

Rasai Waterfront, Swansea Impact on Setting and Significance from Proposed External Seating Planning Application: 2021/0860/FUL (Swansea)



Report by: Trysor

For: Fiver Rivers Group

May 2021



Rasoi Waterfront, Swansea Impact on Setting and Significance from Proposed External Seating Planning Application: 2021/0860/FUL (Swansea)

By

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HER Event Record PRN – GGAT E006695

For: Five Rivers Group

May 2021

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Cover photograph: The central and southern sections of J Shed, SA1 Waterfront, looking southwest. Rasoi is to the right hand side of the photograph.

**Rasoi Waterfront, Swansea
Impact on Setting and Significance
from Proposed External Seating
Planning Application: 2021/0860/FUL (Swansea)**

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DYDDIAD 6^{ed} Mis Mai 2021 **DATE** 6th May 2021

Paratowyd yr adroddiad hwn gan bartneriad Trysor. Mae wedi ei gael yn gywir ac yn derbyn ein sêl bendith.

This report was prepared by the Trysor partners. It has been checked and received our approval.

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Croesawn unrhyw sylwadau ar gynnwys neu strwythur yr adroddiad hwn.

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Event Record PRN – GGAT HER

PRN	GGAT E006695
Name	Rasoi, J Shed, SA1 Waterfront, Swansea, Impact on Setting and Significance from Proposed External Seating, Planning Application: 2021/0860/FUL (Swansea)
Type	VISUAL IMPACT ASSESSMENT
NGR	SS6639992987
Easting	266399
Northing	192987
Summary (English)	In April 2021, Trysor assessed the significance of the J Shed and what impact there would be from external seating at the Rasoi Waterfront restaurant in Units 3 & 4 of the J Shed Listed Building, SA1 Waterfront, Swansea at SS6640792974. © Trysor 2021
Crynodeb (Cymraeg)	Yn Ebrill 2021, fe gariwyd allan asesiad gan Trysor ar effaith ychwanegu ardal eistedd dan do y tu allan Fwyty Rasoi, J-Shed, Glannau SA1, Abertawe (SS6640792974), sydd yn adeilad rhestredig. © Trysor 2021
Description	In April 2021, Trysor assessed the significance of the J Shed and what impact there would be from external seating at the Rasoi Waterfront restaurant in Units 3 & 4 of the J Shed Listed Building, SA1 Waterfront, Swansea at SS6640792974. © Trysor 2021
Sources	Trysor, 2021, Rasoi, J Shed, SA1 Waterfront, Swansea, Impact on Setting and Significance from Proposed External Seating, Planning Application: 2021/0860/FUL (Swansea)
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Summary

This report examines possible impacts on the setting of the statutorily protected historic asset, J Shed Warehouse, Listed Building 25604, from an external, covered seating area to the eastern side of the Rasoi Waterfront Restaurant in the central section of the building.

The J Shed Warehouse was built in 1895 as a purpose-built grain store on the West Wharf of Swansea's Prince of Wales Dock. The building was later used to store goods such as tinplate and sugar. In 1941 it was damaged during a bombing raid which led to the demolition of the northern end of the building. This part of the building was rebuilt in the 1950s. The port declined by the end of the 20th century and J Shed fell out of use. Since 2004 it has been converted into a mixed residential, office and commercial building which houses several restaurants on the ground floor including Rasoi.

It has been found that the historic and modern setting of the warehouse is dominated by its association with the Prince of Wales Dock. The dock has been transformed from a busy commercial port facility to now serve as the focus of the SA1 Waterfront development which has created a new residential, commercial and leisure district for Swansea. A planned 500-berth marina inside the Prince of Wales Dock and a new channel connecting it to the mouth of the River Tawe will ensure a new lease of life for dock area, and J Shed will be maintained as an important symbol of the industrial heritage of the waterfront.

The assessment has found that the proposed development would cause a Low Negative impact on the setting of the listed building. The development would not cause any physical impact to the former warehouse as it would not be attached to the building.

The assessment has found that the development would not harm the significance of the listed building, which is derived from the evidential, historical, aesthetic and communal values of the building.

The impact of the proposed development could be lowered if its design matched the height and depth and colour scheme of an existing pergola outside Unit 1 at the northern end of the building, reducing cumulative impact from successive developments. The use of clear, non-reflective glass in the windows and doors of the

proposed structure would also minimise the screening effect of the windows when closed.

1. Introduction

- 1.1 This document has been prepared by Trysor at the request of Simon Peake of EBM Ltd, 6-8 St. Katherine's Court, Winch-wen Industrial Estate, Swansea SA1 7ER on behalf of his clients, regarding a development at Rasoi Waterfront Restaurant, J Shed Arcade, 3-4 Kings Road, Swansea SA1 8PL.

- 1.2 The proposed development (see Figure 1) is for a single storey, external, covered seating area, consisting of a Glulam timber framed structure, with metal-framed windows and doors along the northeastern side of Rasoi Waterfront restaurant. The metalwork would be painted in anthracite grey to match the colours of the present J-Shed windows and doors. The restaurant is centred on SS6640792974. The structure would not be fixed to the listed building, with no part of the structure touching the building apart from a rubber seal on an aluminium bracket. The development would be fully reversible in the future.
 - 1.2.1 A planning application was submitted on 29th March 2021 (2021/0860/FUL) and validated on 21st April 2021.

- 1.3 This Impact on Setting has been prepared to consider the potential impacts of the proposed structure on the setting of the listed J Shed Warehouse (Listed Building 25064).

Rasoi Waterfront, Swansea
Impact on Setting and Significance from Proposed External Seating
Planning Application: 2021/0860/FUL (Swansea)

