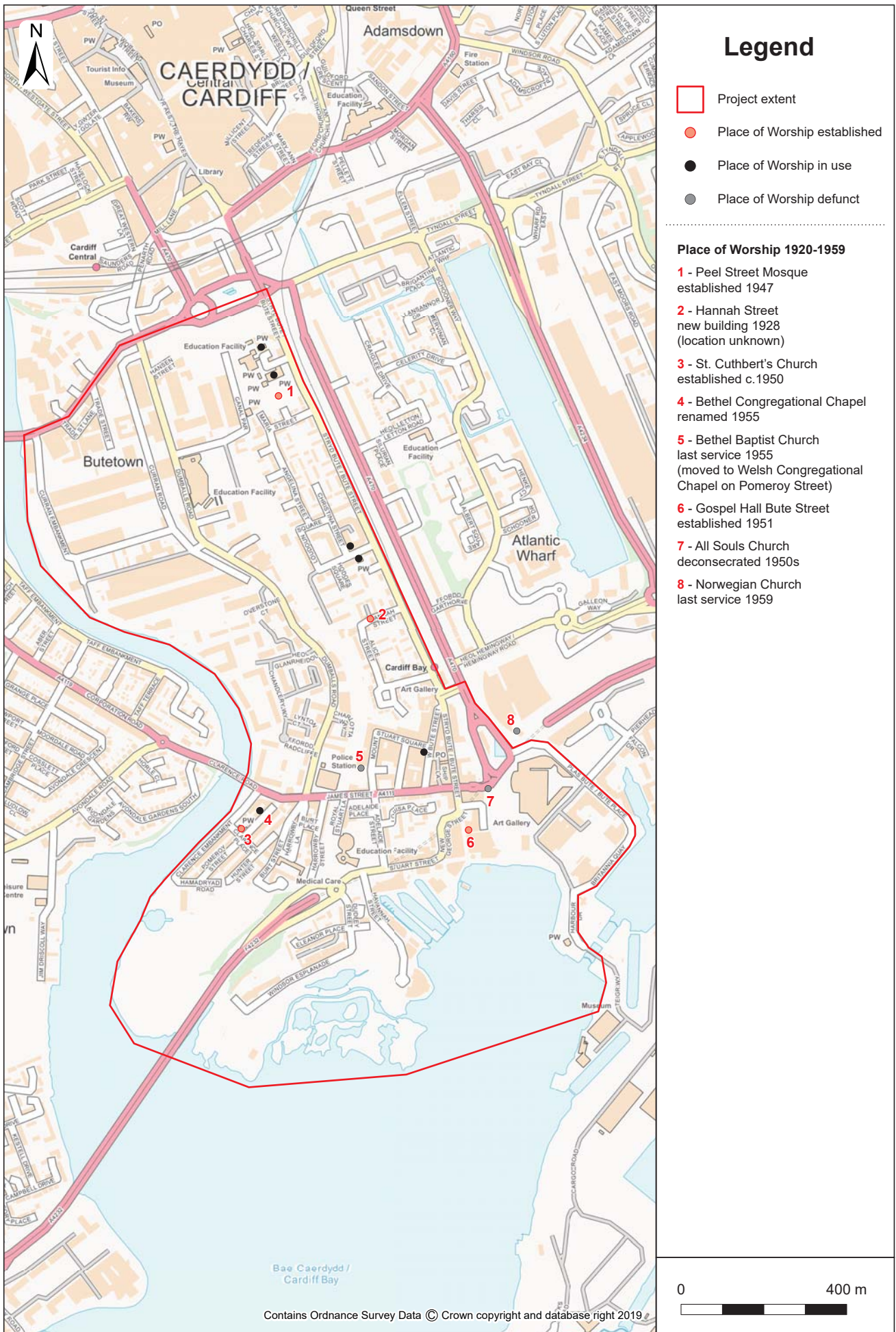


Figure 4.3 - Places of Worship 1920 - 1959.

