South Wales Metro

Task Order 028-I – Taffs Well Depot Outline Planning Heritage Statement

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Executive summary

This heritage statement accompanies the Hybrid Planning Application for the construction of the Taffs Well Depot on land at the Garth Works Industrial Estate in Taffs Well (hereafter ‘the proposed development area’). The proposed development comprises of the demolition and site clearance of buildings on the Garth Works Industrial Estate and construction of the Taffs Well Depot as indicated on the masterplan (see Drawings 367590-281-XX-DR-C-0002 and 0003).

The proposed development area is situated principally at the site of the Garth Iron Works, which operated from the late 19th century until the late 20th century. The large complex comprised of a number of buildings and warehouses, with only a railway building and row of terraced buildings surviving today. The proposed development area is intersected by the existing Core Valley Line (CVL), as well as being bordered by the dismantled Cardiff rail line to the east and Rhymney rail line to the west. The proposed development area is also bordered by the infilled Glamorganshire Canal to the east and a row of grade II listed workmen's cottages are situated approximately 30m west of the proposed development area.

This heritage statement has identified the key heritage assets which have the most potential to be impacted by the proposed development. Within the proposed development area, these comprise of:

- Mid-19th century railway building and terraced buildings from the Garth Iron Works (undesignated).

Within the surrounding study area, the key heritage assets comprise of:

- 1-11 Alfred’s Terrace (grade II listed);
- Existing CVL (undesignated);
- Dismantled Rhymney and Cardiff rail lines (undesignated); and
- Glamorganshire Canal (undesignated).

This heritage statement has found that the railway building and row of terraced buildings within the proposed development area have lost their historical connection from the Garth Iron Works which has diminished the historical and communal value they provide. Due to the low value of the heritage assets the weight given to their preservation in terms of planning policy requirements is considered to be low.

The grade II listed workmen’s cottages on Alfred’s Terrace are currently screened from the proposed development area by vegetation. Mitigation will be achieved through the design of the new builds within the proposed development area, which extend to a lower height of the current building and will ensure these assets remain screened and no impacts are made on their settings.

The proposed development would remove little, if any, historic fabric of the CVL which would remain operational. The Rhymney and Cardiff rail lines, as well as the Glamorganshire Canal, have been dismantled and/or infilled, thus diminishing the heritage value they provide. As such, the proposed developments will have no impact on these assets.

This heritage statement has found that there is moderate potential to encounter archaeological remains dating to the post-medieval period within the proposed development area, particularly dating to the 19th-20th centuries and possible associated with the larger structures such as furnaces and chimneys, which would have formed part of the Garth Iron works. Archaeology related to the dismantled Rhymney rail line may also survive under the footpath which now follows its former route. Whilst large scale modern development is likely to have truncated archaeological remains if present, pickets of archaeology may survive although this is considered to be of low value. The proposed development would have a significant impact on any surviving archaeology, through construction activities such as excavation and piling. It is therefore recommended that an archaeological watching brief of the proposed ground investigation (GI) survey be conducted. This will help determine the level of survival of any archaeological remains within the proposed development area and, if present, whether these will be impacted on by the construction of the proposed new builds. This will indicate whether any further archaeological investigation, likely to be in the form of a trenched investigation survey,
would be necessary prior to the construction of any new build within the proposed development area. This survey should be secured by way if a suitably worded planning condition on the grant of any Planning Permission.
1  Introduction

1.1  Project Description

A Hybrid Planning Application for the construction of the Taffs Well Depot on land at the Garth Works Industrial Estate in Taffs Well has been prepared by Mott MacDonald on behalf of Transport for Wales (TfW). The proposed development falls into two parts:

- Part A: Full planning application for the demolition and site clearance works associated with existing buildings and structures on the Garth Works Industrial Estate; and
- Part B: Outline planning application with all matters reserved for the construction of the Taffs Well Depot including: multiple stabling lines; a maintenance workshop with offices above; a rolling stock washing facility; a sand replenishment plant; a delivery track; a substation; staff parking and increased park and ride spaces; highways and rail infrastructure improvements; modifications to Taffs Well Station and landscaping.

This heritage statement has been produced by Mott MacDonald to support this Hybrid Planning Application. This heritage statement has identified the key heritage assets which have the most potential to be impacted by the proposed development. It has evaluated the significance of these heritage assets in order to assess the impact the proposed development would have on these assets and their settings, taking into account mitigation by design. This has allowed for recommendations for any further heritage surveys or study to be made.
Figure 1: The proposed development area shown in red.

1.2 Scope of Works

An indicative masterplan (see Drawings 367590-28I-XX-DR-C-0002 and 0003) of the Taffs Well Depot has been prepared which indicates the construction of the following:

- A new rolling stock depot comprising of:
  - Multiple stabling lines.
  - A maintenance workshop with offices above.
  - A rolling stock washing facility.
  - A sand replenishment plant.
  - A delivery track where rolling stock will be delivered on HGVs and lifted onto the depot tracks.
  - A substation.
  - Staff parking and increased park and ride spaces.

- Associated works will include:
  - Local highways and rail infrastructure improvements.
  - A new footbridge over Taffs Well Station.
  - Extension to the existing Taffs Well Station western platform.
  - Improvements to the Taff Trail.

The key parameters are listed below:

- Whole site area is 5.4 hectares. This includes all land within the red line boundary (see Drawing 367590-28I-XX-DR-C-0004) which includes the associated works at and around Taffs Well Station.
- Developable site area is 3.6 hectares. This is the main depot site between the A470 and Ffordd Bleddyn, as shown on drawing 367590-28I-XX-DR-C-0005.
- Total approximate floor space will be as below:
  - 3770m² of workshop floor space.
- 2372m² of office floor space over two floors.
- 400m² and 100m² of storage buildings floor space.
- Combined this comes to a total of approximately 6642m².

- The tallest building is the maintenance workshop with offices above at 13.5m tall, smaller than the existing 15m tall Forgemasters building.

- The design of the depot allows for different types and sizes of rolling stock and power options including electric and diesel.
2 Methodology

2.1 Study area
The study area has been defined as the proposed development area and the land within a 1km radius surrounding it. It is considered that the extent of the study area is sufficient to compile a comprehensive baseline, identifying designated and non-designated heritage assets and their context.

2.2 Desk based research
A number of resources have been consulted in the production of this heritage statement, including:
- Relevant national and local policy documents;
- Practice best guidance documents;
- The online Cof Cymru - National Historic Assets of Wales;
- The Glamorgan Gwent Archaeological Trust Historic Environment Records database;
- The Glamorgan Gwent Records Office;
- The online catalogue Cofelin for the Royal Commission on the Ancient and Historical Monuments of Wales;
- The online catalogue of Welsh tithe maps, Cynefin;
- Historic maps; and
- Online resources including local history websites.

All resources are referenced throughout the document using footnotes.

2.3 Surveys
A visit of the proposed development area was conducted in September 2017 and comprised of a walkover of the proposed development area and accessible parts of the surrounding areas. This allowed for the heritage assets within the study area to be viewed and assessed. It also allowed for any non-designated heritage assets not shown in documentary evidence to be identified.

2.4 Assessment of potential impact
This heritage statement is based on the guidance contained in Conservation Principles for the sustainable management of the historic environment in Wales, 2011. This guidance was published by Cadw to develop the conservation principles published by Historic England in 2008 for use in Wales. The guidance aims to inform ‘Cadw’s approach to the protection and management of the historic environment as a whole’ and states that it should be used by other organisations and individuals including local authorities, property owners, developers and their advisers.

This guidance provides six conservation principles, with the most relevant to this heritage statement being ‘Principle 2: Understanding the significance of historic assets is vital’, and ‘Principle 5: Decision about change must be reasonable, transparent and consistent’.

