



























KEY

-  Taff Trail
-  Bishop's Palace
-  Insole Court
-  Howell's School
-  Sophia Gardens
-  Cathedral Road
-  Bute Park
-  The Civic Centre
-  Bute Dock Feeder
-  Black Friars
-  West Lodge
-  Cardiff Castle
-  Animal Wall
-  Arcades
-  St Mary's Street
-  The River Taff
-  Hamadryad Hospital Ship
-  Wreck of the Louisa
-  The Coal Exchange
-  Bute Street
-  Pierhead Building
-  Tiger Bay
-  Cardiff Bay
-  Cardiff Docks
-  Norwegian Church
-  Dolphins

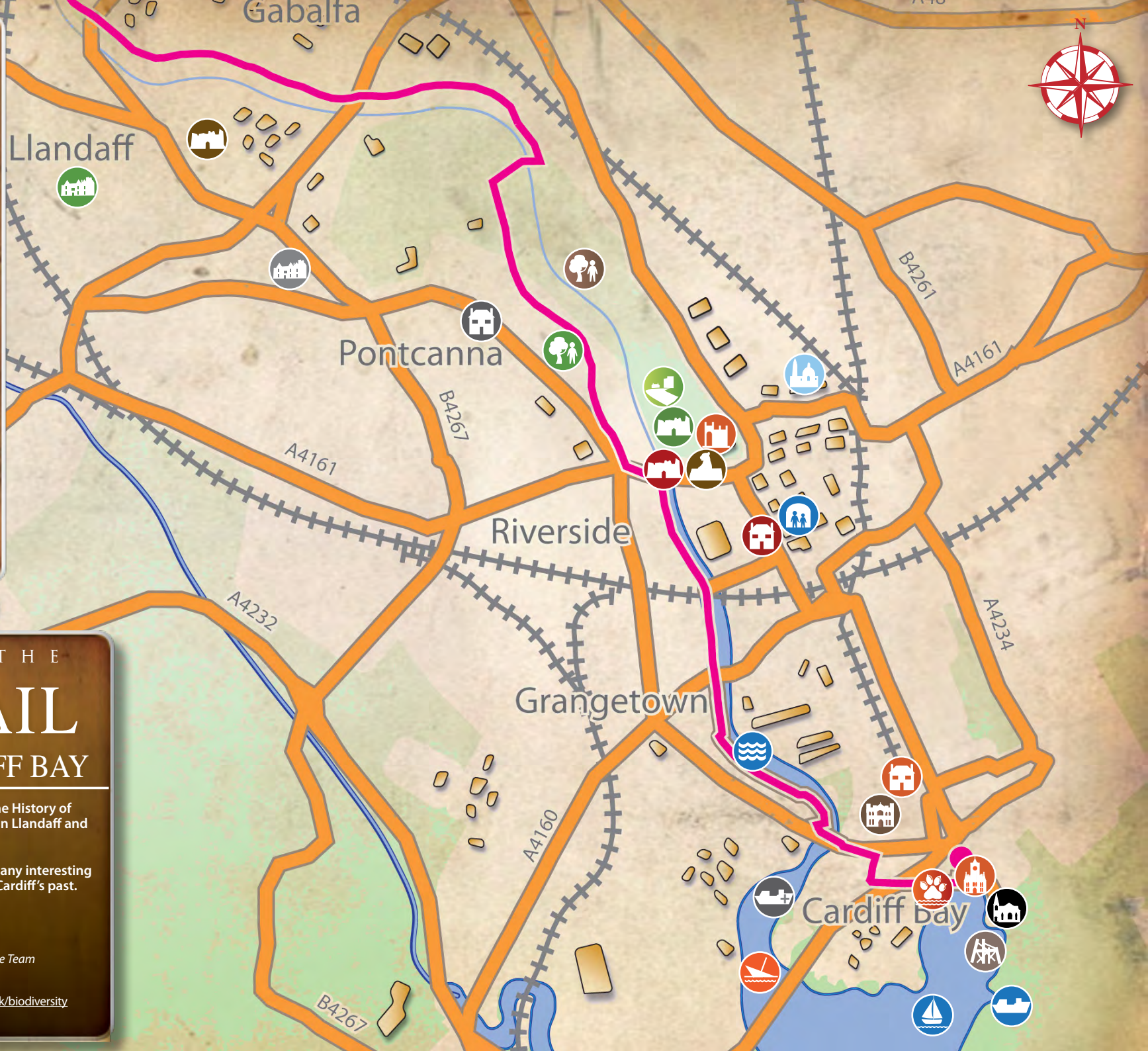
HISTORY OF THE TAFF TRAIL LLANDAFF TO CARDIFF BAY

This leaflet is designed to provide information on the History of the Taff corridor in Cardiff. It covers the area between Llandaff and Cardiff Bay.

If you take a walk along the River you will still see many interesting buildings and features which will give you clues to Cardiff's past.

Click on the icons to find out more...

For further information about other opportunities to enjoy the countryside on your doorstep contact the Council's Countryside Team
Telephone: 029 2087 3215
Email: countryside@cardiff.gov.uk
Websites: www.cardiff.gov.uk/countryside www.cardiff.gov.uk/biodiversity



BISHOP'S PALACE

Bishop's Palace is thought to have been constructed by a Bishop of Llandaff during the 13th century as part of a garden. Also known as Bishop's or Llandaff Castle, the structure was given to Cardiff Council and was then opened to the public. It is now a Grade I listed building due to its importance as a medieval Bishop's residence and is said to be the only surviving residence of the medieval clergy of Llandaff.

A photograph of the Bishop's Palace ruins in Cardiff. The image shows a large, multi-story stone wall made of grey and brown masonry. In the center is a large, pointed Gothic archway. The wall is partially ruined, with some sections missing and vegetation growing on top. To the left, a green tree is visible. To the right, a black lamppost stands next to a small green bush. The foreground is a paved road with yellow and white markings. A black metal railing is on the left side of the road.

BISHOP'S PALACE

INSOLE COURT