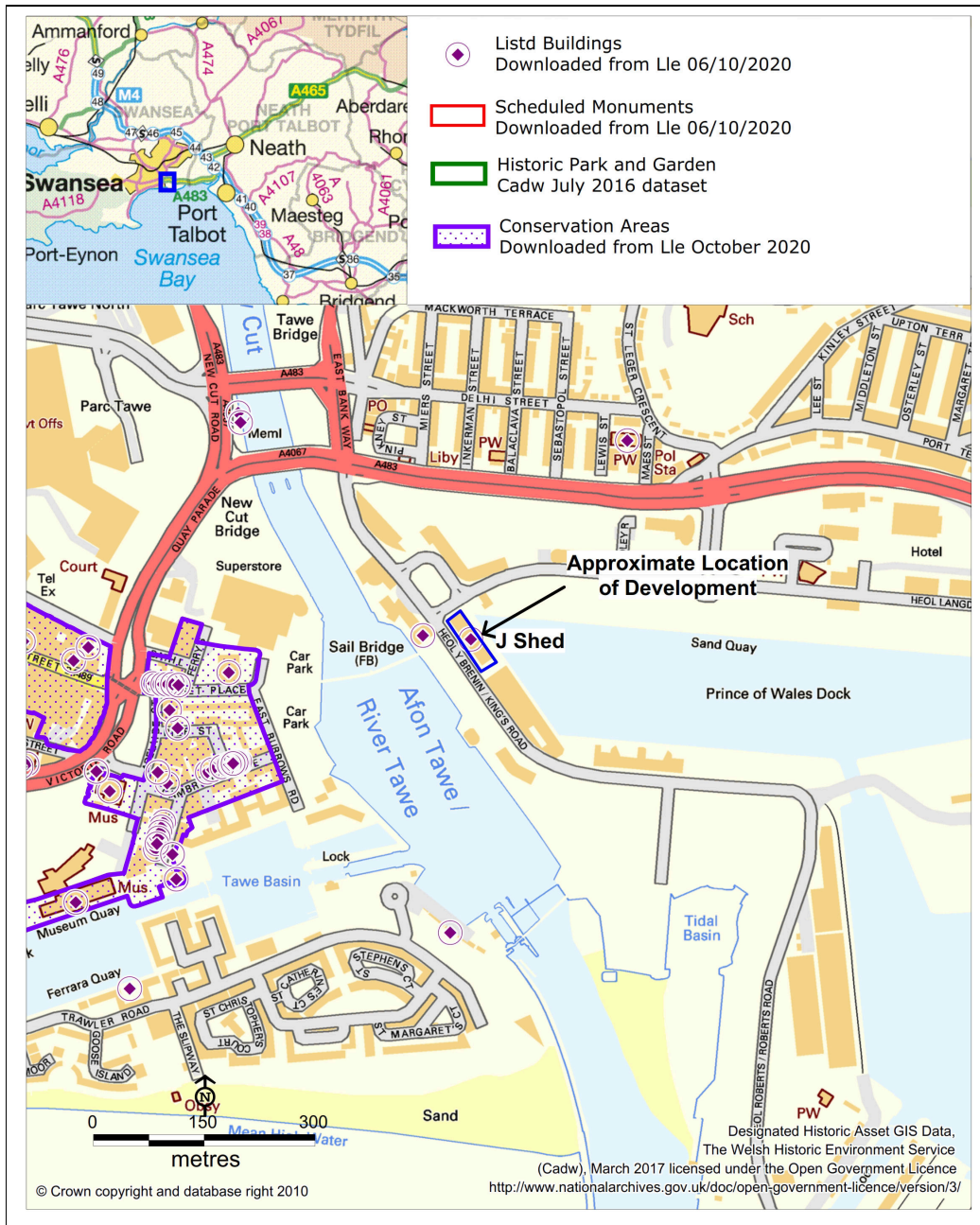


Figure 1: Location of the development.

2. The Proposed Development Site

- 2.1 The proposed development site is located at a late 19th century warehouse on the West Wharf of the Prince of Wales Dock, Swansea at SS6640792974.
- 2.2 The land here was part of the foreshore of Fabian Bay during the early 19th century. The underlying geology is made up of rocks of the South Wales Middle Coal Measures Formation, deposited between 310 and 318 million years ago. The bedrock was formerly covered by Quaternary sand deposits laid down during the last 3 million years.
- 2.3 The area was transformed into the Prince of Wales Dock, the construction of which began in 1879. The dock was opened to commercial shipping in 1881. The development site is therefore located entirely on made-up ground, with the natural sediments of the historic foreshore buried several metres below the modern land surface.
- 2.4 By the 21st century, the Prince of Wales Dock had declined and ceased operations as a commercial port facility. The surrounding land was transformed from 2004 onwards by the SA1 Waterfront Scheme, which has seen a series of high-rise apartment buildings and offices built around the dock, as well as a number of restaurants and bars, some housed in converted dockside buildings. Plans are also in preparation at the time of writing to create the 500-berth Prince of Wales Marina in the disused dock, with a new channel and lock connecting the dock directly to the River Tawe.



Figure 2: A map showing the location of the proposed development site.

3. J Shed: Historical & Archaeological overview

- 3.1 The proposed development site is located at the former port warehouse known as J Shed, on the West Wharf of the Prince of Wales Dock, Swansea at SS6640792974.
- 3.1.1 The J Shed is a Listed Building, Number 25064 and has been listed for *"its special interest as a very rare dockside warehouse of monumental concrete, brick and steel construction dating from the greatest age (c1900) of dock expansion in south Wales.*
- 3.1.2 J Shed is recorded in the National Monuments Record, held by the Royal Commission on the Historic and Ancient Monuments of Wales (RCAHMW) as NPRN 301404.
- 3.1.3 J Shed is also recorded in the regional Historic Environment Record, held by the Glamorgan-Gwent Archaeological Trust (GGAT) (PRN GGAT05403w).
- 3.2 The warehouse now known as the J Shed appears to have been built c.1895-96 at a time when the Prince of Wales Dock was undergoing a period of expansion. During this period there was an effort to increase the trade of grain and tinplate through the dock.
- 3.2.1 An advert placed by the Swansea Harbour Trust in the press in 1895 (South Wales Daily News 28th January 1896) sought tenders to build a new brick warehouse at the Prince of Wales Dock. This advert undoubtedly refers to the building now known as J Shed. The contract was awarded to Mr Riddell of Cardiff by March 1895 (Evening Express 4th March 1895) who had quoted £5,400 for the work. The warehouse had been constructed by the end of 1895 and in January 1896 the press reported that;

"The New Grain Warehouse erected at the Prince of Wales Dock by the Swansea Harbour Trustees was completed and ready for traffic on Wednesday. The warehouse which is a most substantial brick building, with granolithic floors, is an important addition to the warehouse accommodation on the harbour estate." (South Wales Daily News 4th January 1896)

3.3 This new warehouse is shown on the Second Edition 1:2500 scale Ordnance Survey map dating to 1899 (see Figure 3). It was located at the western end of the Prince of Wales Dock, referred to as the West Wharf in later sources. The warehouse was set back from the dock edge but aligned with it. A series of railway lines ran between the warehouse and the dockside. To the southern end of the brick warehouse a second warehouse is also shown on the 1899 map, standing along the same alignment. This adjacent building, which was later known as I-shed, was a wooden framed and clad with corrugated steel sheeting.

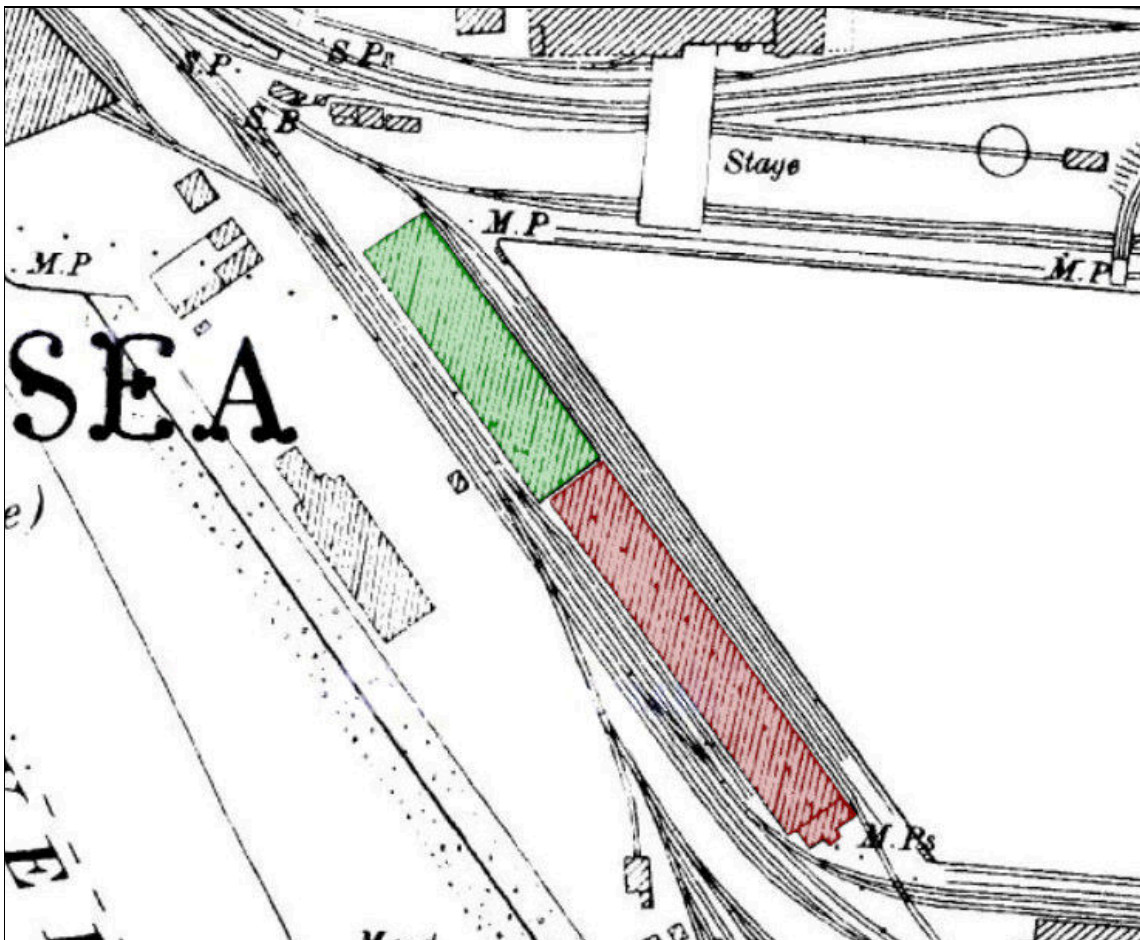


Figure 3: The Second Edition of the 1:2500 Ordnance Survey map dates to 1899 and shows the warehouse known as J Shed (coloured green) with I-Shed to its southern side (shaded red).

