HOLLAND HERITAGE

FORMER COLLIERY ENGINE HOUSE

LLWYNYPIA

RHONDDA

CF40 2HZ

HERITAGE IMPACT STATEMENT

October 2022

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Holland Heritage
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HOLLAND HERITAGE

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1.0 Introduction

1.1 Authorship and Background

This Heritage Impact Statement is written by Edward Holland, Director of Holland Heritage. It was commissioned on 11th August 2022 by Sean Milsom Architect on behalf of the owner Sean James. This report is to inform proposals for repair and adaptive reuse of the Grade II listed former industrial building.

1.2 Location

The building is situated at NGR Ref: SS 99371 93277. It is parallel to Colliers Way (A4058) and is accessed off Llwynypia Road close to the junctions between the two roads.

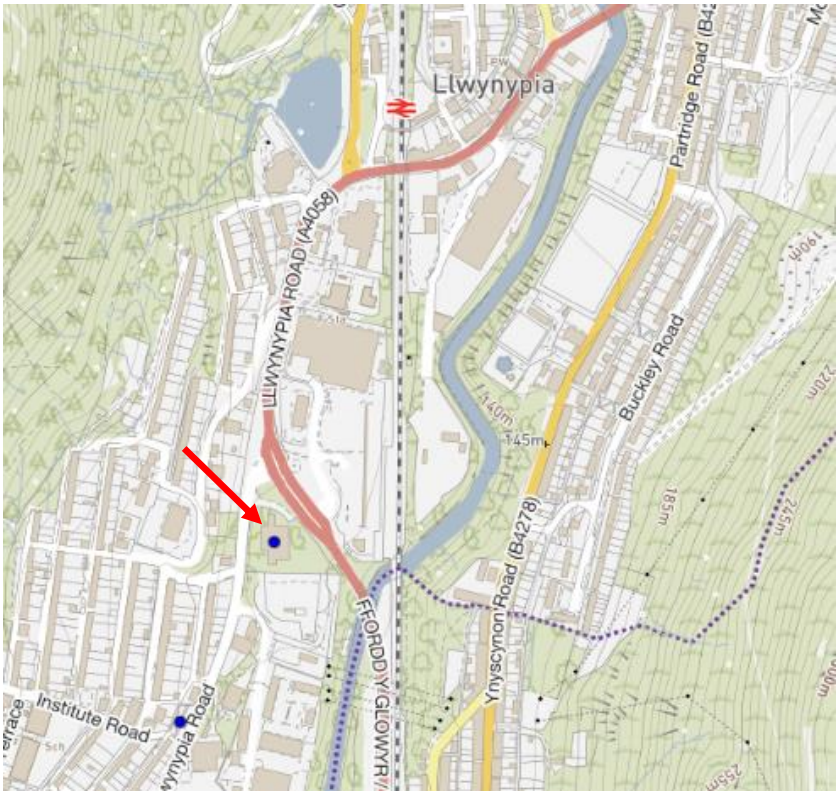

Figure 1 Map of listed buildings (annotated to identify Engine House © Cadw Cof cymru

1.3 Methodology

The purpose of this Heritage Impact Statement is to fully understand the heritage asset and to evaluate proposals for change.

The heritage assessment follows the approach set out in Cadw's Conservation Principles document *(Conservation Principles for the sustainable management of the historic environment in Wales, March 2011)* as well as that set out in the more recent best-practice guidance documents associated with the Historic Environment (Wales) Act 2016. In particular, *Heritage Impact Assessment in Wales (2017)* and *Managing Change to Listed Buildings in Wales (2017)* contain the general principles to consider when planning changes to historic assets.

This report is based upon a site survey on 14th September 2022 and research in the Glamorgan Archives on 27th September 2022 and information formally requested from the National Monuments Record. The Historic Environment Record was consulted on-line but did not reveal any additional records for this site.

1.4 Designations

The former Engine House is listed Grade II and it was first designated on 2nd January 1991 (Cadw Ref: 13125). It lies within Llwynypia Community which has three listed buildings, all of which are Grade II.

2.0 Understanding the history of the building and its context within the South Wales coalfield

2.1 The engine house was built in 1905 (see date inscribed to north gable end) and it powered the Llwynypia Colliery which had been operating since 1863. It contained plant and machinery capable of pumping 4-5,000 gallons of water from the mine per minute.[1]

2.2 The colliery was also known as the Glamorgan Colliery or The Scotch, in honour of its original owner, Archibald Hood. He died in 1902 and his successor sold the colliery to the Cambrian Combine in 1908. In contrast to Hood's reputation for treating the miners well, this company owned a large numbers of pits and their tight control of miners' wages whilst the price they were getting for the coal was rapidly increasing led to a widespread dispute over pay. A ballot on 1st November 1910 resulted in all 12,000 men employed by the Cambrian Combine coming out on strike. The company attempted to bring in black-leg workers to keep the pumps and ventilation machinery operating to protect the underground workings. The engine house became a base for the police reinforcements but the striking miners hurled stones at the windows breaking the glass and making conditions impossible. After the rioting in Tonypandy on 8th November where many shops were damaged, the government brought the army in to control the strikers. The strike lasted until August 1911 and whilst it initially made little difference to miners' wages the long-term consequences the strike has been described as "an epoch making event in the history of the South Wales coalfield"[2] and the issue of the National Minimum Wage had now been raised.

2.3 By 1937 the colliery employed 660 men and had an output of 200,000 tonnes a year. The colliery closed in 1945 at the time of nationalization, although the engine house remained operational for pumping purposes until 1966. Since then it has been abandoned and stripped out. There have been various plans to convert it to new uses, in the 1990s, a proposal for a Motor Museum and another led by Business in the Community for an Enterprise Centre. Neither came to fruition and in the early 21st century a Trust was formed and developed plans for a community hub including library and office space but this did not secure ownership or sufficient funding. The site was sold to the current owner in 2022.

[1] G Evans and D Maddox, *Tonypandy Riots 1910-1911* (University of Plymouth, 2010)
[2] E D Lewis, *The Rhondda Valley,* (London, 1959), p.178

2.4 This transformational industrial site also contained a substantial brickworks, 140 coke ovens, small-scale limekilns, a saw mill and a gravel pit and it had direct link to the flanking railway lines. The site produced electricity not just for the colliery itself but also for the town. Additionally, the colliery was well-known for the scientific experiments conducted here in the development of safety lamps.

Figure 2 Photograph of colliery c.1905 © Commons Wikimedia

Figure 3 Aerial photograph, 1902 © Crown Copyright: RCAHMW

2.5 In terms of the wider site, cartographic research shows that at the time of the 1847 Tithe Map for the Parish of Ystradyfodwg the area was undeveloped and the river Rhondda passed close by to the east.