Insole Court is a Victorian Gothic mansion in Llandaff and dates back to the mid 19th century. Originally called Ely Court, it was owned by the Insole family who were coal owners and shippers, their fortune growing inline with the coal industry. At the height of their wealth in the 19th Century, large plots of land were acquired which included the land on which the Court was to be built.

The building was commenced in the 1850s and was originally of a more modest scale. With increased fortune came the opportunity for expansion and each generation of Insole made their mark to the house and gardens. The two most notable and major alterations saw the Court's appearance change dramatically.

As with most businesses involved with the coal trade, when the industry declined the family's fortunes did too. In 1932 the land was sold and the estate acquired by the Cardiff Corporation to make way for a new road system. It is now a Grade II* listed building.

HOWELL'S SCHOOL

Thomas Howells, a rich Welsh merchant, donated a considerable sum of money to establish a school so that orphan girls could receive an education. After founding a school in Denbigh of the same name and nature, **Howell's School, Llandaff** was finally opened in the early 1860s. The school is a Grade II* listed building and is now an independent school for girls.

HOWELL'S SCHOOL





SOPHIA GARDENS

Sophia Gardens is a public park in Cardiff named after Sophia Rawdon-Hastings, the second wife of the 2nd Marquess of Bute. Donated along with Bute Park, Pontcanna and Llandaff Fields it now forms part of a large area of open space popular with locals and tourists alike. Sophia Gardens is now home to the **SWALEC Stadium** and the **Sport Wales National Centre**.

SOPHIA GARDENS

CATHEDRAL ROAD

Cathedral Road was developed in the late 19th century by the 3rd Marquess of Bute. He employed William Burges (architect of Cardiff Castle and Castell Coch) to help develop the land into an exacting style and to a high standard. They achieved this through leasing plots to builders and laying down standards to follow. Architects were also recommended to ensure that houses were built to suit the high expectations for architectural quality.