3.4 A plan of the Prince of Wales Dock dating to 1917 shows the warehouses clearly (see Figure 4). This also shows a row of seven 40 ton cranes aligned along the dockside in front of J Shed and I-Shed warehouses. Two of these were in front of the southern half of J Shed.

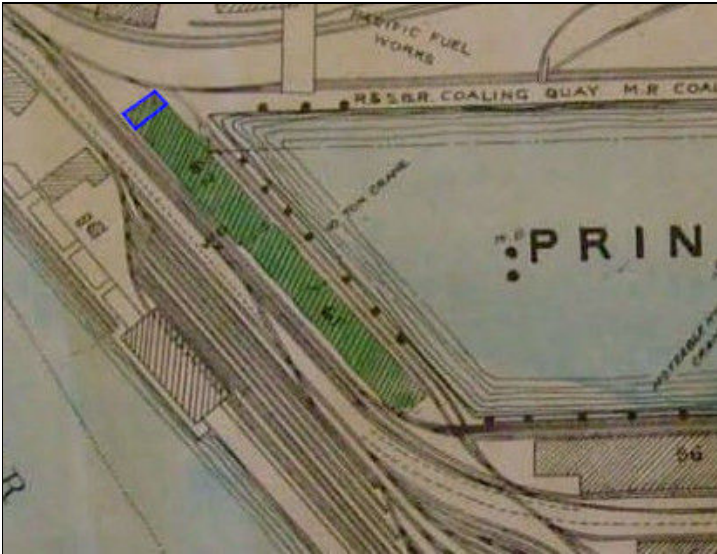


Figure 4: The 1917 plan of the port shows J Shed and I-Shed coloured green (numbered as 62 and 61 on the plan). At the northern end of J Shed, outlined in blue, is an extension added in the early 20th century.

3.5 A fire insurance map of 1929 (see Figure 5) shows the warehouse, with a steel sheeted store added to its northern gable end and longer steel sheeted tinsplate store added to its southern end. The insurance plan records that the J Shed warehouse stored tinsplate on the ground floor and sugar on the first floor. This plan depicts the wooden gangway along the eastern side of the building at first floor level. This gangway is shown in a photograph from the First World War period, (Lewis, 2014, 80). The scars where the support brackets for the gangway were fixed to the wall can still be seen in the eastern façade of the building.

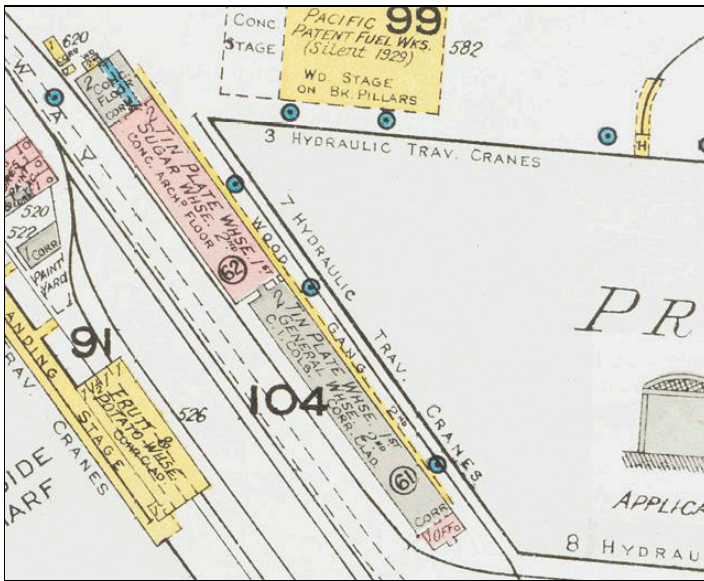


Figure 5: A section of a 1929 fire insurance map of Charles E. Goad Ltd. This shows J Shed numbered as 62 was at that time used to store tin plate on the ground floor and sugar on the first floor. The extension to the warehouse at its northern end was a corn store. This extension may be the same as that shown on the 1917 port plan. Like I-Shed to the south, it was a timber-framed building clad with corrugated steel sheeting

3.6 A key moment in the history of the building came during the Second World War. Swansea suffered severe bomb damage during 1941, and one air raid saw the northern end of the J Shed being seriously damaged by a bomb blast. A photograph taken after the bombing shows that substantial crater had been opened between the northern end of the building and the edge of the dock. The corn warehouse at the northern end of J Shed was severely damaged and the adjacent part of J Shed was also badly damaged, with severe cracks opened in the brickwork of the lateral walls, rendering it unsafe (this photograph is reproduced on the Swansea And Port Talbot Docks History website and can be viewed at <http://www.swanseadocks.co.uk/docksnewsite/wardamage.html>).

3.6.1 The corn warehouse and the entire northern bay of J Shed had to be demolished as a result of the bombing. An aerial photograph of 1952 shows the results of the demolition, with the corn warehouse and northern bay of J Shed missing. The northern end of J Shed is seen to be open to the elements and the slate roof of the adjacent bay of J Shed also stripped off (this photograph is reproduced on the Britain from Above website and can be viewed at <https://britainfromabove.org.uk/en/image/WAW043974>).

3.7 Newspaper reports from 1958 show that the British Transport Commission, who managed all UK ports after nationalisation, made a significant investment into the West Wharf of the Prince of Wales Dock (Coventry Evening Telegraph, 9th June 1958). The West Wharf was reported as being out of use since the wartime blitz. The investment included moving 4 electric cranes from Swansea’s King Dock to the West Wharf to bring it back into use. It is likely that J

Shed was restored during this period.

3.8 By the 1960s, Ordnance Survey maps show that the northern end of the building had been rebuilt to its present form. The elevations of the building now show little evidence of this rebuild and it is possible that the original bricks were reused to reconstruct the northern end, or identical bricks sourced and used to closely mimic the architectural style of the remainder of the warehouse. The only clue as to the late date of the northern bay of the warehouse is a change in the colour of the bricks used on the external face of the upper part of the present north gable wall. The reconstruction was undertaken to such a high standard that it did not prevent the J Shed from being listed in 2001.

3.9 By the end of the 20th century, the Prince of Wales Dock had ceased operations as a working port. The SA1 Waterfront Scheme has seen a series of high-rise apartment buildings built along the southern and western sides of the dock as well as office buildings, restaurants and bars around the dock area. In 2004 planning permission was granted to convert J Shed into a “live, work, play loft-style development” which combined bars, restaurants, offices and some residential use. The changes made to the building included replacing the roof entirely with the present structure, as well as replacing all doors and windows.

3.9.1 The building originally had sliding doors into the ground-floor bays along its northeast and southwest sides. Cadw have stated that the remaining sliding doors seen on the five bays at the southern end of the building, as well as the gable ends of the building are “original” in the listing description. However, it appears that original doors no longer survive but those seen today are later replacement sliding doors, painted in duck egg blue. The addition of the sliding doors to the gable ends must post-date the removal of adjacent buildings which were attached to the gable end walls until the post-war period.