2.6 The 25inch Ordnance Survey map (Glamorgan XXVII.7) published in 1920 shows what appears to be the engine house connected at its south end to the railway lines through the colliery.

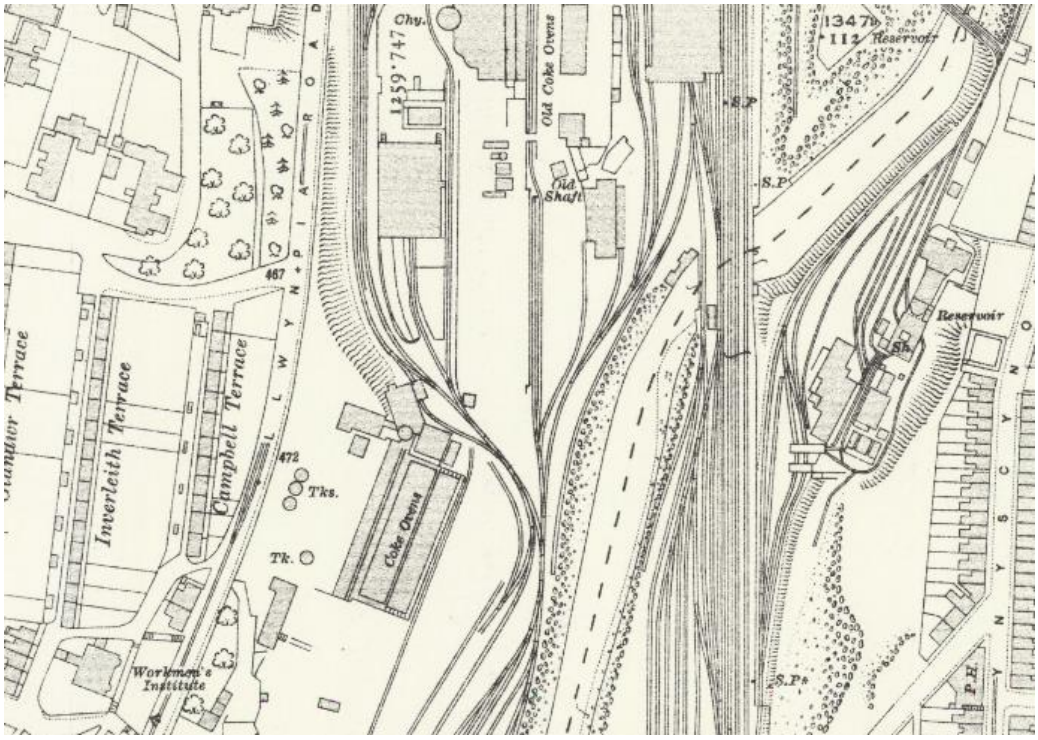

Figure 4 1920 O.S. map Glamorgan XXVII.7, 1920 © National Library of Scotland

3.0 Description of the Exterior

Figure 5 South elevation

3.1 Monumental English bond red brick structure with 8-bay side elevations and broad gabled end elevations with dressed stone kneelers and copings. There is a Welsh slate roof with a central raised ventilator. At the north end there is the steel-frame remains of an extension, across most of the west side there is a flat-roofed extension and to the south end there is a low gabled extension.

3.2 The south gable end has a roundel with keystones to the apex but the original raised pediment is largely lost. Below that is a dressed stone tablet inscribed with the date 1905. To the middle of the elevation is a row of three round-headed openings with voussoirs and stone sills. The metal-frames of the fenestration remains but without any surviving glass. To the centre is a tall, 2-order, round-arched doorway reached up a concrete ramp. The doors are missing so there is a clear view of the interior of the building from here. Either side of the central entrance are blocked round-arched windows with similar voussoirs. The elevation has a high plinth above which is a decorative terracotta band. Stepping forward to the left is a gabled single-storey extension.

3.3 The east side is not easily visible as the site is too overgrown to access this side of the building and there are trees beyond which interrupt

views from the roadside above. It has matching round arched openings set in stepped recesses with robust pilasters defining each bay of the building and creating a Classical rhythm to the elevation. Terracotta is used to enrich the pilasters and to create a band course below the upper level windows. The northern bay has no openings.

Figure 6 West elevation as seen from Llwynypia Road

Figure 7 North elevation

3.4 The north end retains its raised pediment over a simply roundel. There are four openings to the middle level, one of which to the centre has been party infilled. To the north-east corner is a round-arched entrance reached up steps and as referred to above there is the remains of an attached steel-framed building to the north-west. The steps to the entrance at the north-west corner have been largely removed but are clearly shown in old photographs.

Figure 8 Entrance near north-east corner

3.5 The east side is similar to the west with the bays defined by stepped recesses and pilasters with terracotta dressings and band course. As before, the round-arched windows retain their metal frames without any glazing.

Figure 9 East elevation

4.0 Description of the Interior

4.1 The 8-bay yellow brick interior has been extensively altered through the removal of all machinery apart from the bow-trussed travelling crane. The steel trusses remain in situ to this cathedral-like space which would once have been filled with the machinery that powered the winding gear and ventilation of the colliery. The brickwork, yellow in contrast to the red brick of the exterior, is partly plastered and painted to the north end and the base of the side walls are also plastered. The quarry-tiled concrete floor now has several voids through which the basement can be seen but there is no current access to that sub-floor level. To the west and east sides are cast-iron pillars supporting narrow upper-level platforms that run the length of the side walls. Across the north end is a single-storey partition creating a further platform and in front of that is a later partition creating office space. Beneath the northern platform is a corridor of stores with brick-walled chambers, once shelved, and retaining boarded doors at either end.

Figure 10 Interior looking south

Figure 11 Interior looking north showing the overhead crane

4.2 The main surviving feature is the overhead crane manufactured by the well-known Joseph Booth and Bros Ltd engineers of Rodley near Leeds. The firm first established in 1947 was one of the first to manufacture steam cranes and they pioneered overhead cranes such as the one here at Llwynypia and as shown in a trade catalogue dated 1903. This example is assumed to be original to the building erected in 1905.

Figure 12 Stores area at north end

5.0 Condition of the Heritage

No condition survey has been seen but the building is evidently in very poor condition following abandonment and 60 years without maintenance. In this period it has suffered vandalism and loss of slates to the roof as well as damage to the brickwork through self-seeded trees. In some areas movement appears to be progressive and it requires specialist investigation, for example to the north elevation, seen on both internal and external faces. The overgrown nature of the site prevented full survey of the west side and lack of access to the basement prevented survey of that, though it could be glimpsed through voids in the floor.