CATHEDRAL ROAD

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BUTE PARK

Located in the heart of the City, **Bute Park** is one of Cardiff's best loved areas. The park straddles the River Taff and boasts 130 acres of landscaped gardens, an arboretum, flower gardens and recreation grounds.

The Park was originally created by Head Gardener Andrew Pettigrew as the private garden to Cardiff Castle for the Bute family. In the late 1940s, a significant proportion of the 56 hectare grounds were given to the people of Cardiff to enjoy. Bute Park is now a Grade I listed historic designed landscape.

A new Education Centre is now located within the park along with a Secret Garden café. The Summerhouse Kiosk and newly opened Pettigrew Tea Rooms also serve refreshments to the public.

'Bute Park Friends Group' has recently formed to enable volunteers to help Cardiff Council to maintain the park and ensure its continued use for future generations.

Other features in the park include Blackfriars and the Bute Dock Feeder.

THE CIVIC CENTRE

The Civic Centre, located in the heart of the City Centre, was developed in the early 1900s and designed to give an overall impression of grandeur. The buildings include: City Hall; the National Museum and Gallery of Wales; the Law Courts; and Cardiff University buildings. Trees along King Edward VII Avenue and Museum Avenue determined the layout of roads and buildings in the Civic Centre. Planted by the Bute family prior to the sale of the land, the family stated that the trees were to be retained and can still be seen lining the streets today.

As well as grand buildings, the Civic Centre also boasts three beautiful open spaces: Alexandra Gardens; Gorsedd Gardens; and City Hall Lawn.



THE CIVIC CENTRE

Photo credit:
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BUTE DOCK FEEDER

The Bute Park section of the Dock Feeder is located close to Cardiff Castle and follows the line of the medieval mill stream which once powered the corn mills beneath the west wall of Cardiff Castle. In the 1830s and 1840s, the course of the feeder was upgraded to provide water for the new docks, passing beneath many of the main roads in Cardiff.

Other sections of the Feeder can be seen flowing alongside Boulevard de Nantes, disappearing under the city and re-emerging near the Cardiff International Arena before finally running into the Bute East Dock.



BUTE DOCK FEEDER

BLACK FRIARS

To the west of Cardiff Castle lie the remains of the monastic settlement Blackfriars established in the 11th century. The Black Friars (so called because of their black robes) were founded by the son of Henry I and were present in Cardiff for over 280 years.

In the 1530s, Henry VIII destroyed all the monasteries, and its remains were only discovered during the 19th century whilst the Marquess of Bute was renovating his gardens. Partial restoration of the site followed, and it is the Victorian brickwork you can see today.

Further investigation has revealed the site was used for several burials, including a Bishop and even the 3rd Marquess of Bute's Mother in Law!

Black Friars is now a scheduled ancient monument.



WEST LODGE AND CARDIFF'S TOWN WALLS

According to literature dating back to 1111, Robert Fitzhamon, Lord of Glamorgan, constructed a wall around the city with five town gates. The wall would have been roughly a mile in circumference and had an average thickness of around 7ft (2.1m) and a height of 10ft (3m) to keep intruders out. Sections of the wall reputedly collapsed in the 18th century due to neglect and many of the stones were used as building material for other buildings in the town. The last large section of the wall was demolished in 1901 and now only two sections of the wall remain: one section supports a flower bed to the east of Cardiff Castle; and the second forms the rear of a shop on Queen Street.

The West Lodge was completed in the 1860s as an ornamental Gate House and it is here that the only remaining example of a Cardiff Town Gate can be found. The West Lodge is now home to Pettigrew Tea Rooms; a traditional Victorian tea room serving tea and coffee to the public. Named after Andrew Pettigrew, Head Gardener to the 3rd Marquess of Bute, it is an ideal setting to enjoy the British pastime of "taking tea".