3.10 In 2020 permission was sought by Associated British Ports to detach the Prince of Wales Dock from the harbour facility at Swansea (The Swansea closure of Prince of Wales Dock Harbour Revision Order 2020, on Associated British Ports website). It is proposed that a marina will be created in the dock, finally transforming it from an industrial port into a leisure facility as a part of the wider redevelopment of the area.

4. Methodology

4.1 This document has been prepared by Trysor at the request of Simon Peake of EBM Ltd, 6-8 St. Katherine's Court, Winch-wen Industrial Estate, Swansea SA1 7ER, on behalf of the client, regarding a development at Rasoi Waterfront Restaurant, J Shed Arcade, 3-4 Kings Road, Swansea SA1 8PL.

4.1.1 The process outlined in "Setting of Historic Assets in Wales" (Cadw, 2017) has been followed in order to assess impacts on the setting of the historic asset and any impacts on its significance.

4.1.2 This process has four stages:

Stage 1: Identify the historic assets that might be affected by a proposed change or development.

Stage 2: Define and analyse the settings to understand how they contribute to the significance of the historic assets and, in particular, the ways in which the assets are understood, appreciated and experienced.

Stage 3: Evaluate the potential impact of a proposed change or development on that significance.

Stage 4: If necessary, consider options to mitigate or improve the potential impact of a proposed change or development on that significance.

5. Impacts on Setting Stage 1: *Identify the historic assets that might be affected by a proposed change or development.*

- 5.1 The assessment considers the impact on setting of the J Shed Warehouse, Grade II Listed Building, Number 25064.
- 5.2 Detailed notes on the setting of the historic asset and impacts on that setting are found in appendices A & B of this report.

**5.3 J Shed Warehouse
Grade II Listed Building Number 25064
(see Appendix A & Appendix B)**

- 5.3.1 The warehouse now known as the J Shed appears to have been built during 1895, at a time when Swansea's Prince of Wales Dock was undergoing a period of expansion.
- 5.3.2 An advert was placed in the press by the Swansea Harbour Trust in 1895 (South Wales Daily News 28th January 1896) seeking tenders to build a new brick warehouse at the Prince of Wales Dock. The contract was awarded to Mr Riddell of Cardiff by March 1895 (Evening Express 4th March 1895) and the new warehouse was constructed by the end of 1895 and operational from January 1896.
- 5.3.3 The new warehouse is shown on the 1899 1:2500 Ordnance Survey map. It was located on the West Wharf of the Prince of Wales Dock, standing on a northwest to southeast alignment, parallel to the dock edge. A series of rail or tram lines ran between the new warehouse and the dockside, which was about 11 metres from the side of the warehouse.
- 5.3.4 A plan of the Prince of Wales Dock dating to 1917 shows the warehouse more clearly. By this time a small extension had been added to the northern end of the building. A fire insurance map of 1929 also shows the warehouse, with its northern extension described as a corn warehouse. This insurance plan records that the main warehouse stored tinsplate on the ground floor and sugar on the first floor.
- 5.3.5 During the wartime Blitz of 1941, J Shed suffered significant damage when a German bomb landed close to its northern end. This caused the destruction of the corn store adjacent to the north gable wall and the demolition of the whole of the northern bay of the brick warehouse. The building appears to have been left unused for many years after this event.

5.3.6 It was not until after 1958 that the West Wharf was put back into use and the J Shed rebuilt to its present form. As the Prince of Wales Dock declined in importance and by the end of the 20th century had ceased to operate and the Prince of Wales Dock and J Shed were effectively redundant.

5.3.7 In the early 21st century, the SA1 Waterfront Scheme has seen the Prince of Wales Dock and J Shed transformed. New offices and residential buildings have been constructed around the dock and in 2004 planning permission was granted to convert J Shed into a "live, work, play loft-style development". The building received a new roof and was redesigned internally to include bars, restaurants, offices and residential spaces. Externally it was modified to enhance and add to its industrial characteristics and reflect its history as an important dock building. It is now one of few original structures standing at the Prince of Wales Dock.

6. Impacts on Setting Stage 2: *Define and analyse the settings to understand how they contribute to the significance of the historic assets and, in particular, the ways in which the assets are understood, appreciated and experienced.*

6.1 The significance of an historic asset is derived from the sum of four heritage values according to *Conservation Principles (Cadw, 2011, p.10)*. These four values are:

- Evidential value
- Historical value
- Aesthetic value
- Communal value

6.1.1 Conservation principles outlines that setting is part of the Aesthetic Value (Cadw, 2011, p.10, section 2.3 and p.17 *Aesthetic Value*)

6.1.2 Guidance on assessing the setting of historic assets was introduced in 2017 (Cadw, 2017). Cadw states that: *Setting is not itself a historic asset, though land within a setting may contain other historic assets. The importance of setting lies in what it contributes to the significance of a historic asset.* (Cadw, 2017, p.2, Section 1, second para).

6.2 J Shed Warehouse, Grade II Listed Building Number 25064 (see Appendix A & Appendix B)

6.2.1 Historic Setting

The J Shed Warehouse was purpose-built in 1895 as a grain warehouse to serve the expanding Prince of Wales Dock, Swansea. Its original setting was as a warehouse in a very busy, industrialised environment. It stored goods for import and export, including grain, tinsplate and sugar at various times during the early history of the building. Goods were loaded onto ships or offloaded from ships docked alongside, via cranes along the edge of the wharf. A railway system had been laid along the eastern side of the building and served the wharf and warehouse. A wooden gangway ran along the eastern side of the building at first floor level, giving external access to each of the bays.

6.2.2 Modern Setting

The use of the J Shed has changed over time, as the port itself has changed. The decline of commercial traffic using the Prince of Wales Dock saw the J Shed being repurposed as a fish market from 1971 until the later 20th century. The end of commercial activity at the dock came by the end of the 20th century and the J Shed was again repurposed from 2004 onwards as a "live, work, play loft-style

development". It received a new roof and was redesigned internally to include bars, restaurants, offices and residential spaces. Externally it was modified to reflect its industrial heritage, with the introduction of features heritage windows, mock sliding doors, roof-lights and ridgetop ventilation. It is now a key building in the SA1 Waterfront Scheme, which has transformed the dock from an element in a working port to a district dominated by residential, office, hospitality and leisure buildings. The area between the dock and building has also been greatly altered by the addition of safety railings along the wharf edge, street paving, public seating and lighting.

6.2.3 The **significance of the building** is drawn from each of the four heritage values.

- a) In terms of evidential value, the building stands modified but still remarkably well-preserved externally, and identifiable as a late Victorian warehouse. Records pertaining to the building, including photographs, plans and documents illuminate its development. The evidential value is very high.
- b) Its historical value is high, as it was purpose-built at an early stage in the development of the dock facility and has been ever present, surviving changes in the use of the dock as well as substantial damage during a wartime bombing attack. As one of few original dock buildings to survive into the 21st century, it is an important symbol of the maritime and commercial heritage of the area.
- c) The aesthetic value of the building is high, as its external architecture is largely intact, with the post-war restoration of the bomb-damaged building undertaken in a way which makes it almost impossible to distinguish the rebuilt northern bay from the rest of the structure. Internally, original features such as the original steel beams supporting the upper floor have been retained as visible features. Setting is an element within the aesthetic value of the building. Although the landscape surrounding the listed building has undergone immense changes, the key and dominant element in both the historic and modern setting of the building is the Prince of Wales Dock. That the dock has also been retained and that the obvious relationship between the two features can still be appreciated means that both the historic and modern setting of the listed building are important factors in determining the significance of the former warehouse.

- d) The communal value of the building is probably higher in its modern setting than it was originally. It now stands in a freely accessible public area and includes bars and restaurants as well as residential units.