Principle 2 states that for the significance of a historic asset to be assessed, four component values need to be considered; evidential value, historical value, aesthetic value and communal value. Assessing the assets significance using through consideration of these values provides the information necessary to make decisions about the assets future. Section 5 of this heritage statement identifies the heritage values of the key heritage assets within and surrounding the proposed development are which have the most potential to be

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1 Cadw, Conservation Principles for the sustainable management of the historic environment in Wales, 2011
impacted by the proposed Taffs Well Metro development, either through proximity or their heritage significance.

Principle 5 states that ‘when considering change, public authorities will give due importance to the heritage values of a site when considering the sustainability of proposals submitted to them’. Section 6 of this Heritage Statement assesses the impact the proposed development will have on the heritage value of the identified assets including the surrounding designated and non-designated heritage assets.
3 Legislation and Policy

3.1 Overarching Legislation

The overarching legislation in relation to archaeology in Wales is provided by:

- The Historic Environment (Wales) Act 2016;
- Planning (Wales) Act 2015;
- Town and Country Planning Act 1990;
- The Planning (Listed Buildings and Conservation Areas) Act 1990; and

3.2 National Planning Policy

3.2.1 Planning Policy Wales (PPW) 2016

PPW sets out the land use planning policies of the Welsh Government, translating their ‘commitment to sustainable development into the planning system so that it can play an appropriate role in moving towards sustainability’. Chapter 6 focusses on ‘Conserving the Historic Environment’. Of particular relevance to the proposed development are the following policies:

- 6.5.1: The desirability of preserving an ancient monument and its setting is a material consideration in determining a planning application, whether that monument is scheduled or unscheduled. Where nationally important archaeological remains, whether scheduled or not, and their settings are likely to be affected by proposed development, there should be a presumption in favour of their physical preservation in situ. In cases involving lesser archaeological remains, local planning authorities will need to weigh the relative importance of archaeology against other factors, including the need for the proposed development;
- 6.5.9: Where a development proposal affects a listed building or its setting, the primary material consideration is the statutory requirement to have special regard to the desirability of preserving the building, or its setting, or any features of special architectural or historic interest which it possesses; and
- 6.5.25: Local planning authorities should protect parks and gardens and their settings included in the first part of the ‘Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales’. Cadw should be consulted on planning applications affecting grade 1 and II* sites and the Garden History Society should be consulted on all parks and gardens on the Register. Information on the historic landscapes in the second part of the Register should be taken into account by local planning authorities in considering the implications of developments which are of such a scale that they would have a more than local impact on an area on the Register. The effect of proposed development on a park or garden contained in the Register of Landscapes, Parks and Gardens of Special Historic Interest in Wales, or on the setting of such a park or garden, may be a material consideration in the determination of a planning application.

3.3 Local Planning Policy

3.3.1 Local Development Plan for Rhondda Cynon Taf (LDP) 2006 - 2021

The City of Cardiff Local Plan was adopted with the view ‘set out how the County Borough will be developed over 15 years’. Of particular relevance to the proposed development are the following polices and objectives:

- Objective 4: Promote and protect the rich culture and heritage of the County Borough by protecting and enhancing the historic landscape of the Rhondda, the historic parks and gardens in the south and the built heritage of the County Borough as a whole.
- Policy AW7 – Protection and Enhancement of the Built Environment: Development proposals which impact upon sites of architectural and/or historical merit and sites of archaeological importance will only be
permitted where it can be demonstrated that the proposal would preserve or enhance the character and appearance of the site.

The LDP is supplemented with ‘Supplementary Planning Guidance: The Historic Environment’ (2011) which ‘gives detailed guidance to owners and occupiers of land and buildings within the historic built environment, and anyone wishing to develop within it or make alterations to it.’
4 Baseline

4.1 Context of the proposed development area

The proposed development area is situated in Taffs Well, a small town north of Cardiff. The semi-rural town is situated at the south easterly tip of Rhondda Cynon Taf. The town is named after the site of the Taffs Well thermal spring, Wales’ only natural thermal spa. The town is centred around the Taffs Vale railway line, since renamed Core Valley Lines (CVL) and the River Taff. The town is characterised by residential streets to the west, comprising mostly of terraced houses and cottages, and industrial estates to the east. The town is bordered by the A470 dual carriageway to the east.

4.2 Historic development

Archaeological excavations indicate settlement around Taffs Well from the late prehistoric period onwards. Situated approximately 900m south-west of the proposed development area, two excavations in 1912 and 1922 yielded finds ranging from pottery dating to the late Bronze Age to metal work from the early medieval period. Within caves at the same site, further excavations in 1963-4 found human remains in a deep crevice alongside hearths with Romano-British coarse ware. These clarified and augmented the earlier finds ‘and have revealed a long, though intermittent, sequence of use of the cave for various purposes’.

In the early 19th century the proposed development area comprised of open arable and pasture fields. The Tithe map (see Figure 1 below) indicates that the fields within the proposed development area were owned by a Mr John Morgan and a Mrs Mary Thomas. Tithe maps were produced between 1838 and 1850 to ensure that all tithes were paid with money rather than produce.

During this period, the Taffs Vale Railway was built (later renamed the Core Valley Lines (CVL)) situated in the western extent of the proposed development area. The railway was opened in 1840-41 and was built to serve the surrounding iron and coal industries in transporting materials around South Wales. Prior to this, the Glamorganshire canal had served as the main method in the transportation of iron ore, coal and limestone within the Cardiff valleys. Built in the last decade of the 18th century, the Glamorganshire canal ran parallel to the proposed development area on its eastern border.

The majority of the surrounding study area remained as open fields also used for farming, with Fforest Fawr extending south-east from the proposed development area as it does today.

2 GGAT, 2017.
By the late 19th century the southern part of the proposed development area had been developed. A number of buildings connected by railway tracks were erected on the site (see Figure 2 below). These buildings comprised the Garth Iron Works and associated railway buildings. A number of these buildings remain on site today including a rectangular railway building and a row of terraced cottages (see Figure 2 below). Numerous mines and quarries surrounding the iron works mined the iron ore and coal needed at the ironworks, which would manufacture a variety of items including wheels and cages. The works would have included a furnace to smelt the iron and chimney which is visible of a historic photograph of the works (see Figure 5 below). It possible that some of these larger structures, such as the chimney or furnaces, required deep building foundations and archaeological remains relating to these structures may remain within the proposed development area today.

The works were built parallel to the Glamorganshire Canal to the east and the Rhymney Railway to the west. The railway was built in 1858 as an extension of the Taffs Vale Railway, veering north east at the Walnut Tree Junction. The Rhymney Railway provided additional capacity in transporting minerals and materials to and from the Garth Iron works and eventually also served public passengers. Tracks were laid within the proposed development area, allowing the trains to exit the Taff Railway and Rhymney Railway and enter the railway buildings for servicing, loading and storage.

Following the railway boom of the 1840s, the use of the Glamorganshire canal for the transportation of goods steadily decreased. Although Garth Works remained open, from the 1870s onwards a number of other smaller ironworks in the Cardiff valleys which the canal would have served began to close and be consolidated into larger works. Profits in the canal network of the Cardiff valleys fell rapidly, and the canal passed between hands in the 1880s in an attempt to increase income, with little effect.

The surrounding village of Taffs Well developed in the mid to late 19th century, with small streets of terraced cottages and housing being built around schools and places of worship. This would have been a direct result of the growth of the industry and associated jobs, particularly at Garth Iron Works. The grade II listed terraced workers cottages on Alfred’s Terrace (MM08) were built in the mid-19th century. The street was originally named Garth Terrace and are thought to have been built for the workers at the Garth Iron Works. Listed as an unusually well preserved example of a terrace of workers cottages, they remain residential buildings. Another row of terraced cottages were once situated bordering the proposed development area to the east, accessed
by a bridge spanning the Glamorganshire Canal. Located so close to the Garth Works, its likely these also served as homes for its workers.