The building is recorded as being in deteriorating condition at the time of listing in 1991 and this has inevitably worsened over the subsequent 30 years

Figures 13 to 15 Images showing condition of roof and extent of vegetation to brickwork

6.0 Assessment of Cultural Heritage Significance

6.1 Assessment of Heritage Values

6.1.1 Any proposals for change to the listed Engine House will require Listed Building Consent. Accordingly, the applicant will be required to present an assessment of heritage values in accordance with Cadw's *Conservation Principles*[3] setting out how historic assets should be managed to sustain their values.

6.1.2 The preceding part of this report has described the heritage asset and explained its significance. The next stage is to test this understanding against the conservation principles adopted by Cadw on behalf of Welsh Government. These principles start from the point of view that changes within the historic environment are inevitable and that conservation is often more about the careful management of that change rather than the prevention of it. The guidance set out by Cadw requires that:

> *"New work must respect the setting and significance of the historic assets affected. The quality of design and execution must add value to that site and its setting, both now and in the future."*

6.1.3 It sets out criteria for how significance can be evaluated, considering Evidential, Historical, Aesthetic and Communal values and says that:

> *"The significance of an historic asset embraces all of the cultural heritage values that people associate with it".*

6.2 Evidential Value

6.2.1 This derives from those elements of an historic asset that can provide evidence about past human activity, including its physical remains or historic fabric. These remains provide the primary evidence for when and how an historic asset was made or built, what it was used for, and how it has changed over time.

6.2.2 The engine house is highly significant as the last remaining physical evidence of the once thriving Llwynypia colliery. The engine house was one of the largest and most important buildings on any colliery giving power to the winding gear, pumping water from the mine and ventilating the underground workings for the safety of the miners. Whilst almost none of the machinery survives, the monumentality of the structure is characteristic

[3] *Conservation Principles for the sustainable management of the historic environment in Wales, March 2011*

of colliery engine houses of this period and is sufficient to provide evidence of how this site was once used. The datestone to the south elevation is evidence of the date when the building was constructed. Internally, the overhead crane is the only surviving piece of machinery and retains its makers plate as evidence that it was made by the leading crane manufacturer of the time. At the north end the passage with doors labelled Stores provides further evidence of how the building was once used.

6.2.3 In terms of the wider significance, it is acknowledged that there are other colliery sites in the Rhondda that retain more complete evidence of the mining heritage. For example, the earlier engine houses at the former Lewis Merthyr Colliery, or the later one at Llantrisant Colliery. There is also the Grade I listed and Scheduled Hetty Engine House built in 1875 which retains machinery and associated winding gear. It is regarded as being of national importance for its completeness. Beyond the Rhondda there are also especially significant engine houses at sites such as Tower Colliery, Penallta Colliery and Crumlin Navigation Colliery. Lewis Merthyr, Penallta and Crumlin all retain buildings listed at Grade II* as evidence of their higher level of heritage significance and their relative completeness also provides a greater understanding of the entire industrial process, whereas at Llwynypia only the engine house survives.

6.3 **Historical Value**

6.3.1 A heritage asset might illustrate a particular aspect of past life or it might be associated with a notable family, person, event or movement. These illustrative or associative values of a heritage asset may be less tangible than its evidential value but will often connect past people, events and aspects of life with the present.

6.3.2 The survival of any colliery structure in the Rhondda is of historical value as the area became synonymous with the coal industry in the later 19th century and it transformed the landscape of the area. The discovery of steam coal in 1855 had a transformational impact on the region. In the 19th century South Wales became the world's largest exporter of steam coal on account of the quality of Rhondda's coal, colloquially known as 'Black Gold'. Production peaked in 1913 but it remained the largest coalfield in Britain until 1925. Coal was the economic foundation of many communities and at least three out of four men either worked down a mine or in an ancillary business that supplied the coal industry. Indeed, in the Rhondda in 1911, out of a total population of 150,000, 95% of people belonged to families that were either engaged in or dependent upon the mining industry.

This degree of dependence upon coal mining was unparalleled in any other British coalfield and it created one of the largest and best-known industrial communities in Britain.

6.3.3 The survival of old photographs of Llwynypia Colliery adds historical interest and help to interpret a site which is now transformed by new roads and commercial development.

6.3.4 Llwynypia Colliery, and specifically this Engine House, has additional historical value for the part it played in the famous Tonypandy Riots in November 1910. This was the most intense expression of the miners strike of 1910/11 which sought to earn themselves a fair wage. Although the miners returned to work after a year with little improvement the strike did, over time, lead to improved pay and was a landmark moment in industrial history. In the course of the strike the miners tried to blockade the engine house but the company managed to keep the pumps operating to save the mine from flooding though the building itself was badly damaged. There is nowhere remaining that is more evocative of the Tonypandy Riots than this engine house.

6.3.5 The engine house is the most prominent physical memory of that mining heritage and of the strike that scarred their lives for decades.

6.4 **Aesthetic Value**

6.4.1 This derives from the way in which people draw sensory and intellectual stimulation from a heritage asset. This might include the form of a heritage asset, its external appearance and how it lies within its setting. It can be the result of conscious design or a seemingly fortuitous outcome of the way in which a heritage asset has evolved and been used over time, or it may be a combination of both. Inevitably, understanding the aesthetic value of a heritage asset will be more subjective than the study of its evidential and historical values. Much of it will involve trying to express the aesthetic qualities or the relative value of different parts of its form or design.

6.4.2 Aesthetic values in the context of a colliery site are mainly to do with the intellectual stimulation that they offer to understand a particular industrial process and to think about the people that worked on the site and the conditions that they experienced. The imposing brickwork of the engine house is at once impressive and an indicator of an industrial site while the empty interior of the engine house is striking for its vast space.

Unfortunately, the aesthetic values of the place are diminished by the extent to which it is overgrown and now enclosed by unsympathetic but necessary security fencing.

6.5 **Communal Value**

6.5.1 This derives from the meanings that a heritage asset has for the people who relate to it, or for whom it figures in their collective experience or memory. It is closely linked to historical and aesthetic values but tends to have additional or specific aspects. Communal value might be commemorative or symbolic. For example, people might draw part of their identity or collective memory from a heritage asset, or have emotional links to it. Such values often change over time and they may be important for remembering both positive and uncomfortable events, attitudes or periods in history. Heritage assets can also have social value, acting as a source of social interaction, distinctiveness or coherence, and also economic value, providing a valuable source of income or employment.

6.5.2 The Engine House is privately owned and is in a dangerous condition so there is no communal access. However, it is seen from the public road and is a landmark building in Llwynypia. It is likely that many local people remember accounts of their ancestors working in the mine and some local people will value the engine house building and been involved in past campaigns to preserve it.

7.0 Relevant Planning Policy and Guidance when considering change

7.1 Key Legislation

The statutory protection, under the terms of the Planning (Listed Buildings and Conservation Areas) Act 1990, as amended by the Historic Environment (Wales) Act 2016, means that any works that may affect the character of the listed building, or any of its ancillary buildings, as one of special architectural or historic interest need listed building consent. There is a presumption in the Act that Welsh Ministers will 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. Listed building consent is obtained from the local planning authority, which in this case is Rhondda Cynon Taf Council.