7. Impacts on Setting Stage 3: *Evaluate the potential impact of a proposed change or development on that significance.*

7.1 J Shed Warehouse, Grade II Listed Building Number 25064
(see Appendix A & Appendix B)

- 7.1.1 The proposed development is to create a single storey, covered seating area, consisting of a Glulam timber framed structure, with metal-framed windows and doors outside the northeastern side of Rasoi Waterfront restaurant. The metalwork of the doors and windows would be painted in anthracite grey to match the colours of the present J-Shed windows and doors.
- 7.1.2 It would be possible to open the windows, which would slide to the bottom of the frame, leaving the top two-thirds of the sides open when in use.
- 7.1.3 The structure would not be fixed to the listed building, with no part of the structure touching the building apart from a rubber seal on an aluminium bracket. The development would be fully reversible in the future.
- 7.1.4 Historically the strip between the warehouse and the dock edge was a busy and cluttered area. When the dock was fully functioning, it was an area in which railway wagons were often parked and wharf-side cranes operated to load and unload ships moored here. The wooden gangway along the eastern side of the warehouses at first floor level was an important feature which would have partially screened much of the upper floor of the building in views from the wharf.
- 7.1.5 It should also be noted that the warehouse is not in its original, state, despite its apparent good condition. A number of significant changes have been undertaken which are not reflected in the listing description. The northern bay was rebuilt in the late 1950s to replace the part of the warehouse which was demolished after severe bomb damage caused in 1941. Modern alterations include the significant change of character caused by the replacement of the simple slate roof of the old warehouse with an "industrial-style" roof with a wide vent-ridge as part of the post-2004 conversion. The conversion also saw major changes to the warehouse internally in terms of layout and function.

7.1.6 The proposed development would alter views of the listed building, but the level of change would not represent an unacceptable adverse impact. In terms of its historic setting, the J Shed would have had a number of features of varying character along its eastern side, including the first-floor wooden gangway, railway wagons on the track which ran between the J Shed and the dock and also mobile cranes at the dock side. The proposed external seating area would have glass sides which could be opened when in use, allowing the chief architectural details of the warehouse to continue to be appreciated from outside. The upper part of the warehouse would also remain fully visible.

7.1.7 The development would not interfere with the relationship of the former warehouse with the Prince of Wales Dock. It should be noted that the area between the dock and building has already been greatly altered in recent times by the addition of safety railings along the wharf edge, street paving, public seating and lighting.

7.1.8 The assessment therefore concludes that there would a Low Negative impact on the setting of the J Shed Warehouse. The development would not reduce the significance of the listed building.

8. Impacts on Setting Stage 4: *If necessary, consider options to mitigate or improve the potential impact of a proposed change or development on that significance.*

**8.1 J Shed Warehouse, Grade II Listed Building Number 25064
(see Appendix A & Appendix B)**

8.1.1 The proposal is to add a single storey, Glulam timber framed, covered seating area, with metal framed windows and doorway. The structure would be fully reversible and freestanding, with no physical impact caused to the building itself.

8.1.2 The Low Negative impact of the proposed development could be lowered if the covered seating area were to be designed to match the height and depth and colour scheme of the existing, consented, pergola outside Unit 1. This will help reduce any cumulative impact from successive developments outside the J Shed.

8.1.3 Clear, non-reflective glass should be considered for use in the windows and doors of the proposed structure to minimise the screening effect of the windows when closed. This would enable bypassers to view the walls and architectural detail of the J Shed unimpeded.

9. Conclusion

9.1 The proposed development will take place along part of the northeastern side of Rasoi Waterfront Restaurant, 3-4, Kings Street, Swansea, which is a Grade II Listed Building.

9.1.1 Based on historic newspaper reports and mapping this assessment has found that the former J Shed warehouse was built during 1895.

9.1.2 This two-storey building was initially intended for use as a grain warehouse, but later served as a store for goods as diverse as tinplate and sugar.

9.1.3 In 1941, the northern bay of the building was demolished after receiving serious damage during a bomb attack during the Blitz. It was not rebuilt until the late 1950s.

9.2 By the end of the 20th century both the J Shed Warehouse and the Prince of Wales Dock had become disused. A major redevelopment of the area, the SA1 Waterfront Scheme, has occurred since the beginning of the 21st century. This has transformed the area from a working, industrial dock to a district dominated by residential, office, hospitality and leisure buildings.

9.2.1 The J Shed Warehouse is one of the few original dock buildings to have survived the redevelopment. Since 2004, it has been converted for use as "live, work, play loft-style development". The building has received a new roof and was redesigned internally to include bars, restaurants, offices and residential spaces. Externally it was modified to reflect its industrial heritage, with the introduction of features such as heritage windows, mock sliding doors, roof-lights and wide vent ridge.

9.2.2 The J Shed Warehouse is therefore now a key building in the redeveloped area and a tangible link to the early history of the dock.

9.3 This assessment has found that the adjacent Prince of Wales Dock has been the dominant feature in the historic and modern setting of the J Shed Warehouse.

9.3.1 The proposed development would not interrupt the relationship between the J Shed Warehouse and the Prince of Wales Dock.

9.3.2 Historically the strip between the warehouse and the dock edge was a busy and cluttered area in which railway wagons stood and cranes

operated to load and unload ships moored here. A wooden gangway along the eastern side of the warehouses at first floor level would have partially screened much of the upper floor of the building in views from the wharf.

- 9.3.3 The proposed covered seating area would not be attached to the listed building and therefore would not have any physical impact on its fabric. The structure would be fully reversible and could be removed in future without affecting the listed building.
- 9.3.4 The evaluation therefore concludes that there would a Low, negative impact on the setting of the J Shed Warehouse. The development would not reduce the significance of the listed building.
- 9.4 The impact on the setting could be lowered further if the consented covered seating area for Rasoi was designed to match the height and depth of the existing pergola outside Unit 1 and could also match its colour scheme.

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APPENDIX A

Setting Assessment Notes Stage 2

J Shed Warehouse

Grade II Listed Building ID 25064

J Shed Warehouse Grade II Listed Building ID 25064	
Stage 2: How do the present surroundings contribute to our understanding and appreciation of the historic asset today?	
• Thinking about when the historic asset was first built and developed:	
What were its physical, functional and visual relationships with other structures/ historic assets and natural features?	<p>The warehouse now known as the J Shed appears to have been built c.1895-96 at a time when the Prince of Wales Dock was undergoing a period of expansion. At that time there was an effort to increase the trade of grain and tinplate through the dock. An advert placed by the Swansea Harbour Trust in the press in 1895 (South Wales Daily News 28th January 1896) sought tenders to build a new brick warehouse at the Prince of Wales Dock. This advert undoubtedly refers to the building now known as J Shed. The contract was awarded to Mr Riddell of Cardiff by March 1895 (Evening Express 4th March 1895) who had quoted £5,400 for the work. The warehouse was constructed by the end of 1895 and in January 1896 the press reported that <i>"The New Grain Warehouse erected at the Prince of Wales Dock by the Swansea Harbour Trustees was completed and ready for traffic on Wednesday. The warehouse which is a most substantial brick building, with granolithic floors, is an important addition to the warehouse accommodation on the harbour estate."</i></p> <p>The building is shown on the 1899 1:2500 Ordnance Survey map. It was located at the western end of the Prince of Wales Dock, aligned to the dock edge. A railway line ran between the warehouse and the dockside.</p> <p>A plan of the Prince of Wales Dock dating to 1917 shows the warehouses more clearly. This also shows a row of seven 40 ton cranes aligned along the dockside in front of J Shed and I-Shed warehouses. Two of these were in front of the southern half of J Shed.</p>