Figure 4: Ordnance Survey map published 1876 (left) and railway buildings which remain on site today highlighted in yellow (right)

Source: Glamorgan Archives Office
By 1900, the Garth Iron Works had expanded into the north part of the proposed development area (see Figure 4 below) with the construction of additional railway buildings and railway tracks leading from the parallel Taffway and Rhymney rail lines. Another row of terraced housing had been built on eastern extent of the works, indicating a need for an increased number of workers at the site. These terraced houses sat between the proposed development area and the newly constructed Cardiff Railway, which extended northwards to the east of the proposed development area. Built in 1909, the railway served as an additional means of transporting minerals to and from the collieries, which had by this date developed and increased on an industrial scale. The Cardiff railway was able to transport materials to the Cardiff docks and onto the Bristol channel.

The town of Taffs Well also steadily developed, with a small number of cottages and terraced housing being built in the early 1900s, infilling the small plots of available land. Inhabitants of the town tended to the allotments situated to the north and west of the proposed development area.
Further development took place within the proposed development area in the mid-20th century, with the construction of many of the buildings which remain on site today. These include the large Garth Works building in the south-west corner of the proposed development area, labelled as an ‘engineering’ warehouse on the map dating to 1943 (see Figure 5 below). New builds extended into the northern parts of the proposed development area, although the northernmost corner was initially retained as allotment gardens before being built over later in the 20th century. Less tracks from the Taffs Valley Railway and Rhymney Railway extended into the proposed development area in this period, suggesting less materials were dependant on transportation to and from the area by railway, but found the surrounding road network sufficient.

Little change had taken place in the surrounding study area by this period. Only a few new builds were introduced at Taffs Well which, bordered by the railway lines and river Taff had expanded as much as it could. The proposed development area remained bordered by forest to the south and allotment gardens to the north, which were later developed into industrial estates, including a bakery and timber factory by the early 1960’s (map not re-produced).
Figure 7: OS, 1943

Source: Glamorgan Archives Office
5 Key heritage assets and assessment of significance

All heritage assets within the study area have been assessed to ascertain the impact of the proposed development on the historic environment. Key heritage assets are those which have been identified as having the most potential to be impacted by the proposed development either through proximity or their heritage significance. A plan showing the location of heritage assets within the study area and in relation to the proposals can be found in Appendix A.

This section aims to define the significance of the key heritage assets which have the potential to be directly impacted by the proposed development. It is therefore considered necessary that a detailed assessment of the significance of the assets is made in order to fully understand the nature and magnitude of this impact. This assessment fulfils the requirement set out within paragraph 6.1.3 of PPW which states that ‘to enable the historic environment to deliver rich benefits to the people of Wales, what is of significance needs to be identified and change that has an impact on historic assets must be managed in a sensitive and sustainable way’. The discussion will take into account the guidance set out by Cadw in ‘Conservation Principles’.

5.1 Mid-19th century railway building and terraced buildings, situated within the proposed development area (undesignated)

The proposed development area contains a railway building and row of terraced buildings (now used as offices) which date to the initial industrial activity which took place in the mid to late 19th century. They are not included in the Historic Environment Record database held by the Glamorgan Gwent Archaeological Trust. Nonetheless their date and connection to the industrial activity which took place in Taffs Well in the 19th century result in them providing some evidential value and heritage significance, albeit limited. As such they are considered undesignated heritage assets.

Figure 8: Mid-19th century railway building situated within the proposed development area.


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4 Cadw, Conservation Principles for the sustainable management of the historic environment in Wales, 2011.
5.1.1 Assessment of significance

5.1.1.1 Evidential value

Evidential value derives from the potential of a place to yield evidence about past human activity. The mid-19th century railway and terraced buildings provide little evidential value as they do not significantly add to peoples understanding of the industrial activities that once took place within the proposed development area. They are not instantly recognisable as buildings which were part of a wider complex of building which served the Garth Iron works, and the significance of the connection of the rail lines and the works is provided by the existing Taffs Vale railway to the west of the proposed development area. Historic mapping, written records and photographs provide evidence of the Garth Iron Works and the railway building and terraced buildings do not significantly add to this evidence. As such, these building provide limited evidential value of low significance.

5.1.1.2 Historical value

Historical value derives from the ways in which past people, events and aspects of life can be connected through a place to the present. The railway and terraced buildings provided little historical value, as they are isolated from the rest of the mid-19th century Garth Iron Works complex which has since been demolished. As such, the illustrative link between these buildings and their part in a larger industrial complex has been severed. This leaves the remaining building isolated and less significant, and diminishing the historic value they provide.

5.1.1.3 Aesthetic value

Aesthetic value derives from the ways in which people draw sensory and intellectual stimulation from a place. Both the railway and terrace buildings provide little aesthetic value, where they were built as purposeful buildings within an industrial complex and not to an aesthetic purpose. The Garth Iron Works would have been striking as a whole, due to its complexity, size and architecturally iconic features such as the chimney. However in isolation, the railway and terraced buildings do not replicate this aesthetic value.
5.1.1.4 Communal value

Communal value derives from the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory. The Garth Iron Works as a whole would have provided much communal value to the local residents of Taffs Well, for whom the works provided employment and an integral part of their landscape. Again, however, the railway and terraced houses in isolation are not instantly recognisable as having been part of this wider complex, and as such their communal value is diminished. They are likely to be viewed as buildings which form part of the modern industrial complex which now occupies the site, and as such do not significantly continue to the historical communal value of the Garth Iron Works.

5.2 1-11 Alfred’s Terrace (grade II listed)

1-11 Alfred’s Terrace are a row of mid-19th century workmen’s cottages situated to the west of Taffs Vale rail line. The road on which they were situated was originally named Garth’s Terrace, and it is likely that the cottages were built to home some of the work force of the nearby Garth Iron Works. The cottages are all grade II listed, due to being an ‘unusually well preserved example of a terrace of workers cottages’. Number 12 Alfred’s Terrace, situated closest to the Taffs Vale rail line, is of a later date and is not a heritage asset.

Figure 10: Alfred’s Terrace, looking south-east towards the proposed development area.


5.2.1 Assessment of significance

5.2.1.1 Evidential value

Cadw lists the cottages on Alfred’s Terrace as an ‘unusually well preserved example of terrace of workers cottages’ and goes on to emphasise that ‘such examples are becoming increasingly rare in South Wales’. As the cottages are well preserved, the cottages may provide evidence on the architecture of workmen’s cottages of south Wales in the mid-19th century and to the social historical understanding of the area during this period. As such these assets provide evidential value significant to the local town and region as a whole.

5.2.1.2 Historical value

The workmen’s cottages provide historical value through their illustrative links to the past workmen that would have once lived there. The link between the cottages and the Garth Iron Works and industrial activities of the region as a whole during the mid-19th century provides strong historical value significant to the local
community. This historical value is preserved further by the cottages remaining as residential dwellings, the residents of which may work in the local town as their former residents are likely to have done.

5.2.1.3 Aesthetic value
The cottages provide aesthetic value, as typical workmen’s cottages of the mid-19th century, which adopt the architectural style and materials of this type of buildings. The small scale cottages on the narrow street provide a streetscape typical of small, rural towns in South Wales in the mid-19th century, albeit increasingly rare. As such, the aesthetic value of the cottages is significant.

5.2.1.4 Communal value
The communal value of the workmen’s cottages is provided by their architectural style invoking a collective memory of the type of homes the past communities of Taffs Well would have lived in. The connection to Garth Iron Works strengthens this collective memory by linking it to an industrial site which would have been an integral feature of the local townscape. This communal link is preserved through the continued use of the cottages as residential homes, as such making the communal value the assets provide significant on a local level.