Re Listed Buildings:
S.7 of the 1990 Act states that:

> "*subject to the following provisions of this Act, no person shall cause to be executed any works for the demolition of a listed building or its alteration or extension in any manner which would affect its character as a building of special architectural or historic interest, unless the works are authorised.*"

7.2 Local Planning Policy

The relevant document is the Rhondda Cynon Taf Local Development Plan 2006-2021 which was adopted in March 2011. A Revised LDP (2022 -2037) is in preparation but not yet adopted. The currently applicable plan sets out a wide range of objectives and policies including those relating to the historic environment

Policy AW 7 - Protection and Enhancement of the Built Environment states:

> *"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."*

Paragraph 5.49 states "over the Plan period the Council will, where appropriate, seek to implement enhancement and management schemes to improve the character, quality and appearance of these recognised heritage features."

7.3 National Planning Guidance

7.3.1 National Policy on the historic environment is set out in Planning Policy Wales (Edition 11, February 2021 - Chapter 6, Distinctive and Natural Places). This recognises that the historic environment is a finite resource and can only be maintained for future generations if the individual historic assets are protected and conserved.

Section 6.1.5 states that Cadw's published Conservation Principles highlights the need to base decisions on an understanding of the impact a proposal may have on the significance of an historic asset.

Section 6.1.6 sets out the Welsh Government's specific objectives for the historic environment as being to:

- protect the Outstanding Universal Value of the World Heritage Sites;
- conserve archaeological remains, both for their own sake and for their role in education, leisure and the economy;
- safeguard the character of historic buildings and manage change so that their special architectural and historic interest is preserved;
- preserve or enhance the character or appearance of conservation areas, whilst the same time helping them remain vibrant and prosperous;
- preserve the special interest of sites on the register of historic parks and gardens; and
- protect areas on the register of historic landscapes in Wales.

7.3.2 Technical Advice Note 24 published in May 2017 sets out general guidance on the management of the historic environment, heritage impact and setting of historic assets.

Paragraph 1.15 states that:

> "Heritage impact assessment is a structured process that enables the significance of a designated asset to be taken in to account when considering proposals for change. Heritage impact assessments should be proportionate both to the significance of the historic asset and to the degree of change proposed, and should include sufficient information to enable both the significance of the asset and the impact of change to be understood. The results of the heritage impact assessment should be summarised in a heritage impact statement which must form part of any listed building consent, conservation area consent and, when requested, scheduled monument consent applications."

Paragraph 1.26:

> "It is for the applicant to provide the local planning authority with sufficient information to allow the assessment of their proposals in respect of scheduled monuments, listed buildings, conservation areas, registered historic parks and gardens, World Heritage Sites, or other sites of national importance and their settings. These principles, however, are equally applicable to all historic assets, irrespective of their designation."

7.4 **Cadw's Published Guidance**

In May 2017 Cadw published relevant guidance documents, one on Heritage Impact Assessment in Wales and another on Setting of Historic Assets. They explain how vital it is to understand the implications of any proposed change before development is consented. They explain why the process of Heritage Impact Assessment can help make positive changes to historic assets. The guidance underlines that "Understanding the significance of your historic asset is the key to effective heritage impact assessment" and that "heritage impact assessment helps you to make changes to your historic asset that are in line with the principles of good design".

8.0 Description of the Proposed Change and Assessment of the Potential Heritage Impact

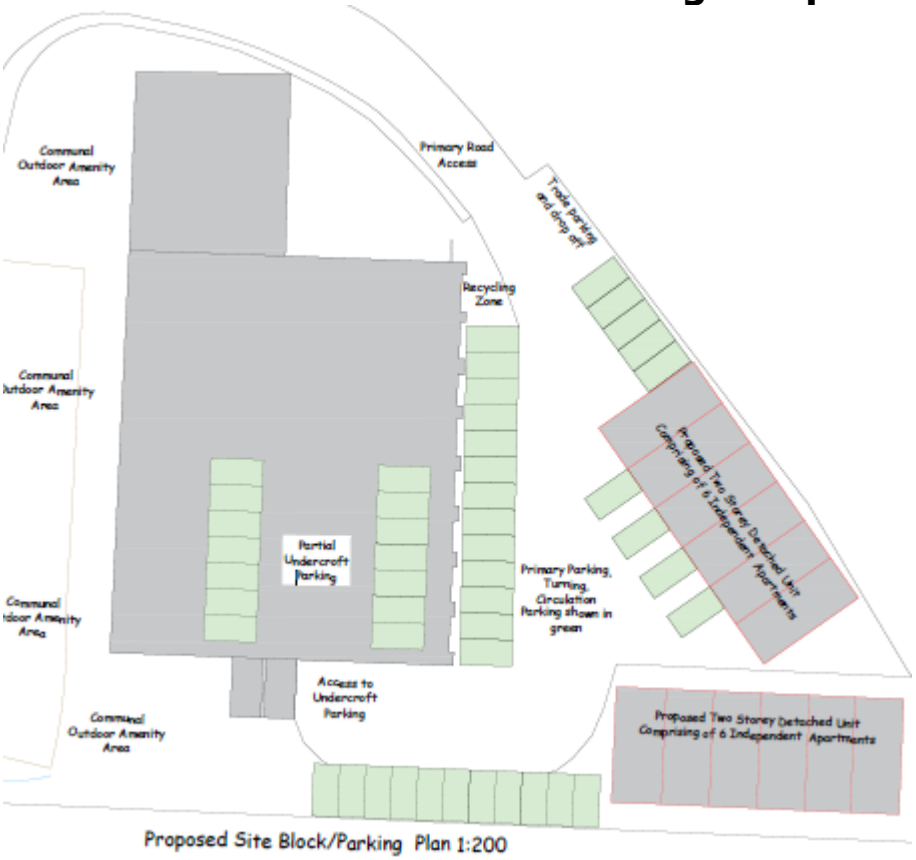

Figure 16 Proposed site plan © Milsom Architects

8.1 The proposal is to convert the building to residential, entirely filling the internal space. This would provide 4 ground floor one-bedroom units, 15 larger one-bedroom split-level units to the ground and first floors and a further 15 over a second and third floor. There would also be a further four units in a proposed 'terrace' attached to the north end where the existing steel-frame remains. There are also two proposed terraces to the south-east providing a further 12 units making a total of 50 units.

8.2 In terms of materials, the drawings show that there would be a new natural slate roof which would be an enhancement given the very poor condition of the existing, especially to the west. Details of the proposed windows are shown on the north and south elevations but not on the east and west elevations though this heritage impact report assumes that they will all be treated the same. The reference to fixed frames suggests that these windows will not open and the drawings show that secondary glazing will be added internally.