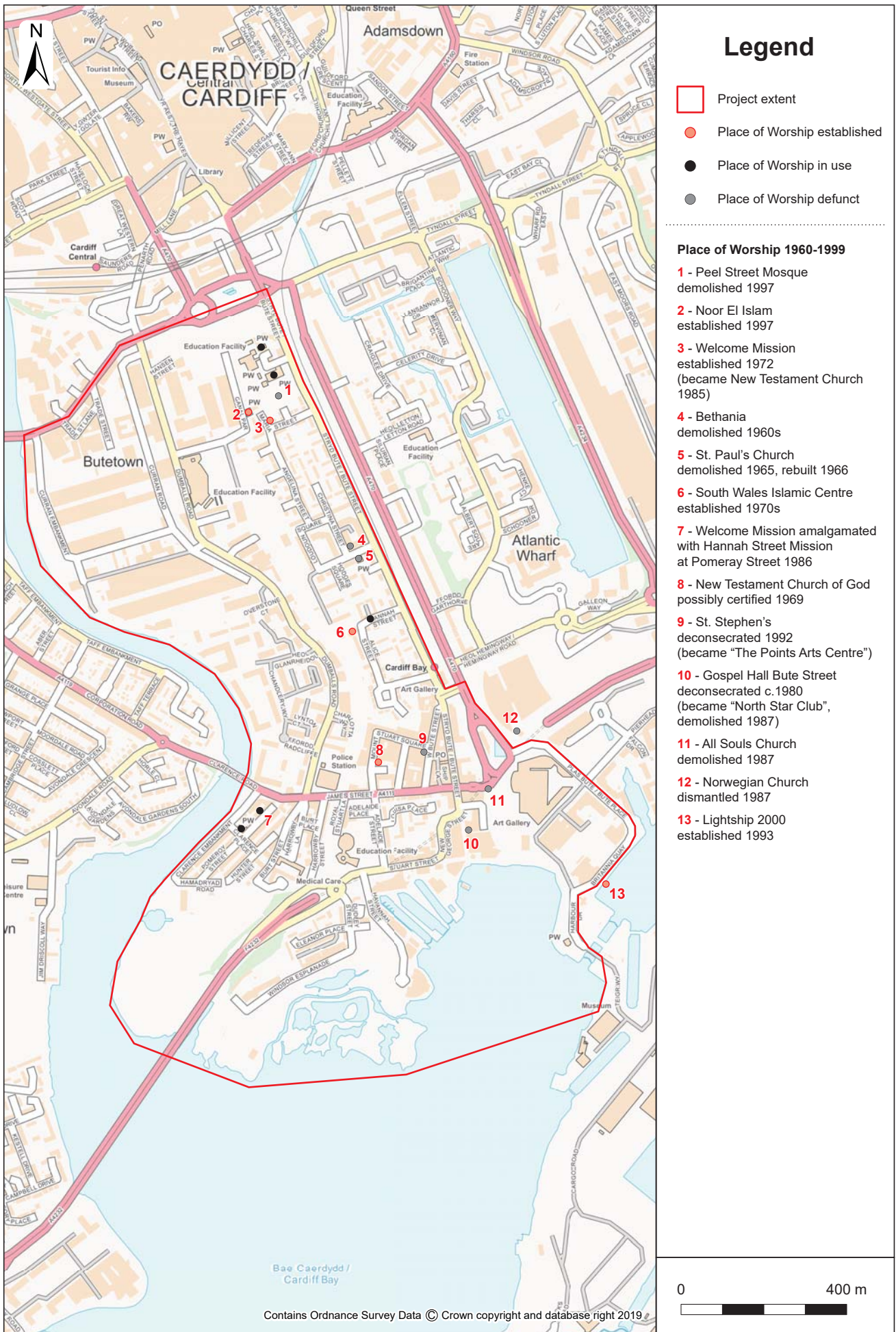


Figure 4.4 - Places of Worship 1960 - 1999.