	<p>An insurance map of 1929 shows the warehouse, with a steel sheeted store added to its northern gable end and longer steel sheeted tinplate store added to its southern end. The insurance plan records that the J Shed warehouse stored tinplate on the ground floor and sugar on the first floor.</p> <p>A key moment in the history of the building came during the Second World War. Swansea suffered severe bomb damage during 1941, and one air raid saw the northern end of the J Shed being seriously damaged by a bomb blast. A substantial crater was opened between the northern end of the building and the edge of the dock. The corn warehouse at the northern end of J Shed was severely damaged and required demolition. The adjacent part of J Shed was also damaged, with severe cracks opened in the brickwork of the lateral walls, rendering it unsafe.</p> <p>The entire northern end the J Shed was also demolished after the blast. An aerial photograph of 1952 shows the results of the demolition. The steel-sheeted corn warehouse had been removed and the entire northern bay of J Shed had also been cleared away, with the northern end of the building left open to the elements and the slate roof also stripped off at that end of the building.</p> <p>Newspaper reports from 1958 show that the British Transport Commission, who managed all UK ports after nationalisation, made a significant investment into the West Wharf of the Prince of Wales Dock, where J Shed stood. The West Wharf was reported as being out of use since the wartime blitz. The investment included moving 4 electric cranes from Swansea's King Dock to the West Wharf to bring it back into use. It is likely that J Shed was restored during this period.</p> <p>By the 1960s, Ordnance Survey maps show that the northern end of the building had</p>
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	<p>been rebuilt to its present form. The elevations of the building now show no evidence of this rebuild and it is possible that the original bricks were reused to reconstruct the northern end, or identical bricks sourced and used to closely mimic the architectural style of the remainder of the warehouse. The only clue as to the late date of the northern bay of the warehouse is a change in the colour of the bricks used on the external face of the upper part of the present north gable wall. The reconstruction was undertaken to such a high standard that it did not prevent the J Shed from being listed in 2001.</p> <p>By the end of the 20th century, the Prince of Wales Dock had ceased operations as a working port. The SA1 Waterfront Scheme has seen a series of high-rise apartment buildings built along the southern and western sides of the dock and a number of office buildings, restaurants and bars have also appeared around the dock area. In 2004 planning permission was granted to convert J Shed into a “live, work, play loft-style development” which combined bars, restaurants, offices and some residential use. The changes made to the building included replacing the roof entirely with the present structure, as well as replacing all doors and windows.</p> <p>In 2020 permission was sought by Associated British Ports to detach the Prince of Wales Dock from the harbour facility at Swansea (The Swansea closure of Prince of Wales Dock Harbour Revision Order 2020, on Associated British Ports website). It is proposed that a marina will be created in the dock, finally transforming it from an industrial port into a leisure facility as a part of the wider redevelopment of the area.</p>
<p>What topographic or earlier features influenced its location?</p>	<p>This was a purpose-built warehouse built at the side of the Prince of Wales Dock c.1895.</p>

What was its relationship to the surrounding landscape/ streetscape?	This was a purpose-built warehouse built at the side of the Prince of Wales Dock c.1895.
Was it constructed to take advantage of significant views or to be a part of a significant view? Although there may be a 360 degree view, some areas of the view may be more significant than others.	This was a purpose-built warehouse built at the side of the Prince of Wales Dock c.1895. It was positioned for ease of access from the dockside and provided with a rail link to allow the easy movement of goods in and out of the building. Functionality was the overriding concern it is location.
Has its function or use changed?	By the 21st century the dock had ceased to operate and by 2005 the building was converted into offices and restaurants, with some residential units also.
What changes have happened to the surrounding landscape/ streetscape?	The dock ceased functioning in the late 20 th century and the dock area has been transformed into a residential area with offices and restaurants replacing the old industrial and storage buildings.
Have changes happened because of changes to the historic asset or to its historical setting?	Yes. The change from a working dock into a residential and office area has seen the surviving historic buildings repurposed as offices and restaurants.
Has the presence of the historic asset influenced changes to the landscape, for example, where a monument has been used as a marker in the layout of a field enclosure?	No.
Has the presence of the historic asset influenced the character of the surrounding	No.

landscape /streetscape?	
Have historic and designed views to and from the historic asset changed?	Yes. The dock area has been completely changed as the cranes, railway sidings, loading quays and industrial units have been swept away and replaced with offices and high-rise residential buildings.

● Thinking about the original layout of the historic asset and its relationship to its associated landscape:	
Were these relationships designed or accidental?	The warehouse was deliberately positioned close to the dockside for ease of access.
How did these relationships change over time?	The dock fell out of use for commercial shipping and the warehouse was converted for residential, office and hospitality use.
How do these relationships appear in the current landscape; are they visual or buried features?	The converted warehouse still stands alongside the now redundant dockside. The railway lines which formerly ran either of the building to serve the working dock have been removed and the area has been repurposed.
● Are there other significant factors, such as historical, artistic, literary, place name or scenic associations, intellectual relationships (e.g. a theory, plan or design), or other non-visual factors such as sounds or smells that can be vital to understand the historic asset and its setting?	Some historic photographs and plans of the J Shed warehouse and the dock survive. These sources are informative and allow us to understand that the J Shed that we see today has undergone significant changes. They show that the northwestern end of the building was largely demolished after being bombed in 1941 and was rebuilt in the late 1950s. They also point to the existence and later removal of a wooden gangway along the façade of the J Shed and the fact that the whole building was re-roofed in the early 21 st century, in a style which is very different to the roof used on the original warehouse. It was originally a plain slate roof, without the skylights and roof lights used in the present roof. The modern roof dramatically changes perception of the building. The proposed change is a modest alteration in comparison.

Stage 2 should also identify the viewpoints from which the impact of the proposed change or development should be assessed, taking into account, for example:	
● views to, from and across the historic asset that were designed and developed when the historic asset was first created – for example, in the case of a defensive or ritual structure	<p>The warehouse was an important statement in the intention of the port to grow in the late 19th century and it is an architecturally pleasing building. It was intended to be visible at the dockside and to make a good impression on those using the facility. However, the building was important for its function, not for its appearance and the fact that less elaborate structures were added to the north and south gable ends to increase its capacity demonstrates this point.</p>
● views to, from and across the historic asset which are linked with a time in its history – for example, a historic artistic depiction of the site	<p>There are relatively few known photographs of the building when it was in use as a warehouse. None are known to exist from the period up to the Second World War, apart from early aerial photographs of the dock area, which lack clarity but do show the building in place. A wartime photograph of the bomb-damaged northern end of the building is valuable as evidence of the degree of damage sustained. A 1952 aerial photograph also exists which shows that the northern end of the building had been removed after the bombing.</p> <p>An important, undated, view of J Shed shows the eastern side of the building from the northeast. The photograph is almost certainly pre-Second World War and shows the warehouse in its heyday. An interesting feature recorded by the photograph is a wooden gangway at first floor level along the eastern side of the building, which linked the doorways in the upper floor of the warehouse. This feature is also seen in the 1941 photograph of the bomb-damaged warehouse, and the scars where the gangway was attached to the front of the building are still visible in the brickwork today.</p>

<p>• important modern views to, from and across the historic asset – for example, popular visitor viewing points.</p>	<p>Important views of the J Shed are gained from close proximity, where the architectural detail can be appreciated. The western side of the building is easily viewed from Kings Road, which runs parallel to the building. From the eastern side, short views from the area between J Shed and the dock are most meaningful, as they offer the best opportunities to examine the architectural detail. Longer views from either direction are less instructive as the detail of the brickwork becomes invisible to the naked eye.</p>
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APPENDIX B

Notes on Impacts on Setting

J Shed Warehouse

Grade II Listed Building ID 25064

Stage 3: Evaluate the potential impact of change or development.			
POSSIBLE IMPACT	COMMENT	IMPACT ON SETTING	IMPACT ON SIGNIFICANCE OF THE HISTORIC ASSET
The visual impact of the proposed change or development relative to the scale of the historic asset and its setting	<p>In terms of the scale of the building itself, the proposed change is relatively small in scale and would not dominate views of the building.</p> <p>In terms on the impact of setting the relationship between J Shed and the large dock to the west, which is the largest element is terms of historic and modern setting, the scale of the change is very small.</p>	<p>Very Low Negative</p> <p>Very Low Negative</p>	There would be no impact on the significance listed building.
The visual impact of the proposed change or development relative to the location of the historic asset	The change would occur at the eastern side of the central section of the J Shed, which faces the Prince of Wales Dock, the dominant element in the historic and modern setting of the listed building. Historically this view would have been impeded by cranes, railway	Very Low Negative	There would be no impact on the significance listed building.