8.3 The proposed drawings do not show rainwater goods or any services that would be anticipated in a residential conversion on this scale. For example, the 30 kitchens and bathrooms in the main body of the building are likely to need means of extraction and the external implications of this needs careful consideration to avoid a damaging impact on the character and appearance of the listed building.

8.4 It is important that landscaping proposals are carefully prepared to ensure that the area immediately around the engine house is appropriately hard landscaped and not overly grassed in a way that could appear alien to a former industrial site.

8.5 *East and West Elevations*

Externally the most obvious impact would be in the change to the appearance of the east and west elevations, although it is acknowledged that the latter is currently partially obscured by vegetation on the site and by trees to the roadside above. Re-opening the lower-level round-arched windows on both elevations would, in principle, be appropriate and consistent with the original character of the building. Also, it is noted that the blind northern end bays are preserved with no new openings proposed. On the west side the removal of the existing flat-roof extension would have no adverse heritage impact but it is proposed to be replaced with a new extension that would extend the full length of the elevation. The proposed drawings show mostly round-arched openings in reference to the form of the original openings above but conversely have a different pattern of small-pane glazing with implied fanlights and with transoms at varying levels. The heritage impact would be reduced if the new fenestration is either consciously different from the originals or precisely matches it. It is not clear why the central opening is square headed and slightly offset within the bay. The addition of large cat-slide dormers to the roof to light the third-floor accommodation will have a significant adverse impact on the listed building as they introduce a dominant residential character. It is acknowledged that if there is to be a third floor it needs to have windows but to diminish the impact it is recommended these dormers are made narrower or that conservation rooflights are considered as an alternative.