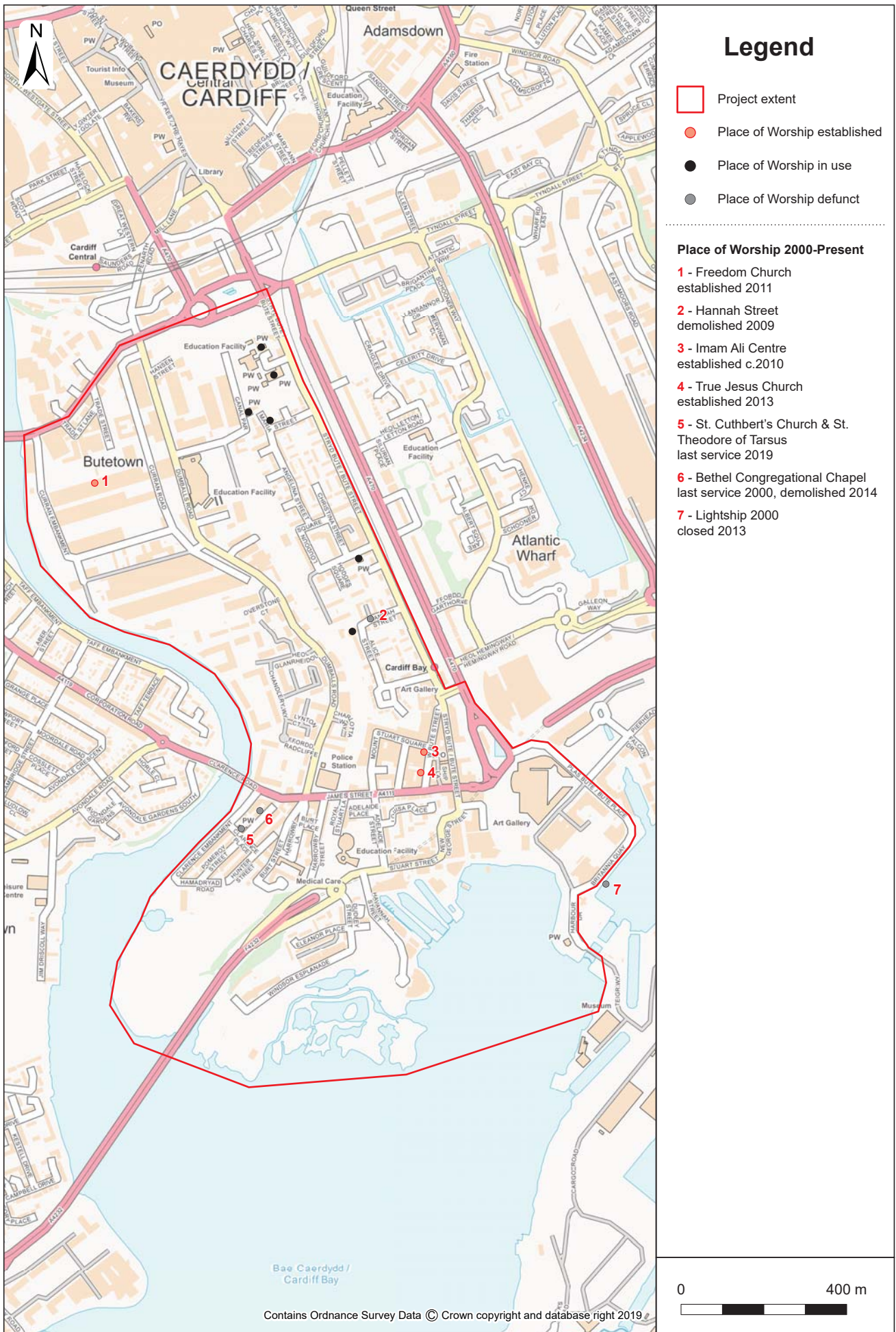


Figure 4.5 - Places of Worship 2000 - present day.