5.3 Existing CVL (undesignated)
The CVL, previously named the Taffs Vale railway line, bisects the town of Taffs Well, extending northwards towards Pontypridd to the north-west. Constructed in 1840-41, it was built to serve the surrounding iron and coal industries in transporting materials around South Wales. It is included in the Glamorgan Gwent HER as an undesignated heritage asset.

Figure 11: Taffs Well station, looking north from the bridge over the rail line.

5.3.1 Assessment of significance

5.3.1.1 Evidential value
As the rail line continues to be used and runs along the same alignment, its presence provides some evidential value. It provides the ability to understand how important the rail line was to the town, around which the settlement was centred. The evidential value it provides is of importance on a local level.
5.3.1.2 Historical value
The rail line provides limited historical value, by illustrating the importance the rail line has had in Taffs Well since its construction in 1840-41, due to its preservation and continued use. However modern developments to the line and station have diminished the legibility of this historical connection which is of limited significance.

5.3.1.3 Aesthetic value
The rail line provides little aesthetic value, where people can draw limited stimulation from the modernised rail line and little from its significance as a heritage asset. Its architecture and design is typical of single track British railway lines and does not add to its significance as an asset.

5.3.1.4 Communal value
The rail line is an important feature of the town and facility to the local community. It also forms an important asset in the townscape. However, its connections to the past communities it would have served, either as passengers or through the transportation of materials to and from the Garth Iron Works where many of Taffs Well inhabitants worked, is less evident through the modern work which has been applied to the railway line. As such, the communal value of the asset has been diminished and is only of significance on a local scale.

5.4 Dismantled Rhymney and Cardiff rail lines (undesignated)
The Rhymney and Cardiff railway lines bordered the proposed development to the east and west. The Rhymney railway was constructed in 1858, and the Cardiff line in 1909. Both have been dismantled, with the Rhymney railway acting as a public footpath and the Cardiff rail line left as an abandoned railway cutting, overgrown with vegetation. Both are included in the Glamorgan Gwent Historic Environment Records as undesignated heritage assets.
Figure 12: Footpath following the line of the dismantled Rhymney rail line, looking south towards the proposed development area.

5.4.1 Assessment of significance

5.4.1.1 Evidential value

Where both railway lines have been dismantled, it is possible that each rail way line provides evidence in the form of archaeological remains. Any evidence is likely to relate to the use of the railway lines in the mid-19th century and early 20th century, however it can be argued that any archaeological remains will be of low significance and not provide much evidence of the rail lines which isn’t already understood from secondary material. As such, the assets are likely to provide evidential value, but it is considered that this is to be of low value.

5.4.1.2 Historical value

Both the dismantled rail lines illustrate their previous use as railway lines. The Cardiff rail line does this more effectively, where the railway cutting indicates where the rail tracks would have once been located. Rhymney
rail lines illustrates its previous use less effectively, where it could be just be seen as a public footpath. Nonetheless the retention of these linear assets preserve the historical value they provide and their illustration as dismantled railways which once served the town.

5.4.1.3 Aesthetic value

Whilst all of the original material of the rail lines has wither been removed or concealed, the linear structures of the assets retain some of the aesthetic value of the rail lines. All other aspects of the aesthetic value once provided by the assets has been lost, however, through the removal or concealment of historic fabric.

5.4.1.4 Communal value

The concealment of the assets in vegetation and deep undergrowth mean that it is unlikely that these assets are encountered by the public on a frequent basis. A such, the communal links between the present community and past ones has been much diminished. Past communities would have used or seen the rail lines be used for the transportation of goods to and from the Garth Iron Works and beyond. Today, however this original use is much concealed and its link to past communities barely legible. As such, the asset provides little communal value.

**Figure 13: Railway cutting of the dismantled Cardiff rail line, looking east, situated north of the proposed development area.**


5.5 Glamorganshire Canal (undesignated)

The Glamorganshire Canal once bordered the proposed development area to the east. It was built in the 1790s, and constructed before the railway boom of the mid-19th century, was the main mode of transporting materials to and from the collieries in South Wales. It has since been infilled and forms the A470 dual carriageway. The infilled Glamorganshire Canal is included in the Glamorgan Gwent HER as an undesignated heritage asset.
5.5.1 Assessment of significance

5.5.1.1 Evidential value

Where the Glamorganshire Canal has been infilled and a dual carriageway constructed in its place, historic fabric may remain under the infill of the road. This may yield evidential value relating to the materials and construction of the canal. However, it is unlikely that this historic fabric would yield any more information on the canal which is not already understood from the remaining parts of the canal further south (near Coryton, for example) as well as documentary and pictorial evidence. As such, the infilled part of the Glamorganshire Canal bordering the proposed development area provides limited evidential value.

5.5.1.2 Historical value

The infilled part of the Glamorganshire Canal provides little historical value, where the illustrative link of the canal and its prominence on the Taffs Well townscape has been broken due to modern developments. The infill and of canal and replacement with a busy dual carriageway has concealed the associative link people can draw with the canal and their landscape, meaning this part of the canal no longer provides historical value.

5.5.1.3 Aesthetic value

Likewise, the aesthetic value of this part of the canal has been entirely diminished due to the infill of the canal. People can no longer draw sensory or intellectual stimulation from the canal as it is entirely concealed by the dual carriageway. Whilst the linear alignments of the canal remain in the footprint of the road, this is wholly camouflaged by the busy dual carriageway in its place. As such, this part of the canal provides no aesthetic value.

5.5.1.4 Communal value

The communal value of this part of the canal has also been wholly diminished by the infill of the canal and construction of the dual carriageway. This has removed the readability of the site as having been the canal, and as such removed that symbolic value of the asset as an important landmark to past communities. This
has prevented current communities from making those connections with past inhabitants of Taffs Well, for whom the canal would have been so important.

5.6 Possible archaeological remains

Historic maps (see section 4 above) suggest that the proposed development area remained as open fields used for farming until the mid to late 19th century when industrial activity, primarily that associated with iron works, took place within the area, connected by the nearby Glamorganshire Canal and Taffs Vale railway. It is considered that any archaeological remains are likely to relate to the industrial activities which took place within the proposed development area, particularly those associated with the Garth Iron Works, Rhymney Railway and Taff Vale Railway. However, large scale development, including the construction of modern buildings and warehouses on the site, mean that it is likely that much of these remains have been truncated. Nonetheless, pockets of archaeology may survive, possibly those related to larger structures within the ironworks, such as the furnaces and chimney visible of historic photographs (see Figure 5 above) which would have required deep foundations. Furthermore, archaeological remains relating to the dismantled Rhymney Railway may remain under the footpath which runs along its former route.

As such, it is considered that the potential to encounter archaeological remains dating the post-medieval and modern periods, particularly from the late 18th century onwards, is moderate.
6 Impact assessment

6.1 Proposed development description

6.1.1 Project Description

A Hybrid Planning Application for the construction of the Taffs Well Depot on land at the Garth Works Industrial Estate in Taffs Well has been prepared by Mott MacDonald on behalf of Transport for Wales (TfW).

It should be noted, the current design has been developed for the purposes of outline planning only and is subject to change in the future by the appointed bidder.

The proposed development falls into two parts:

- Part A: Full planning application for the demolition and site clearance works associated with existing buildings and structures on the Garth Works Industrial Estate; and
- Part B: Outline planning application with all matters reserved for the construction of the Taffs Well Depot including: multiple stabling lines; a maintenance workshop with offices above; a rolling stock washing facility; a sand replenishment plant; a delivery track; a substation; staff parking and increased park and ride spaces; highways and rail infrastructure improvements; modifications to Taffs Well Station and landscaping.