WEST LODGE AND CARDIFF'S TOWN WALLS

CARDIFF CASTLE

Located in the heart of the City, Cardiff Castle's walls conceal a rich history spanning more than 2 millennia. During this time the grounds have been transformed from Roman Fort, to Norman Castle, to Victorian Mansion.

It is thought that a Roman Fort was established as early as 50AD with the Normans reusing this site to build a Keep in around 1091. Since then, the Castle has passed through the hands of many noble families until 1766 when it came to the Bute family.

The 2nd Marquess of Bute was responsible for turning Cardiff into one of the world's greatest coal exporting ports which subsequently made the family very wealthy. After inheriting the Bute fortune, the 3rd Marquess was said to have been the richest man in the world during the 1860s, and had an almost never ending supply of money. It is he who was responsible for commissioning "eccentric architect" William Burges to turn the Castle into his Gothic fantasy. Burges created lavish themed interiors with luxurious materials such as marble and decorated the rooms with fabulous murals and elaborate wood carvings. A highlight of the Castle includes a guided tour of these fabulous rooms.

The Bute family continued to reside in the Castle throughout the 1920s and 1930s until it was decided the Castle and much of its grounds were to be given to the city of Cardiff. The Castle is now considered to be of international significance and is one of Wales' most popular visitor attractions.

For more information about Cardiff Castle, including opening times and facilities please click [here](#).



ANIMAL WALL

The Animal Wall was designed by William Burges in 1866, but it was not built until 1890, after Burges's death in 1881. The original nine animal figures included the hyena, wolf, apes, seal, bear, lioness, lynx, and 2 different lions. They were painted in naturalistic colours, although since then the paint work on the sculptures has been removed.

In 1922, the wall was moved from outside Cardiff Castle to its present location outside Bute Park due to road widening works. In 1931 a further six animals were added; the pelican, anteater, racoons, leopard, beaver and vulture.

As part of a £5.6 million refurbishment of Bute Park, restoration of the animals began in 2010. During the repair, the anteater's missing nose, which has been missing since the late 90s, was replaced as well as the missing glass eyes in the nine original animals.



ARCADES

Key features of the arcades in Cardiff include glazed walkways, balconies and traditional Victorian shop fronts. Morgan Arcade, built 1896 in Jacobean classical style, contains the most original shop fronts of the Cardiff arcades. Other Arcades include: High Street Arcade (1885); Duke Street Arcade (1902); Castle Arcade (1887). The arcades are popular with the many thousands of shoppers looking to buy unique and interesting items.

ST MARY'S STREET

Between 1600 and 1800, St Mary's Street was the only part of Cardiff to significantly change its layout. This was partly due to the River Taff and its change of course; moving eastward towards the city. Worship was transferred from St Mary's Church in the late 1670s and was later washed away when the Taff flooded.

It was the period between 1880 and the early 1900s that saw the most extensive rebuilding of the High Street and St Mary Street, including the erection of large commercial schemes such as Market Building, James Howell's Department Store and the Royal Hotel. As a result of this extensive rebuild, little remains from before 1850.



ST MARY'S STREET

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THE RIVER TAFF

Two rivers the Taf Fechan (Little Taff) and the Taf Fawr (Big Taff) start in the Brecon Beacons and join together in Merthyr Tydfil to form the River Taff. In Cardiff, the natural course of the river was changed during the 19th century from Cardiff Castle and now follows a route west of its natural route. The river flows into the barrage, which has been constructed across the mouth of the Taff and the Ely rivers, and out into the Severn Estuary.

The Taff Valley is rich in history and has always been an important trade route and as such became much polluted. However, after many years the river is now abundant with wildlife and is popular with migratory salmon and the occasional otter.