	<p>trucks and the wooden gangway at first floor level, which would mean that the entire façade of J Shed would not have been visible in views from this side. The addition of temporary or portable structures along this side of the building would replicate this effect in the modern setting of the building.</p> <p>Longer views from the east, including from vessels using the Prince of Wales dock, would not be close enough to fully appreciate the architectural detail of the building.</p>		
<p>Whether the proposed change or development would dominate the historic asset or detract from our ability to understand and appreciate it – for example, its functional or physical relationship with the surrounding landscape and associated structures and/</p>	<p>The proposed covered exterior seating area would partially screen one section of the eastern façade of the building as the structure would have windows along its eastern side, although these can be opened when the seating area is in use.</p> <p>The proposed structure would not</p>	<p>Low Negative</p> <p>Clear, non-reflective glass should be used to minimise the screening effect of the windows when closed.</p>	<p>There would be no impact on the significance of the listed building.</p>

<p>or buried remains</p>	<p>harm the relationship between the J Shed and the adjacent Prince of Wales Dock or the ability to understand the relationship between the building and the dock.</p> <p>The building historically had a wooden gangway attached to its first floor, the effect is not dissimilar in some respects.</p>		
<p>The presence, extent, character and scale of the existing built environment within the surroundings of the historic asset and how the proposed change or development compares with this</p>	<p>The surrounding landscape has already been substantially changed by the transformation of the Prince of Wales Dock from a working dock to the focus of an area characterised by residential apartments, offices and hospitality businesses. The proposed change is minor in scale.</p>	<p>Very Low Negative</p>	<p>There would be no impact on the significance of the listed building.</p>
<p>The lifespan of the proposed change or development and whether or not the impact might be reversible</p>	<p>The proposed structure would not be attached to the listed building and could be removed in future with no physical impact caused to</p>	<p>Neutral</p>	<p>There would be no impact on the significance of the listed building.</p>

	the J Shed. It is intended that the structure would be retained in the long term.		
The extent of tree cover, whether it is deciduous or evergreen, and its likely longevity	There are no trees in this area and there have not been trees in the local environment in historic times.	Neutral	There would be no impact on the significance of the listed building.
The impact of artificial lighting – for example, on night-time views	There is already lighting in the public realm and within the J Shed itself and there would be no change to the present situation.	Neutral	There would be no impact on the significance of the listed building.
The capability of a landscape setting to absorb change or new development without the erosion of its key characteristics	The local landscape has undergone considerable change already, with the Prince of Wales Dock and the J Shed being amongst the few constant feature to survive. Both will be retained in their entirety.	None	There would be no impact on the significance of the listed building.
The impact of the proposed change or development on non-visual elements of the setting and character of the historic asset, such as sense of remoteness,	This part of the J Shed is already in use as a restaurant. The proposed change would not alter its function.	None	There would be no impact on the significance of the listed building.

<p>evocation of the historical past, sense of place, cultural identity or spiritual responses</p>			
<p>The impact of non-visual elements of the proposed change or development, such as the removal or addition of noises and smell</p>	<p>This part of the J Shed is already in use as a restaurant. The proposed change would not alter its function.</p>	<p>None</p>	<p>There would be no impact on the significance of the listed building.</p>
<p>The cumulative effect of the proposed change or development – sometimes relatively small changes, or a series of small changes, can have a major impact on our ability to understand, appreciate and experience a historic asset.</p>	<p>The space around the J Shed, along both sides and at each end is already frequently used for external seating, with seating areas defined by planting boxes or tables and seats. This includes the areas to either side of Rasoi at present.</p> <p>There is presently a consented, temporary pergola to the eastern side of Unit 1 of the J Shed at the northern end of the building.</p>	<p>Low Negative</p> <p>The impact could be lowered if the consented covered seating area for Rasoi was designed to match the height and depth of the existing pergola outside Unit 1 and could also match its colour scheme.</p>	<p>There would be no impact on the significance of the listed building.</p>

APPENDIX C

Photographs

Rasai Waterfront, Swansea
Impact on Setting and Significance from Proposed External Seating
Planning Application: 2021/0860/FUL (Swansea)

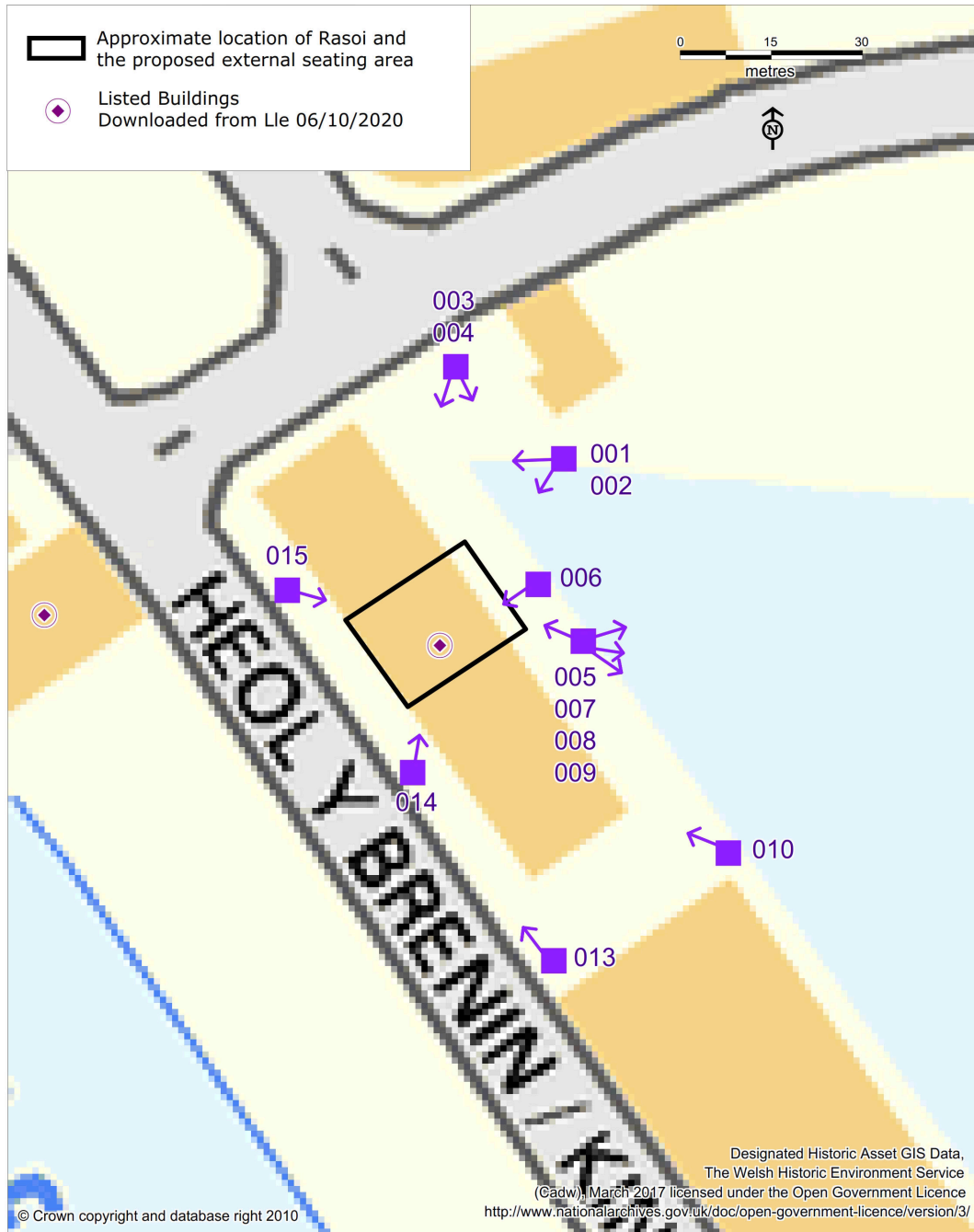


Figure 6: Location of Photographs taken by Trysor

Rasai Waterfront, Swansea
Impact on Setting and Significance from Proposed External Seating
Planning Application: 2021/0860/FUL (Swansea)