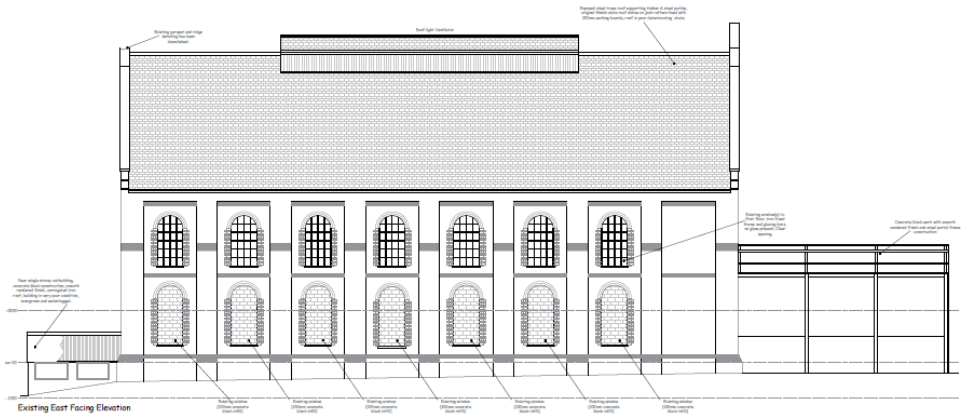

Figure 17 East elevation as existing © Milsom Architecture

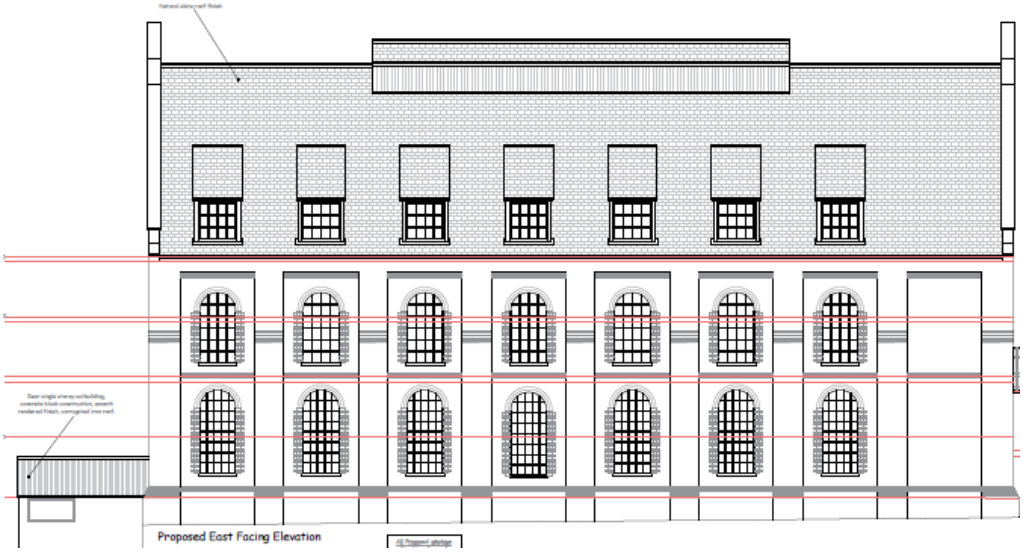

Figure 18 East elevation as proposed © Milsom Architecture

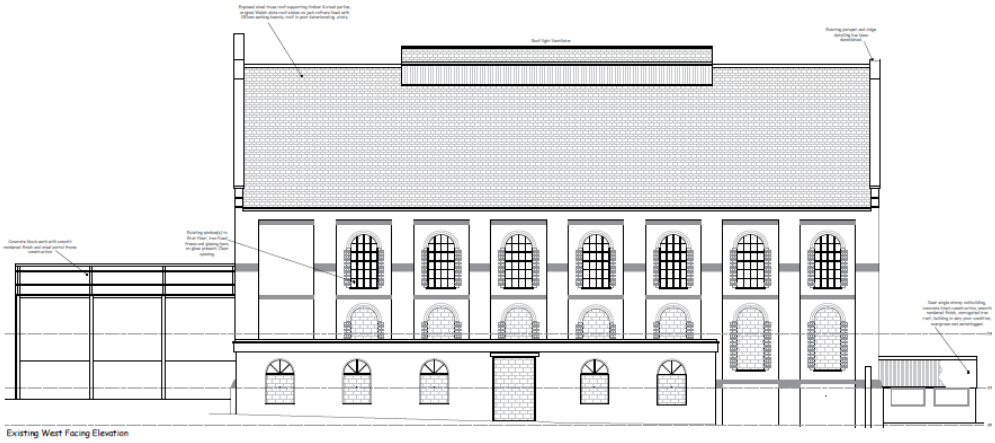

Figure 19 West elevation as existing © Milsom Architecture

Figure 20 West elevation as proposed © Milsom Architecture

8.6 *North and South Elevations*

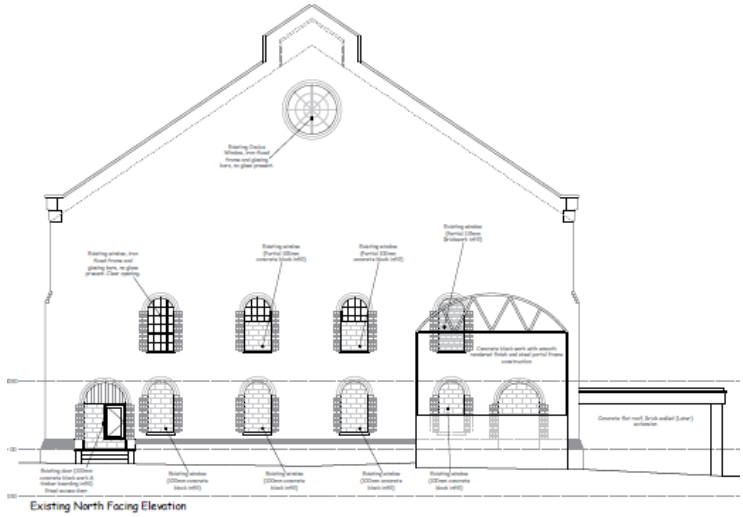

Figure 21 North elevation as existing © Milsom Architecture

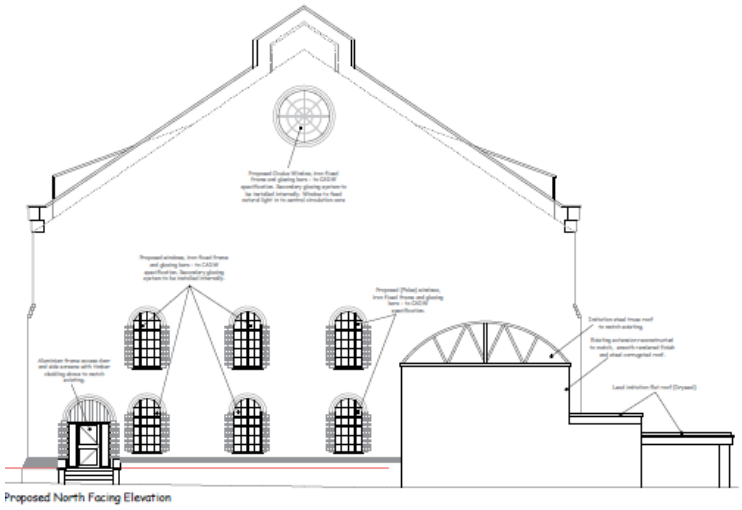

Figure 22 North elevation as proposed © Milsom Architecture

8.6.1 The north elevation would be enhanced by the proposals to reopen the windows and this helps to mitigate the visibility of the cheeks of the dormers. It is noted that the entrance to the north-east corner is to match the existing but as this is modern it is recommended that consideration is given to creating an entrance that more closely matches the original design. It is likely that the entrance originally had round-headed double doors. The existing steel-frame structure has an arched corrugated roof and the drawings show that this profile is to be retained for the proposed attached terrace of four units as shown in figure 23.

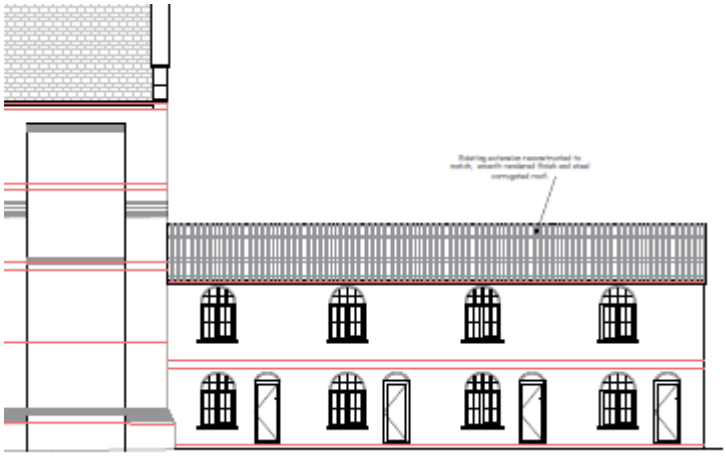

Figure 23 Proposed terrace attached at north end in place of existing steel frame © Milsom Architecture

8.6.2 The south elevation would be rebuilt at the apex to reinstate original character and appearance and the windows would be similarly treated to those on the north elevation. The reference to new doors to match the existing is puzzling as there are none. Accordingly, consideration should be given to solid external doors in keeping with the scale of the building and which can be opened to reveal glazed internal doors admitting light to the central communal area. The proposed external staircase is needed because of the ground floor being higher than the ground level externally. The heritage impact of this addition will, to some extent, be dependent upon the proposed materials which are not shown on the drawings. The drawings refer to undercroft parking but no proposed basement plan has been seen so it is not possible to assess the heritage impact of creating this.