The full scope of works can be found in section 1.2 (above). A Master Plan of the proposed development can be found in drawings 367590-MMD-281-XX-DR-C-0002 and 367590-MMD-281-XX-DR-C-0003.

6.2 Impact on key heritage assets

6.2.1 Mid-19th century railway building and terraced buildings, situated within the proposed development area

The proposed development consists of the demolition of all existing building within the proposed development area including the railway building and terraced buildings which date to the mid-19th century and are associated with the Garth Iron Works. Whilst the buildings retain much of their historic fabric, they are not particularly recognisable as buildings that were once part of the wider Garth Iron Works. Where all other buildings from the works have since been demolished, they have become isolated from this historical connection, which is no longer legible. This has diminished the evidential, historical, aesthetic and communal value of the buildings. As a result, they are no longer of great significance to the Taffs Well townscape and this is reflected by their exclusion from the GGHER. Due to the low value of the heritage assets the weight given to their preservation in terms of planning policy requirements is considered to be low.

6.2.2 1-11 Alfred’s Terrace

1-11 Alfred’s Terrace are situated to the west of the Taffs Vale rail line, with number 11 Alfred’s terrace situated approximately 30m west of the rail line. 12 Alfred’s Terrace is not listed and segregates the row of terraced cottages from the rail line. Currently the proposed development area is not visible from Alfred’s Terrace, due to screening from vegetation in the garden of number 12 Alfred’s Terrace, and spanning the length of the northbound platform at Taffs Well station. The elevations of the proposed development area indicate that newly constructed buildings will not exceed the height of the existing Forgemasters warehouses, the tallest building in the proposed development area (see drawing 367590-MMD-281-XX-DR-C-0006). Instead, the proposed building would extend to a lower height by approximately 2m. This would ensure that any buildings within the proposed development area would remain screened Alfred’s Terrace by vegetation. This would avoid any impact on the setting of the assets.
Part of the existing northbound platform at Taffs Well station is proposed to be removed, and extended northwards. However, the line of the existing and proposed platform remain screened from Alfred’s Terrace by vegetation and as such the proposed development to the platforms will have no impact to the settings of the assets.

Temporary construction noise from development within the proposed development area, particularly to the nearby platforms, will have a temporary impact on the setting of the assets, however this will be very minimal when the existing noise from the railway line and A4054 is taken into account. As such, the proposed development will impose no permanent impacts on the historic fabric nor settings of the assets and only a minimal temporary impact on the settings as a result of increased noise during construction.

6.2.3   Existing CVL

The CVL will remain in operation, with small sections of new lines and crossovers added. Minimal, if any, historic fabric of the CVL will be removed or impacted. There will be no impact on the setting of the asset, where the rail line had always been surrounded by busy industrial activity to the east, and residential houses to the west. During both construction and operation will be retained. As such, there proposed development will have no impact on the CVL.

6.2.4   Dismantled Rhymney and Cardiff rail lines

The line of the dismantled Rhymney railway falls within the proposed development area, and therefore will be impacted by demolition and construction works as part of the new metro depot. Particular works which have the potential to impact this rail line is the new road to be constructed as an entrance to the depot, which would comprise a ramp to access the upper level of the depot building and car park. The construction of this road has the potential to truncate any surviving archaeological remain relating to the railway, however as discussed in section 1.4.1 (above) the evidential value of any surviving historic fabric of the rail line is likely to be of low significance, meaning the significant impact of any truncation would have a negligible effect. The line of the dismantled Cardiff railway is situated to the east of the proposed development area, segregated by the dual carriageway. The setting of this asset has already been heavily impacted on by the busy road and as such the construction and operational phases of the proposed metro depot will have no additional impact on the setting is this asset.

6.2.5   Glamorganshire Canal

As the Glamorganshire Canal falls outside of the proposed development area and infilled by the A470 dual carriageway the proposed development will have no impact on any historic fabric which may survive of the canal. The setting of the canal has already been heavily impacted on the modern dual carriageway and flyovers. As such, the construction and operation of the proposed depot will have no additional impact on the setting of this asset.

6.2.6   Possible archaeological remains

It is considered that any archaeological remains within the proposed development area are likely to relate to the industrial activities which took place within the proposed development area, particularly those associated with the Garth Iron Works and Rhymney Railway. However large-scale development, including the construction of modern buildings and warehouses on the site, mean that it is likely that much of these remains have been truncated. Nonetheless, pockets of archaeology may survive, possibly those related to larger structures within the ironworks, such as the furnaces and chimney visible of historic photographs (see Figure 5 above) which would have required deep foundations. Furthermore, archaeological remains relating to the dismantled Rhymney Railway may remain under the footpath which runs along its former route. Further archaeological assessment would be required to ascertain the level of survival of any archaeological remains within the proposed development area (see section 7.2 below).
The construction of the proposed depot has the potential to truncate any surviving archaeological remains within be proposed development area through activities such as excavation, piling and digging foundations for new buildings. This would have a significant impact on any surviving archaeology, however this is likely to have been already truncated and of low value.
7 Mitigation and recommendations

7.1 Mitigation by design

Mitigation has been achieved through the design of the new builds within the proposed development area, which will not exceed the height of the existing buildings (see drawing 367590-MMD-281-XX-DR-C-0005). The proposed new buildings extend to a lower height of the existing Forgemasters warehouses by approximately 2m. As such, this has ensured that the new builds will not be visible from Alfred’s Terrace, which will remain screened by vegetation in the garden of number 12 Alfred’s Terrace and along the line on Taffs Well station platforms. Further vegetation will be added south of the northbound platform at Taffs Well station, adding to the screening (see drawing 367590-MMD-281-XX-DR-C-0005). This has ensured that the proposed development will have no impact on the settings of the 11 grade II listed cottages on Alfred’s Terrace.

7.2 Recommendations

It is recommended that the landscaping proposed to the south of the northbound platform at Taffs Well station includes tall trees which would add to the screening of the proposed development area from Alfred’s Terrace. This would better ensure that no impact is made on the settings of these assets.

It is also recommended that an archaeological watching brief of the proposed ground investigation (GI) survey be conducted. This will help determine the level of survival of any archaeological remains - likely associated with larger structures within the Garth Iron Works and with the Rhymney Railway - within the proposed development area and, if present, whether these will be impacted on by the construction of the proposed new builds. This will indicate whether any further archaeological investigation, likely to be in the form of a trenched investigation survey, would be necessary prior to the construction of any new build within the proposed development area. This survey should be carried out as conditions of the planning application.

These are recommendations appropriate in relation to the significance of the heritage assets impacted by the proposals.
8 Conclusion

This heritage statement has found that the key heritage assets within the proposed development area comprise of the undesignated railway building and row of terraced buildings related to the Garth Iron Works. Within the surrounding study area, the key heritage assets comprise of the grade II listed 1-11 Alfred’s terrace, the undesignated CVL, the undesignated and dismantled Rhymney and Cardiff lines and the undesignated infilled Glamorganshire Canal.

This heritage statement has found that the railway building and row of terraced buildings within the proposed development area have lost their historical connection from the Garth Iron Works which has diminished the historical and communal value they provide. Due to the low value of the heritage assets the weight given to their preservation in terms of planning policy requirements is considered to be low.

The grade II listed workmen’s cottages on Alfred’s Terrace are currently screened from the proposed development area by vegetation. Mitigation will be achieved through the design of the new builds within the proposed development area, which extend to a lower height of the current building and will ensure these assets remain screened and no impacts are made on their settings.

The proposed development would remove little, if any, historic fabric of the CVL which would remain operational. The Rhymney and Cardiff rail lines, as well as the Glamorganshire Canal, have been dismantled and/or infilled, thus diminishing the heritage value they provide. As such, the proposed developments will have no impact on these assets.