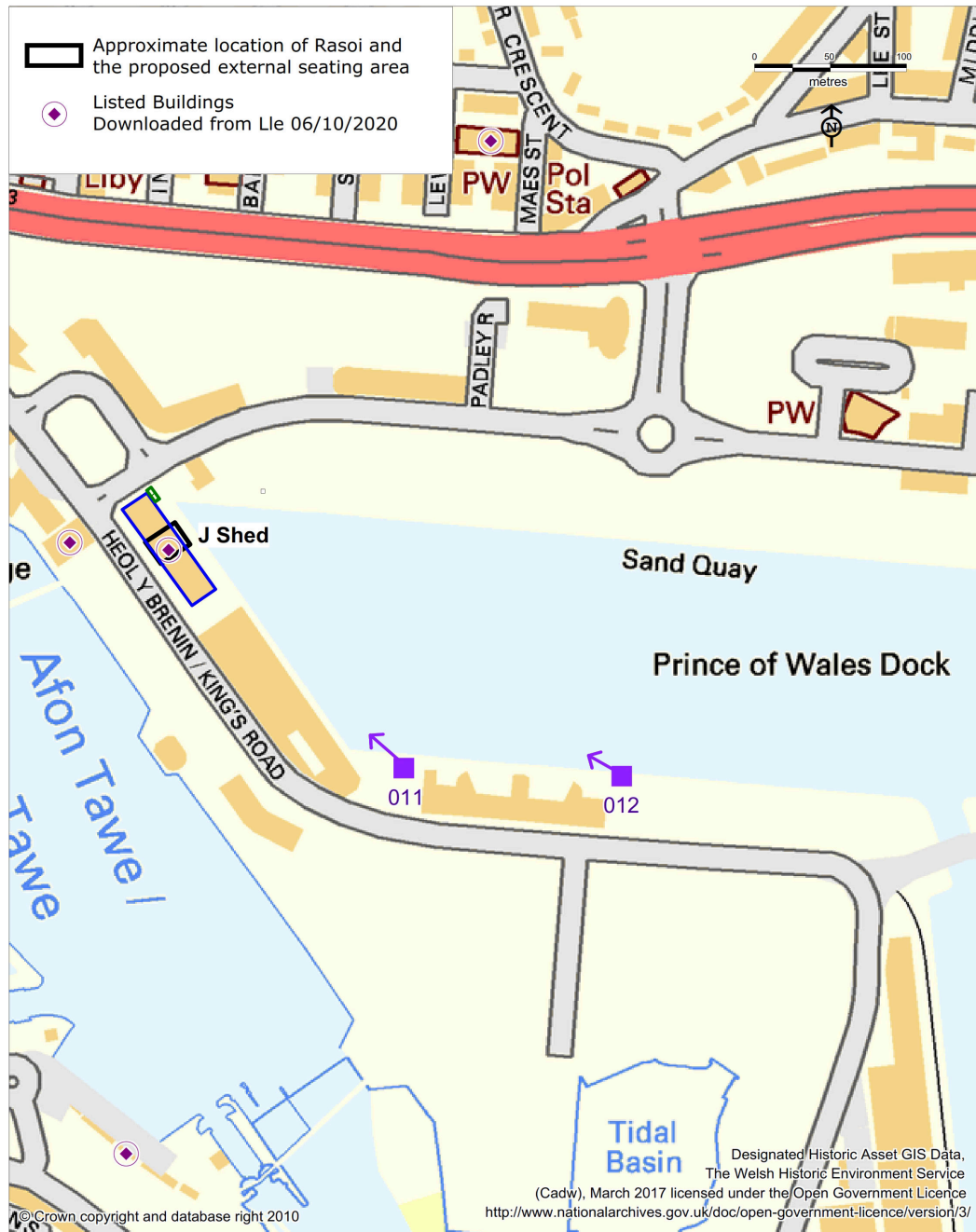


Figure 7: Location of Photographs taken by Trysor



Plate 1: RAS2021_001. A view of the northern end of the J Shed showing an existing external pergola outside Unit 1 of the building. The building was converted in 2005 which included addition of the row of skylights and the ridgeline ventilation. Looking west.



Plate 2: RAS2021_002. A view of the southeastern end of the J Shed showing altered roofline and skylights. Rasoi occupies the units with the two closed sets of sliding doors. Looking southwest



Plate 3: RAS2021_003. A view of the northern end of the J Shed showing an existing external pergola outside Unit 1 of the building. Looking south-southwest.



Plate 4: RAS2021_004. A view along the eastern side of the J Shed with the Prince of Wales Dock to the left. The closed sliding doors of Rasoi are right of centre. Note the pergola outside Unit 1 to the right and exterior planting boxes of Unit 2 beyond the pergola. The exterior seating area of Rasoi would continue the line of external additions to the building. Looking south-southeast.



Plate 5: RAS2021_005. A view along the eastern side of the J Shed. A closed pair of sliding doors at Rasoi are to the left. With the exterior planting boxes of Unit 2 beyond and the pergola outside Unit 1 to the right. The exterior seating area of Rasoi would continue the line of external additions to the building. Looking west-northwest.



Plate 6: RAS2021_006. A view of the northern set of sliding doors into Rasoi. These doors are defined as "original" by the listing description but they do not

match the appearance of the doors seen in historic photographs and are likely to be late 20th century or early 21st century additions. Looking southwest.



Plate 7: RAS2021_007. A view across the Prince of Wales Dock from the promenade outside Rasoi, showing how modern development now dominates the local environment. Looking east-southeast.



Plate 8: RAS2021_008. A view along the western side of the Prince of Wales Dock from the promenade at the southern end of the J Shed, showing how modern development now dominates the local environment. Looking southeast.



Plate 9: RAS2021_009. A view across the northern side of the Prince of Wales Dock from the promenade outside Rasoi, showing new developments at the dock side. Looking east-northeast.



Plate 10: RAS2021_010. A view along the eastern side of the J Shed showing exterior street furniture. The pergola outside Unit 1 is visible at the far end of the building and the closed doors of Rasoi are seen at the centre of the image. Looking northwest.



Plate 11: RAS2021_011. A view across the Prince of Wales Dock towards the J Shed which is seen to the left of centre in the image. Modern development dominates the view. Looking northwest.



Plate 12: RAS2021_012. A view across the Prince of Wales Dock towards the J Shed which is seen to the left of centre in the image. Modern development dominates the view. Looking west-northwest.

*Rasoi Waterfront, Swansea
Impact on Setting and Significance from Proposed External Seating
Planning Application: 2021/0860/FUL (Swansea)*



Plate 13: RAS2021_013. A view along the western side of the J Shed. The sliding doors in the gable end must post-date the demolition of a building which stood abutting the J Shed until the later 20th century, suggesting all the sliding doors are relatively recent additions and not original. Looking northwest.



Plate 14: RAS2021_014. A view of the western side of Rasoi, showing a pair of sliding doors and the uncovered exterior seating area. Looking north-northeast.



Plate 15: RAS2021_015. A view of the western side of Rasoi, showing the sliding doors of the entrance and the uncovered exterior seating area. Looking southeast.