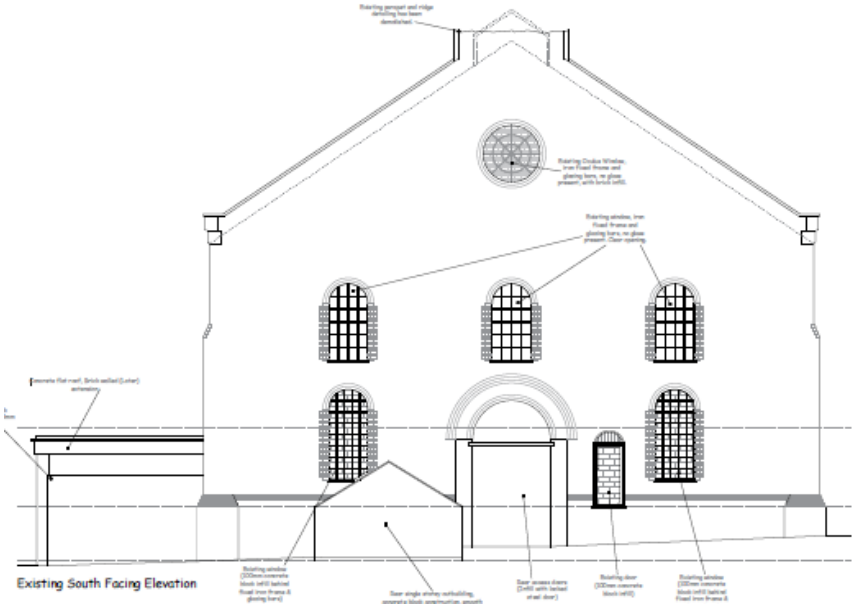

Figure 24 South elevation as existing © Milsom Architecture

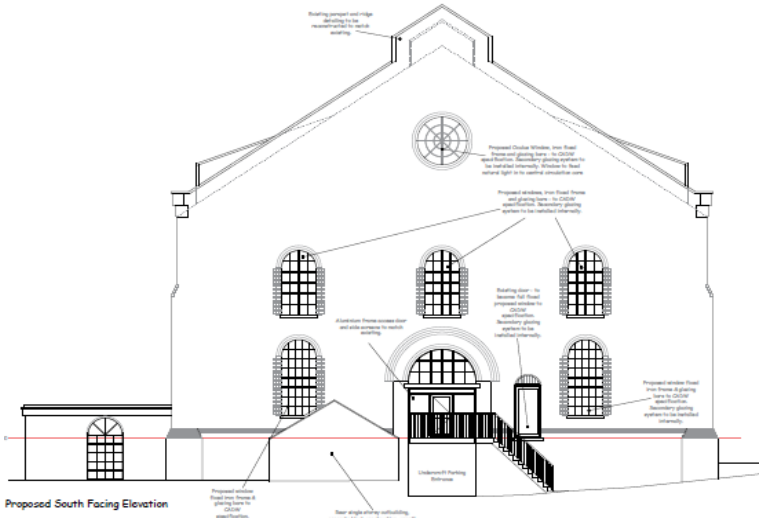

Figure 25 South elevation as proposed © Milsom Architecture

8.7 *Interior*

8.7.1 The interior has been heavily compromised through sixty years of abandonment and vandalism and through the removal of all the machinery, with the exception of the overhead crane. This creates a flexible space in which to create an adaptive reuse. However, the heritage impact challenge is that part of the significance and essential character of the building is the monumentality of its vast space. This would be lost in a residential conversion of this density but it could be partly mitigated if more of the experience of its internal scale could be retained. Although the communal staircases to the central spine will provide some appearance of height it will be interrupted by the landings. It is understood that the proposed number

of units is needed to make the adaptive reuse of this building viable though no business plan or financial assessment has been seen to verify this. It is acknowledged that a great deal of repair will be needed to the structure in order to enable conversion and that this is likely to be very costly.

8.7.2 The proposed conversion would involve the removal of the surviving crane which as noted in this report is a significant feature and the only remaining machinery from the original building. It is appreciated that it is not possible to combine the retention of the crane with three complete floors of accommodation as proposed. It is noted that it is not shown on the existing drawings and there are no details as to how it would be removed or whether it is to be offered to another similar building to ensure it is preserved for future generations rather than destroyed.

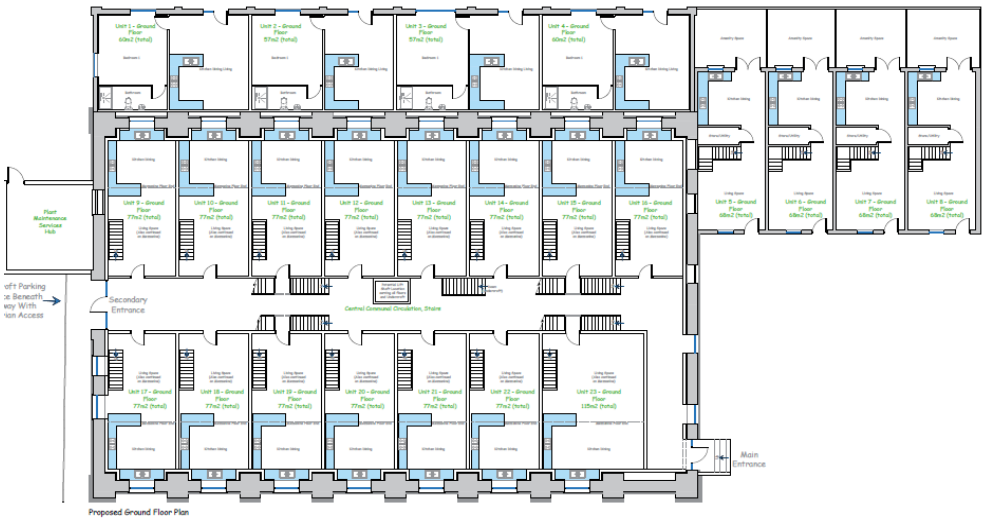

Figure 26 Ground Floor interior as proposed © Milsom Architecture

8.8 The proposed drawings show two separate two-storey terraces of six units each located to the south-east of the engine house, one along the southern boundary of the site and the other along the border with the road. They are shown as having a smooth-rendered finish and with a corrugated roof with a rounded profile to match that proposed for the terrace at the north end and the fenestration also matches. A pitched slate roof might appear more in keeping with the engine house itself but there is no evidence for what buildings, if any, once lay in this position. Nonetheless there is potential for the presently heavily overgrown nature of the site to conceal evidential remains of related structures and so care will be needed when carrying out groundworks for these proposed terraces.

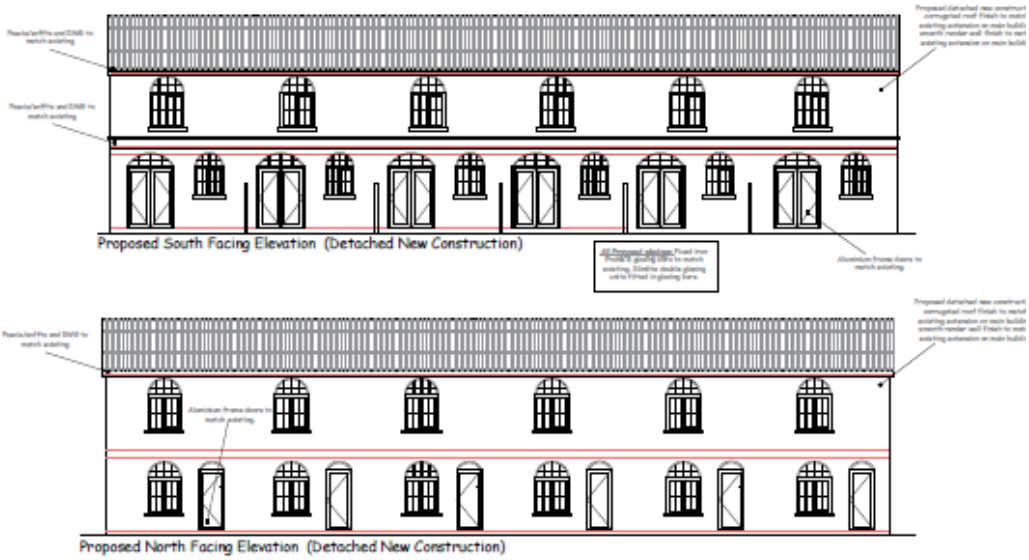

Figure 27 One of the two proposed terraces at the south-east edge of the site © Milsom Architecture

9.0 Summary

9.1 This report has set out the required understanding of the historic character and significance of the Llwynypia Colliery Engine House in accordance with published guidance and it has then assessed the heritage impact of the proposed changes.