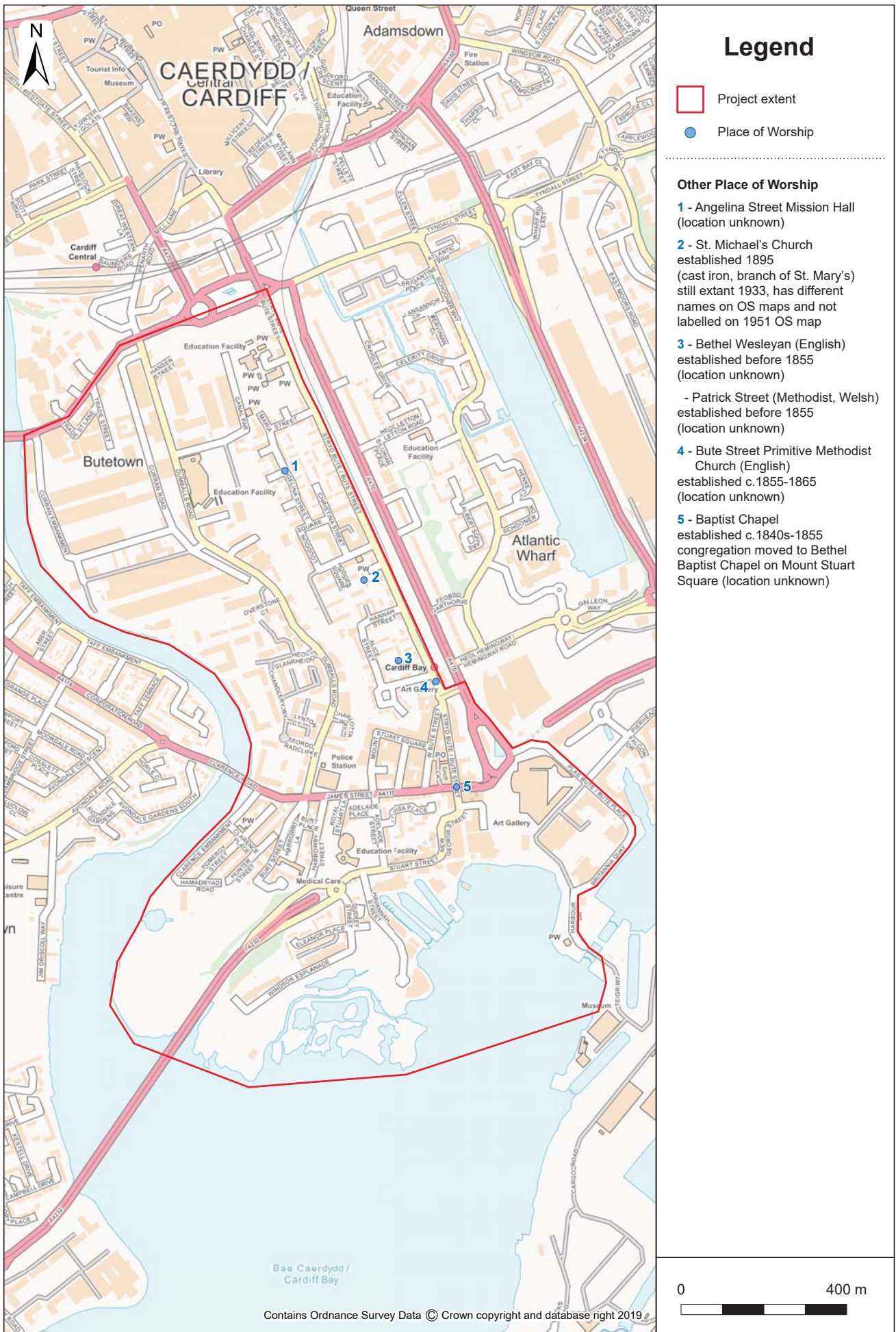


Figure 4.6 - Other Places of Worship.