This heritage statement has found that there is moderate potential to encounter archaeological remains dating to the post-medieval period within the proposed development area, particularly dating to the 19th-20th centuries and possible associated with the larger structures such as furnaces and chimneys, which would have formed part of the Garth Iron works. Archaeology related to the dismantled Rhymney rail line may also survive under the footpath which now follows its former route. Whilst large scale modern development is likely to have truncated archaeological remains if present, pickets of archaeology may survive although this is considered to be of low value. The proposed development would have a significant impact on any surviving archaeology, through construction activities such as excavation and piling. It is therefore recommended that an archaeological watching brief of the proposed ground investigation (GI) survey be conducted. This will help determine the level of survival of any archaeological remains within the proposed development area and, if present, whether these will be impacted on by the construction of the proposed new builds. This will indicate whether any further archaeological investigation, likely to be in the form of a trenched investigation survey, would be necessary prior to the construction of any new build within the proposed development area. This survey should be carried out as conditions of the planning application.
Appendices

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B. Location of all known heritage assets within the study area 37
A. All known heritage assets

Table 1: Gazetteer of all known heritage assets within the study area

<table>
<thead>
<tr>
<th>MM No.</th>
<th>Ref. No.</th>
<th>Designation</th>
<th>Name</th>
<th>Description</th>
<th>Period</th>
<th>Distance from the proposed development area (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MM01</td>
<td>13644</td>
<td>Grade I Listed Building</td>
<td>Castell Coch</td>
<td>Masonry castle of C12 and C13 origin, restored and almost entirely rebuilt in 1875-91 to the designs of the architect William Burges.</td>
<td>Medieval</td>
<td>700</td>
</tr>
<tr>
<td>MM02</td>
<td>13916</td>
<td>Grade II Listed Building</td>
<td>4 Merthyr Road</td>
<td>Listed primarily for historic interest as a mid C19 row of workers' cottages.</td>
<td>Post-medieval</td>
<td>1000</td>
</tr>
<tr>
<td>24400</td>
<td></td>
<td>Grade II Listed Building</td>
<td>6 Merthyr Road</td>
<td>Listed primarily for historic interest as a mid C19 row of workers' cottages.</td>
<td>Post-medieval</td>
<td>1000</td>
</tr>
<tr>
<td>24401</td>
<td></td>
<td>Grade II Listed Building</td>
<td>8 Merthyr Road</td>
<td>Listed primarily for historic interest as a mid C19 row of workers' cottages.</td>
<td>Post-medieval</td>
<td>1000</td>
</tr>
<tr>
<td>24402</td>
<td></td>
<td>Grade II Listed Building</td>
<td>10 Merthyr Road</td>
<td>Listed primarily for historic interest as a mid C19 row of workers' cottages.</td>
<td>Post-medieval</td>
<td>1000</td>
</tr>
<tr>
<td>24403</td>
<td></td>
<td>Grade II Listed Building</td>
<td>12 Merthyr Road</td>
<td>Listed primarily for historic interest as a mid C19 row of workers' cottages.</td>
<td>Post-medieval</td>
<td>1000</td>
</tr>
<tr>
<td>24404</td>
<td></td>
<td>Grade II Listed Building</td>
<td>14 Merthyr Road</td>
<td>Listed primarily for historic interest as a mid C19 row of workers' cottages.</td>
<td>Post-medieval</td>
<td>1000</td>
</tr>
<tr>
<td>24405</td>
<td></td>
<td>Grade II Listed Building</td>
<td>16 Merthyr Road</td>
<td>Listed primarily for historic interest as a mid C19 row of workers' cottages.</td>
<td>Post-medieval</td>
<td>1000</td>
</tr>
<tr>
<td>24406</td>
<td></td>
<td>Grade II Listed Building</td>
<td>18 Merthyr Road</td>
<td>Listed primarily for historic interest as a mid C19 row of workers' cottages.</td>
<td>Post-medieval</td>
<td>1000</td>
</tr>
<tr>
<td>24407</td>
<td></td>
<td>Grade II Listed Building</td>
<td>20 Merthyr Road</td>
<td>Listed primarily for historic interest as a mid C19 row of workers' cottages.</td>
<td>Post-medieval</td>
<td>1000</td>
</tr>
<tr>
<td>24408</td>
<td></td>
<td>Grade II Listed Building</td>
<td>22 Merthyr Road</td>
<td>Listed primarily for historic interest as a mid C19 row of workers' cottages.</td>
<td>Post-medieval</td>
<td>1000</td>
</tr>
<tr>
<td>MM03</td>
<td>13951</td>
<td>Grade II Listed Building</td>
<td>1 – 5 Wyndham street</td>
<td>Probably, like the terrace in Merthyr Road, built around the middle of the C19 to serve the industrial development at Melingriffith and Pentyrch works and the through traffic on the Cardiff Merthyr highway.</td>
<td>Post-medieval</td>
<td>950</td>
</tr>
<tr>
<td>MM04</td>
<td>22822</td>
<td>Grade II Listed Building</td>
<td>Bethlehem Capel yr Annibynwyr</td>
<td>Independent Chapel built 1872. Retaining most of its original fabric externally and internally; group value with the school opposite.</td>
<td>Post-medieval</td>
<td>900</td>
</tr>
<tr>
<td>MM05</td>
<td>22823</td>
<td>Grade II Listed Building</td>
<td>Ynys Bridge</td>
<td>Unaltered mid C19 bridge with close connections to the historic Pentyrch/Melingriffith ironworking site.</td>
<td>Post-medieval</td>
<td>620</td>
</tr>
<tr>
<td>MM06</td>
<td>22825</td>
<td>Grade II Listed Building</td>
<td>Gwaelod-y-garth School</td>
<td>First school on the site was built 1881 as The Pentyrch Works Board School and funded by owners of ironworks. This block is now used as kitchen and the second, now main, block was built in 1898.</td>
<td>Post-medieval</td>
<td>800</td>
</tr>
<tr>
<td>MM No.</td>
<td>Ref. No.</td>
<td>Designation</td>
<td>Name</td>
<td>Description</td>
<td>Period</td>
<td>Distance from the proposed development area (m)</td>
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</tr>
<tr>
<td>MM07</td>
<td>23233</td>
<td>Grade II Listed Building</td>
<td>Railway Viaduct over River Taff (partly in Llantwit Fardre community)</td>
<td>Built late 19th century. Five-arch viaduct of coursed rock-faced stone. The bridge is at an angle to the river and the arches are skewed.</td>
<td>Post-medieval</td>
<td>950</td>
</tr>
<tr>
<td>MM08</td>
<td>23235</td>
<td>Grade II Listed Building</td>
<td>1 Alfred’s Terrace</td>
<td>Listed as an unusually well preserved example of a terrace of workers cottages. They may have been built for workers at the Garth Foundry which was on the opposite side of the Taff Vale Railway.</td>
<td>Post-medieval</td>