9.2 The building was erected in 1905 and powered the colliery which was at the heart of the Tonypandy Riots in 1910. Although the colliery closed in 1945 the engine house has remained as a powerful reminder of the coal mining heritage of Llwynypia and the wider area. Many attempts have been made over the last 20 years to convert the building to viable new uses but none have secured the rescue of the heritage, partly because of the lack of grant funding, notwithstanding £99,000 of development funding from the Heritage Lottery Fund and Welsh Government in 2010. This was awarded to the Rhondda Powerhouse Trust which is no longer active. At that time the Heritage Lottery Fund (now National Lottery Heritage Fund) described the building as a "rare surviving example of an engine house on a large scale" and an "important landmark". With the building now in private ownership any adaptive reuse will need to be viable. It is clear that the deteriorating structural condition of the listed building is ever more critical, though no condition survey has been seen to quantify the repairs needed.

9.3 The proposed residential scheme is based on converting the building into 34 units over four floors. It also includes three terraces (one attached

to the building and the other two freestanding) providing a further 16 units making a total of 50 units. No economic viability assessment has been seen to evidence how this is the number of units needed to create the viability.

9.4 The most significant heritage impact is the filling of the internal space that is currently characterised by its visible scale and industrial monumentality. This would be completely lost and it would also require the removal of the crane which is original to the building and installed by the leading manufacturer of the period. A permanent record of the building deposited in a public archive coupled with some high-quality interpretation of what it once was could be offered as some mitigation so that the way in which the building was once used is not forgotten. Whilst the proposed scheme is high-density, realistically, it is hard to see how any adaptive reuse could retain the cathedral like space of the original. Accordingly, this magnitude of change is considered to be a necessary consequence of ensuring that the building is not totally lost.

9.5 Externally the fabric would be repaired and reroofed and all the vegetation removed and missing brickwork reinstated. With the structure preserved the quality and scale of the building will be experienced by future generations and without this work it will continue to deteriorate and eventually risk collapse and total loss. The drawings appear to show the original character of windows reinstated and all of this work would deliver a major enhancement to the listed building and ensure its survival. Indeed, this work would provide some mitigation for the magnitude of change that would be necessary to create the number of proposed units. In particular, the dormer windows have a significant adverse impact on the east and west elevations and their projecting line would also be seen in views from either end. This introduces a change that is out of character with this building type. It is understood that the viability is dependent upon this 3rd floor being included but otherwise, if it had not been necessary to make the project possible, its removal would result in the external heritage impact being low. The heritage impact of the proposed changes to the north and south elevations is relatively low though it has been suggested that the design of the doors could be reviewed. Similarly, the addition of the terrace at the north end and the detached terraces to the south-east will have relatively low impact and are justifiable in terms of creating viability. Care will be needed when carrying out the groundworks for these to ensure that any evidence of the former colliery is recorded.

9.6 Overall, a balance has to be achieved between the importance of rescuing the listed building and the need for the scheme to be viable. The condition of the building is now so poor that it justifies a high magnitude of

change in order to avoid the alternative, which is likely to be accelerating structural decay. In terms of heritage protection, as a minimum, the external appearance should provide a clear memory of its original function. It needs to appear as a converted industrial building and be interpreted as being one of the most important physical reminders of the coal-mining heritage of the area. Apart from the concerns about the dormer windows, this heritage assessment considers that the proposed scheme would achieve that. Internally, this report has demonstrated that the magnitude of change is always likely to be high and that a residential scheme cannot realistically achieve an internal appearance that retains the existing character, but equally acknowledges that a large space for a community hall or similar would not be viable.

9.7 In conclusion, if the changes now proposed can lead to the desperately needed rescue of the shell of this building, so that future generations can see a memory of the Llwynypia Colliery Engine House, then that would be a positive outcome for the heritage. It would be the conclusion of a long line of worthy but unrealised schemes to preserve it.

HOLLAND HERITAGE

APPENDIX
Listed Building description

Full Report for Listed Buildings

Cadw

Llywodraeth Cymru
Welsh Government

Summary Description of a Listed Buildings

Reference Number	Building Number	Grade	Status	Date of Designation	Date of Amendment
13125		II	Designated	02/01/1991	31/01/1997

Name of Property	Address
Former Engine House at Llwynypia Colliery Site	

Location

Unitary Authority	Community	Town	Locality	Easting	Northing
Rhondda Cynon Taff	Llwyn-y-Pia	Tonypandy	Llwynypia	299362	193278

Street Side	Location
E	Situated near the valley bottom on the west side of the River Rhondda north of the town of Tonypandy, between the old thoroughfare of Llwynypia Road to W and the new by-pass to E.

Description

Broad Class	Period
Industrial	

First pit sunk here 1863. The area was occupied both by Llwynypia Colliery (also known as Glamorgan Colliery or The Scotch in honour of its founder), and by brickworks, coke-ovens, small scale limekilns, a saw mill and a gravel pit. It was the focus of the early industrial development in this part of the mid-Rhondda under Sir Archibald Hood. This large engine house was built 1905. OS map 1920 shows railway running close to S and W sides.

Exterior

Built of yellow and red brick in English bond, with stone and concrete dressings under a Welsh slate roof with separately slated long pitched ventilator. 2 storeys and basement, 8 bays in length and 4 in width. Side elevations have 4 stepped eaves courses over round arched first floor windows with brick voussoirs and fixed iron frames for 24 panes though no glass remains; these are separated by shallow pilaster buttresses with offsets of 4 courses of red moulded brick. Ground floor is itself offset with courses of moulded brick, with similar courses to plinth and has round arched openings all now filled in. W side has one blank bay NW and a single storey flat-roofed brick extension at basement level.

Main gable end is S with oculus in gable, date stone 'AD 1905,' apparently stone kneelers and concrete coping with 3 round headed iron framed windows at first floor level and 2 at ground floor, these latter for 40 panes on either side of central doorway which is now blocked and has an arched ring to recessed fanlight; small additional round arched opening to right; deep plinth with 2 courses of moulded brick. N elevation is similar: metal glazing bars but no glass to oculus; 4 round arched windows to first floor, 3 partially or wholly blocked and one with metal glazing bars; at ground floor 4 blocked windows and 2 blocked doors; nearly intact raised gablet of brick and concrete - only vestigial to S ; attached are the remains of a later steel and concrete addition.

Interior

Building is blocked up; interior recorded in 1989 as having wide, steel trussed roof; longitudinal metal girders on pilasters supporting full-width, bow-trussed travelling crane with embossed inscription 'J Booth and Bros. Ltd Engineers Rodney nr Leeds'. Metal girder platforms around ground floor. Reported then as disused and in deteriorating condition, its condition has worsened since with more openings blocked.

Reason for designation

Listed as a rare mostly complete surviving engine house on a large scale.