THE RIVER TAFF



HAMADRYAD HOSPITAL SHIP

The hospital ship was built in the 1820s but never saw active service. It remained unused until the 1860s when arrangements were made for the conversion of the ship into a seamen's hospital. Dr Henry Paine, the man who masterminded the idea, thought that the most suitable accommodation for ill seamen was a ship. Finances of the hospital ship were provided by voluntary contributions from seamen using Cardiff's port.

The boat was redone and fitted to receive between 60 and 65 inpatients, with facilities for a doctor and his staff. When the ship arrived at Cardiff it was grounded on wasteland donated by the Marquess of Bute known as Rat Island – an area that subsequently grew into Tiger Bay. The hospital opened in 1866 and for many years was the one of only two hospitals devoted to the free treatment of seamen of all nationalities. By the 1890s, over 10,000 patients were treated annually.

Further additions were made to the hospital including an onshore wooden structure to provide bunks for up to 40 patients with infectious diseases. For several years this was the only centre in the city for treating such illnesses.

Unfortunately, by 1897 the inadequacy of the accommodation on the ship was recognised as it did not match the standard of that in the Union Hospital. In 1904 a new seaman's hospital was built ashore to replace the ship, and also as a memorial to mark Queen Victoria's Diamond Jubilee. The new Royal Hamadryad Hospital was formally opened on in 1905 by the 4th Marquess of Bute.

HAMADRYAD HOSPITAL SHIP

WRECK OF THE LOUISA

The 'Louisa' is a large merchant ship known to have operated out of Cardiff during the second half of the 19th century. Originally built in Canada in 1851, it was probably used to transport Canadian timber to British ports. Since the impoundment of Cardiff Bay the site is submerged at all times.

The Wreck was given Scheduled Ancient Monument status in 2001. A Scheduled Ancient Monument is a 'nationally important' archaeological site or historic building, given protection against unauthorised change.



WRECK OF THE LOUISA

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THE COAL EXCHANGE

The Coal Exchange was built in Mount Stuart Square in the 1880s at the time of Cardiff's emergence as one of the biggest coal ports in the world. It was constructed as a base from which to conduct trade from the coal mines of the Valleys.

Following its opening, coal owners, ship owners and their agents met daily in the hall to trade. During peak trading hours between midday and one o'clock, as many as 200 men would have been shouting and making their deals with an estimated 10,000 people passing through the building each day.

The world's first one million pound cheque was written at the Coal Exchange in 1901.



THE COAL EXCHANGE

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BUTE STREET

Before Bute Street was constructed, the area was mostly meadow and marshland. In the 1820s, the 2nd Marquess of Bute realised that the Glamorganshire Canal was not sufficient to cope with the demands of the trade and initiated a development plan which included the construction of Bute Street. This was to be the main road in and out of the docks area.

There are many listed buildings along Bute Street including Cory's Building (57 Bute Street). This 5 storey Grade II listed building is situated on the corner of Bute Place and Bute Street and was constructed in 1889 for Cory Brothers and Co. Ltd. The Cory brothers were successful business men who dealt with the sale and export of coal.

Another building of note is Cardiff Bay Railway Station. This Grade II* listed building was built for the historic Taff Vale Railway in 1843 and was central to the coal export trade. It was from near this site that the very first train in South Wales ran in October 1840, when the Taff Valley Railway opened its first line. In 1920 it was sold along with Bute Docks and Cardiff Railway to Great Western Railway and for a short time was the busiest and most important rail system in the world.



BUTE STREET

PIERHEAD BUILDING

The Pierhead Building is a Grade I listed building and home to the National Assembly for Wales. It stands as one of the city of Cardiff's most familiar landmarks and was built as the headquarters for the Bute Dock company.