<td>85</td>
</tr>
<tr>
<td>23236</td>
<td></td>
<td>Grade II Listed Building</td>
<td>2 Alfred’s Terrace</td>
<td>Listed as an unusually well preserved example of a terrace of workers cottages. They may have been built for workers at the Garth Foundry which was on the opposite side of the Taff Vale Railway.</td>
<td>Post-medieval</td>
<td>80</td>
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<tr>
<td>23237</td>
<td></td>
<td>Grade II Listed Building</td>
<td>3 Alfred’s Terrace</td>
<td>Listed as an unusually well preserved example of a terrace of workers cottages. They may have been built for workers at the Garth Foundry which was on the opposite side of the Taff Vale Railway.</td>
<td>Post-medieval</td>
<td>75</td>
</tr>
<tr>
<td>23238</td>
<td></td>
<td>Grade II Listed Building</td>
<td>4 Alfred’s Terrace</td>
<td>Listed as an unusually well preserved example of a terrace of workers cottages. They may have been built for workers at the Garth Foundry which was on the opposite side of the Taff Vale Railway.</td>
<td>Post-medieval</td>
<td>70</td>
</tr>
<tr>
<td>23239</td>
<td></td>
<td>Grade II Listed Building</td>
<td>5 Alfred’s Terrace</td>
<td>Listed as an unusually well preserved example of a terrace of workers cottages. They may have been built for workers at the Garth Foundry which was on the opposite side of the Taff Vale Railway.</td>
<td>Post-medieval</td>
<td>65</td>
</tr>
<tr>
<td>23240</td>
<td></td>
<td>Grade II Listed Building</td>
<td>6 Alfred’s Terrace</td>
<td>Listed as an unusually well preserved example of a terrace of workers cottages. They may have been built for workers at the Garth Foundry which was on the opposite side of the Taff Vale Railway.</td>
<td>Post-medieval</td>
<td>60</td>
</tr>
<tr>
<td>23241</td>
<td></td>
<td>Grade II Listed Building</td>
<td>7 Alfred’s Terrace</td>
<td>Listed as an unusually well preserved example of a terrace of workers cottages. They may have been built for workers at the Garth Foundry which was on the opposite side of the Taff Vale Railway.</td>
<td>Post-medieval</td>
<td>55</td>
</tr>
<tr>
<td>23242</td>
<td></td>
<td>Grade II Listed Building</td>
<td>8 Alfred’s Terrace</td>
<td>Listed as an unusually well preserved example of a terrace of workers cottages. They may have been built for workers at the Garth Foundry which was on the opposite side of the Taff Vale Railway.</td>
<td>Post-medieval</td>
<td>50</td>
</tr>
<tr>
<td>23243</td>
<td></td>
<td>Grade II Listed Building</td>
<td>9 Alfred’s Terrace</td>
<td>Listed as an unusually well preserved example of a terrace of workers cottages. They may have been built for workers at the Garth Foundry which was on the opposite side of the Taff Vale Railway.</td>
<td>Post-medieval</td>
<td>45</td>
</tr>
<tr>
<td>23244</td>
<td></td>
<td>Grade II Listed Building</td>
<td>10 Alfred’s Terrace</td>
<td>Listed as an unusually well preserved example of a terrace of workers cottages. They may have been built for workers at the Garth Foundry which was on the opposite side of the Taff Vale Railway.</td>
<td>Post-medieval</td>
<td>40</td>
</tr>
<tr>
<td>MM No.</td>
<td>Ref. No.</td>
<td>Designation</td>
<td>Name</td>
<td>Description</td>
<td>Period</td>
<td>Distance from the proposed development area (m)</td>
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</tr>
<tr>
<td>23245</td>
<td></td>
<td>Grade II Listed Building</td>
<td>11 Alfred’s Terrace</td>
<td>Listed as an unusually well preserved example of a terrace of workers cottages. They may have been built for workers at the Garth Foundry which was on the opposite side of the Taff Vale Railway.</td>
<td>Post-medieval</td>
<td>35</td>
</tr>
<tr>
<td>MM09</td>
<td>23246</td>
<td>Grade II Listed Building</td>
<td>The Well House</td>
<td>House dates to late 19th century. Inside the building is a full-width pool of tepid water. The well is said to date back to the C3-4, when it was discovered by the Romans and its warm waters used for medicinal purposes.</td>
<td>Post-medieval</td>
<td>700</td>
</tr>
<tr>
<td>MM10</td>
<td>24398</td>
<td>Grade II Listed Building</td>
<td>Ynys Bridge (partly in Pentyrch community)</td>
<td>An unaltered mid C19 bridge with close connections to the historic Pentyrch/Melingriffith ironworking site on the west banks of the Taff.</td>
<td>Post-medieval</td>
<td>620</td>
</tr>
<tr>
<td>MM11</td>
<td>24399</td>
<td>Grade II Listed Building</td>
<td>6-8 Wyndham Street</td>
<td>Probably, like the terrace in Merthyr Road, built around the middle of the C19 to serve the industrial development at Melingriffith and Pentyrch works and the through traffic on the Cardiff Merthyr highway.</td>
<td>Post-medieval</td>
<td>950</td>
</tr>
<tr>
<td>MM12</td>
<td>n/a</td>
<td>Conservation Area</td>
<td>Glan-y-Llyn, Taffs Well</td>
<td></td>
<td>n/a</td>
<td>900</td>
</tr>
<tr>
<td>MM13</td>
<td>n/a</td>
<td>Conservation Area</td>
<td>Gwaelod-y-Garth</td>
<td></td>
<td></td>
<td>600</td>
</tr>
<tr>
<td>MM14</td>
<td>GM206</td>
<td>Scheduled Monument</td>
<td>Castell Coch</td>
<td>This monument comprises the remains of a medieval castle and much later Victorian Gothic-style castle. Situated on a natural ledge of Carboniferous Limestone at the mouth of the Taff gorge, Castell Coch ‘the red castle’ commands a highly visible and defensive position.</td>
<td>Medieval</td>
<td>700</td>
</tr>
<tr>
<td>MM15</td>
<td>01564m</td>
<td>Undesignated asset - polygon</td>
<td>Devils Hole</td>
<td>Post-medieval iron ore mine situated between Pentyrch village and Garth Hill.</td>
<td>Post-medieval</td>
<td>360</td>
</tr>
<tr>
<td>MM16</td>
<td>02658m</td>
<td>Undesignated asset - polygon</td>
<td>Air or Pumping Shaft Complex</td>
<td>A substantial stone-lined shaft lies to the north of the largest surface working pit.</td>
<td>Post-medieval</td>
<td>1000</td>
</tr>
<tr>
<td>MM17</td>
<td>02657m</td>
<td>Undesignated asset - polygon</td>
<td>Old Pit</td>
<td>The largest of the Garth Mine surface shafts. This surviving pit was linked to the slightly smaller adjacent pit (now backfilled) which lay to the east. Old Pit is c 48m x 38m in area and 60m in depth.</td>
<td>Post-medieval</td>
<td>1000</td>
</tr>
<tr>
<td>MM18</td>
<td>00593s</td>
<td>Undesignated asset - polygon</td>
<td>Lesser Garth Cave</td>
<td>Two excavations in 1912 and c 1922 yielded finds ranging from late Bronze Age Pottery to Dark Age metal work; also human remains in a deep crevice and hearths with Romano-British coarse ware. Excavations in 1963-4 have clarified and augmented the earlier finds and have revealed a long, though intermittent, sequence of use of the cave for various purposes.</td>