Plate 1 - Cardiff Bay and Pierhead building panorama



Plate 2 - 27-33 Tresillian Terrace, looking east



Plate 3 - 2-12 Trade Street, looking northwest



Plate 4 - Warehouse between the River Taff and Curran Road



Plate 5 - Rail tracks along Curran Road, looking south



Plate 6 - Angelina Street looking south to Loudoun Square



Plate 7 - Church of St. Mary the Virgin, looking west



Plate 8 - St. Paul's Church, Loudoun Square Place, looking south



Plate 9 - Noor El-Islam mosque, looking northwest



Plate 10 - Vine Community Church, looking north



Plate 11 - South Wales Islamic Centre, looking northwest



Plate 12 - East side of Mount Stuart Square, looking northeast



Plate 13 - Terraced houses on Clarence Embankment, looking northeast

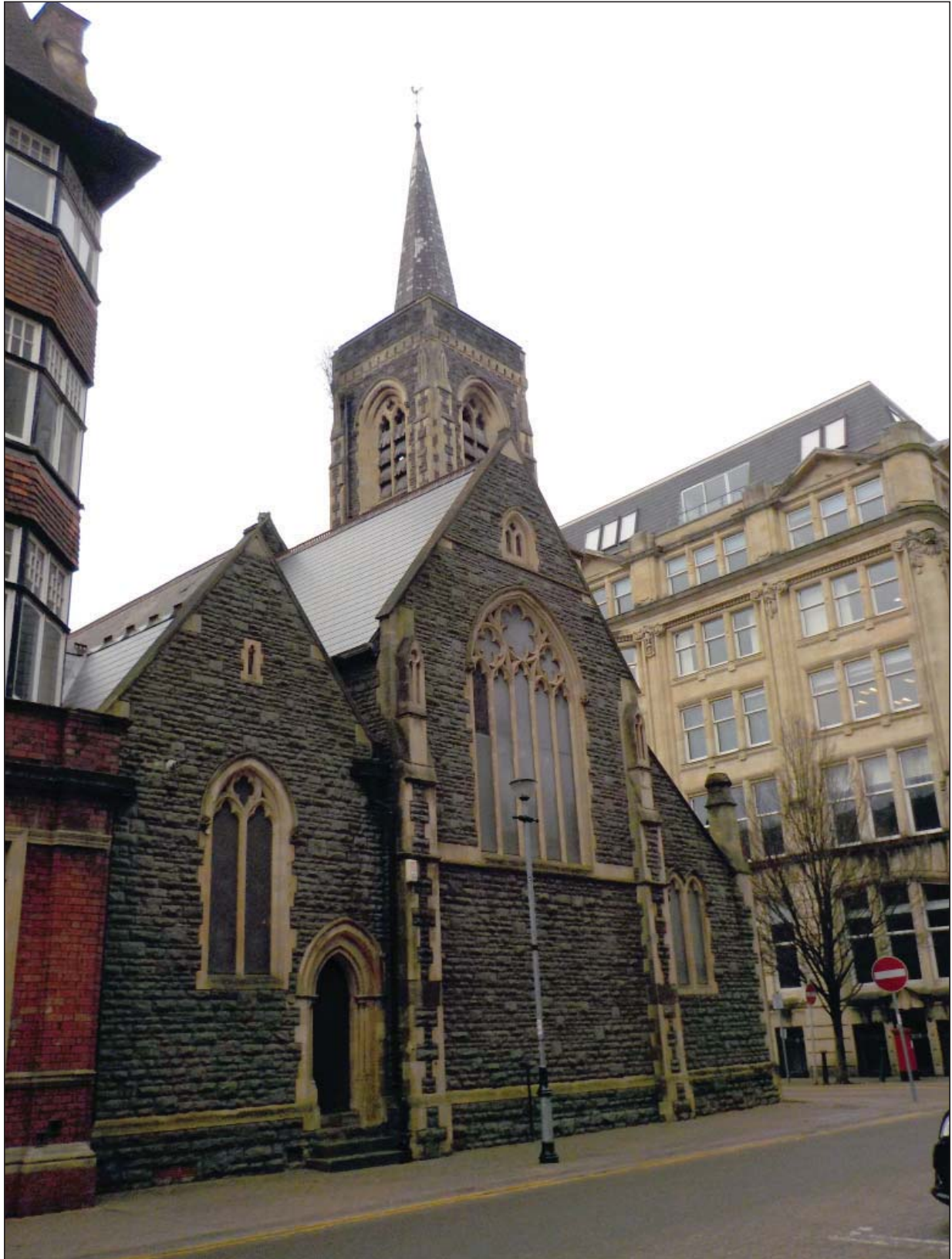


Plate 14 - Imam Ali Centre (former St. Stephen's Church), looking southeast



Plate 15 - Roald Dahl Plass and Bute Crescent panorama



Plate 16 - Cardiff Bay Wetlands Reserve to Windsor Esplanade, looking west



Plate 17 - The Norwegian Church Arts Centre, looking northeast



Plate 18 - The Norwegian Church Arts Centre, looking southwest

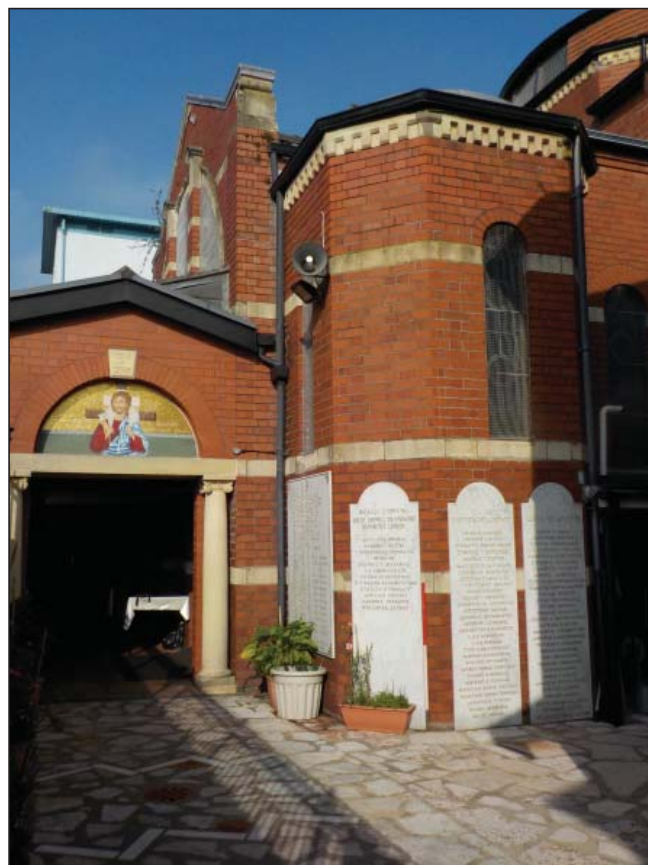


Plate 19 - Entrance to St. Nicholas's Greek Orthodox Church, looking north



Plate 20 - St. Cuthbert's Church, looking northwest



Plate 21 - St. Cuthbert's Church, looking southeast



Plate 22 - St. Cuthbert's Church interior, looking northwest