Constructed in the late 1890s, the building was designed by Welsh architect William Frame, who also worked on the refurbishment of Cardiff Castle and Castell Coch. Features of the building include a distinctive clock tower and a coat of arms bearing the Bute Dock Company motto: "wrth ddŵr a tân" (by fire and water) encapsulating the elements creating the steam power which transformed Wales. It is these features, along with the close connection to the development of the Docks that earn this building its Grade I status.



PIERHEAD BUILDING

TIGER BAY

Tiger Bay was the local name for an area of Cardiff which covered Butetown and Cardiff Docks. The area had a reputation for being dangerous as seamen from all over the world would only stay for as long as it took to unload and reload their ships. Consequently, the area became a hot spot for crime with murders and lesser crimes going unsolved, the perpetrator having sailed for other ports. The name "Tiger Bay" was used (particularly by sailors) to describe any dock or seaside town which shared a similar unpleasant status.

[Main Map](#)



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TIGER BAY

CARDIFF BAY

Cardiff Bay is the area created by the Cardiff Barrage and is now widely regarded as one of the most successful regeneration projects in the UK.

Cardiff Bay played a major part in Cardiff's development by being the means of exporting coal from the South Wales Valleys to the rest of the world, helping to power the industrial age. The coal mining industry helped fund the building of Cardiff into the Capital city of Wales and helped the Bute family, who owned the docks, become the richest family in the world at the time.

As Cardiff's exports grew, so did its population; dock workers and sailors from across the world settled in neighbourhoods close to the docks known as Tiger Bay, and communities from up to 45 different nationalities, including Norwegian, Somali, Yemeni, Spanish, Italian, Caribbean and Irish helped create the unique multicultural character of the area.



CARDIFF BAY

CARDIFF DOCKS

Due to the growing success of the Glamorganshire Canal in 1798, Cardiff expanded very rapidly becoming the main port for coal exporting.

To meet the increased demand for shipping facilities, the Bute West Dock was opened in the late 1830s. Three subsequent docks were opened to cope with the rapid expansion of the coal trade (Bute East Dock, Roath Dock and Queen Alexandra Dock).

After the collapse of the coal trade, Cardiff Docks fell into disrepair. In 1987, Cardiff Bay Development Corporation (CBDC) was established to redevelop Cardiff Docks and the area surrounding it. Responsible for building the Cardiff Bay Barrage, the new shopping and housing developments across the old docks and Roald Dahl Plass, CBDC has once again made the Docks a bustling and interesting place.



NORWEGIAN CHURCH

The Norwegian Church was founded in the 1860s to provide religious and social care to the thousands of Norwegian sailors that passed through Cardiff Docks every year. Originally located between the East and West Docks on land donated by the Marquess of Bute, the church was dismantled and re-erected on its present site to make way for the redevelopment of the Docks.

In its heyday, the church became a famous meeting place for Scandinavian sailors serving an estimated 73,000 seamen per year. The Church, decorated with portraits of the royal families from Norway, Denmark and Sweden, was a home from home for sailors where they could read newspapers and magazines in their native language. Paintings of Norwegian scenery were hung on the walls and miniature Norwegian flags decorated the tables.

When the coal market collapsed Norwegian ships went elsewhere for trade and so the numbers of sailors fell too. The Church remained open for a number of years after this until it was forced to close in 1974 due to the financial burden. Without maintenance, the building fell into disrepair until it was rescued from total destruction when the development of the Bay was being undertaken. The Norwegian Church Preservation Trust was established to orchestrate its dismantlement in 1987 and subsequent re-erection. Money was raised in Wales and Norway in order to achieve this.

The church has connections to famous author Roald Dahl who spent his early childhood and school days in Cardiff where his family worshipped at the church.

For more information about the Norwegian Church please [click here](http://www.norwegianchurchcardiff.com).

(Adapted from: <http://www.norwegianchurchcardiff.com>)



DOLPHINS

Dolphins are usually installed to provide a fixed structure for vessels to moor. These dolphins would have been used by the great number of ships that used Cardiff Docks back in its glory days.



DOLPHINS