<td>Late Prehistoric – Early Medieval</td>
<td>900</td>
</tr>
<tr>
<td>MM19</td>
<td>06406m</td>
<td>Undesignated asset - polygon</td>
<td>Earthwork Feature</td>
<td>None recorded</td>
<td>Unknown</td>
<td>850</td>
</tr>
<tr>
<td>MM20</td>
<td>06402m</td>
<td>Undesignated asset - polygon</td>
<td>Level</td>
<td>None recorded</td>
<td>Unknown</td>
<td>600</td>
</tr>
<tr>
<td>MM No.</td>
<td>Ref. No.</td>
<td>Designation</td>
<td>Name</td>
<td>Description</td>
<td>Period</td>
<td>Distance from the proposed development area (m)</td>
</tr>
<tr>
<td>--------</td>
<td>----------</td>
<td>----------------------</td>
<td>-----------------------------</td>
<td>------------------------------------</td>
<td>----------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>MM21</td>
<td>06401m</td>
<td>Undesignated asset - polygon</td>
<td>Level</td>
<td>None recorded</td>
<td>Unknown</td>
<td>700</td>
</tr>
<tr>
<td>MM22</td>
<td>06399m</td>
<td>Undesignated asset - polygon</td>
<td>Level</td>
<td>None recorded</td>
<td>Unknown</td>
<td>850</td>
</tr>
<tr>
<td>MM23</td>
<td>02665m</td>
<td>Undesignated asset - polygon</td>
<td>Surface Depression</td>
<td>Taffs Well Quarry Assessment -8m in diameter and 5.7m in depth. Adjacent to trackway.</td>
<td>Post-medieval</td>
<td>900</td>
</tr>
<tr>
<td>MM24</td>
<td>06405m</td>
<td>Undesignated asset - polygon</td>
<td>Level</td>
<td>None recorded</td>
<td>Unknown</td>
<td>800</td>
</tr>
<tr>
<td>MM25</td>
<td>04341s</td>
<td>Undesignated asset - polygon</td>
<td>Level</td>
<td>None recorded</td>
<td>Unknown</td>
<td>750</td>
</tr>
<tr>
<td>MM26</td>
<td>04340s</td>
<td>Undesignated asset - polygon</td>
<td>Level</td>
<td>None recorded</td>
<td>Unknown</td>
<td>800</td>
</tr>
<tr>
<td>MM27</td>
<td>04339s</td>
<td>Undesignated asset - polygon</td>
<td>Shafts</td>
<td>None recorded</td>
<td>Unknown</td>
<td>750</td>
</tr>
<tr>
<td>MM28</td>
<td>04332s</td>
<td>Undesignated asset - polygon</td>
<td>Level</td>
<td>None recorded</td>
<td>Unknown</td>
<td>1000</td>
</tr>
<tr>
<td>MM29</td>
<td>07571m</td>
<td>Undesignated asset - polygon</td>
<td>Level</td>
<td>None recorded</td>
<td>Unknown</td>
<td>500</td>
</tr>
<tr>
<td>MM30</td>
<td>07484m</td>
<td>Undesignated asset - polygon</td>
<td>Level</td>
<td>None recorded</td>
<td>Unknown</td>
<td>650</td>
</tr>
<tr>
<td>MM31</td>
<td>07477m</td>
<td>Undesignated asset - polygon</td>
<td>Level</td>
<td>None recorded</td>
<td>Unknown</td>
<td>800</td>
</tr>
<tr>
<td>MM32</td>
<td>07476m</td>
<td>Undesignated asset - polygon</td>
<td>Level</td>
<td>None recorded</td>
<td>Unknown</td>
<td>1000</td>
</tr>
<tr>
<td>MM33</td>
<td>04349s</td>
<td>Undesignated asset - polygon</td>
<td>Slide pit</td>
<td>None recorded</td>
<td>Unknown</td>
<td>750</td>
</tr>
<tr>
<td>MM34</td>
<td>07482m</td>
<td>Undesignated asset - polygon</td>
<td>Level</td>
<td>None recorded</td>
<td>Unknown</td>
<td>800</td>
</tr>
<tr>
<td>MM35</td>
<td>02788.1m</td>
<td>Undesignated asset - polygon</td>
<td>Dismantled railway</td>
<td>None recorded</td>
<td>Unknown</td>
<td>0</td>
</tr>
<tr>
<td>MM36</td>
<td>01682.0s</td>
<td>Undesignated asset - canal</td>
<td>Glamorganshire Canal</td>
<td>Glamorganshire Canal</td>
<td>Post-medieval</td>
<td>10</td>
</tr>
<tr>
<td>MM37</td>
<td>02998.0s</td>
<td>Undesignated asset – railway</td>
<td>Cardiff Railway</td>
<td>Cardiff Railway</td>
<td>Post-medieval</td>
<td>20</td>
</tr>
<tr>
<td>MM38</td>
<td>06422.0m</td>
<td>Undesignated asset - railway</td>
<td>Taff Vale Railway</td>
<td>Taff Vale Railway</td>
<td>Post-medieval</td>
<td>0</td>
</tr>
<tr>
<td>MM39</td>
<td>06229.0m</td>
<td>Undesignated asset - road</td>
<td>Road in Garth Wood</td>
<td>Road in Garth Wood</td>
<td>Post-medieval</td>
<td>450</td>
</tr>
<tr>
<td>MM40</td>
<td>06228.0m</td>
<td>Undesignated asset - tramroad</td>
<td>Tramway in Garth Wood</td>
<td>Tramway in Garth Wood</td>
<td>Post-medieval</td>
<td>300</td>
</tr>
<tr>
<td>MM41</td>
<td>06232.0m</td>
<td>Undesignated asset - tramroad</td>
<td>Tramroad in Garth Wood</td>
<td>Tramroad in Garth Wood</td>
<td>Post-medieval</td>
<td>1000</td>
</tr>
<tr>
<td>MM42</td>
<td>06230.0m</td>
<td>Undesignated asset - tramroad</td>
<td>Tramroad in Garth Wood</td>
<td>Tramroad in Garth Wood</td>
<td>Post-medieval</td>
<td>850</td>
</tr>
<tr>
<td>MM43</td>
<td>06221.0m</td>
<td>Undesignated asset - tramroad</td>
<td>Tramroad in Garth Wood</td>
<td>Tramroad in Garth Wood</td>
<td>Post-medieval</td>
<td>950</td>
</tr>
<tr>
<td>MM44</td>
<td>06220.0m</td>
<td>Undesignated asset - tramroad</td>
<td>Tramroad in Garth Wood</td>
<td>Tramroad in Garth Wood</td>
<td>Post-medieval</td>
<td>400</td>
</tr>
<tr>
<td>MM45</td>
<td>06218.0m</td>
<td>Undesignated asset - tramroad</td>
<td>Tramroad in Garth Wood</td>
<td>Tramroad in Garth Wood</td>
<td>Post-medieval</td>
<td>750</td>
</tr>
<tr>
<td>MM46</td>
<td>06217.0m</td>
<td>Undesignated asset - tramroad</td>
<td>Tramroad in Garth Wood</td>
<td>Tramroad in Garth Wood</td>
<td>Post-medieval</td>
<td>800</td>
</tr>
<tr>
<td>MM47</td>
<td>02998.0s</td>
<td>Undesignated asset - tramroad</td>
<td>Cardiff Railway</td>
<td>Cardiff Railway</td>
<td>Post-medieval</td>
<td>20</td>
</tr>
<tr>
<td>MM48</td>
<td>06422.0m</td>
<td>Undesignated asset - tramroad</td>
<td>Taff Vale Railway</td>
<td>Taff Vale Railway</td>
<td>Post-medieval</td>
<td>0</td>
</tr>
</tbody>
</table>
Source: GLAMORGAN GWENT ARCHAEOLOGICAL TRUST, HISTORIC ENVIRONMENT RECORD
B. Location of all known heritage assets within the study area
![Drawing showing the HER data within a 1km study area of the Taffs Well Depot red line boundary](image)

**Legends**
- **Red Line Boundary**
- **1km Study Area**
- **Tramroad (undesignated)**
- **Road (undesignated)**
- **Railway (undesignated)**
- **Canal (undesignated)**
- **HER Polygons (undesignated)**
- **Conservation Areas (designated)**
- **Scheduled Monuments (designated)**
- **Listed Buildings (designated)**

**Notes**

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**Client**

- Transport for Wales

**Title**

- A drawing showing the HER data within a 1km study area of the Taffs Well Depot red line boundary

**Scale**

- 1:0

**Status**

- PRE

**Drawn**

- JT

**Checked**

- JW

**GIS Check**

- HM

**Date of last revision**

- 22/08/17

**Drawing Number**

- 1

**Drawing 1**

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