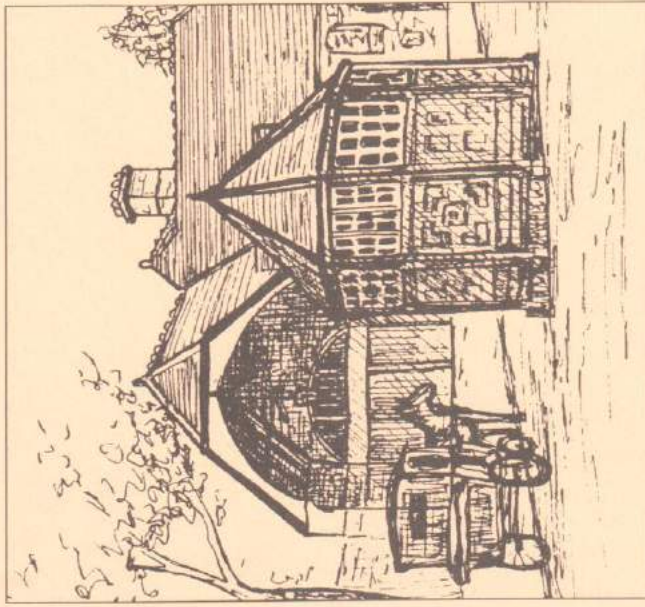


**Town Trails
No. 10**



PENARTH TOWN COUNCIL

**Duration of Walk:
Less than One Hour**

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The houses in Plymouth Road between Alberta Road and Holmesdale Place were built in the 1890s – large town houses mainly of local red brick, some in short terraces, some semi and some detached. A few are of blue lias. Early occupants c. 1890 included S. E. Clutterbuck, accountant, at 69; Juan Z. Letecaga, merchant, at 65; W. B. Homingh at 59, Eduardo D. Fasciotti at 61 and A. Howells, American Consul, at 57.

Numbers 86 and 88 are a pair of large, charming houses of local mellow yellow brick. 88 has an additional wing at the south-east corner and was a private school, St Hilda's, run by the Misses Herbert.

Next to 86 are four modern houses built in the gardens of two pretty cottages set well back from the road. One still retains its arched entrance. On the corner of Tower Lane stands the magnificent 'Oaklands' (11). Number 48 from c. 1916 was a Pensionat for Young Ladies, owned and run by Therese Albisser.

The houses from Archer Road to the Railway Hotel were built in the 1880s and include substantial red-brick town houses, pairs of blue lias, a pair of yellow brick and number 15; a large detached stone house.

Early occupants included Constantine Schroeter at 27; G. H. Tregaskis at 41; and in 1886 Miss Frost opened St. Audries, a School for Young Ladies, at number 33.

The 1891 Census shows Joseph Parry in residence at number 23 with his wife and three of his children. Mrs. Parry and two of their children were born in the USA. By 1903 Miss Frost had been replaced by Miss Gribble and she was followed by the Misses Woods. By 1916 number 31 had become the Penarth Nursing Institution and Private Hospital.

Penarth Railway Station (12) was opened in February 1878 with a single platform. A second platform was built in 1889 and opened in 1893, a footbridge linking Plymouth Road with Station Approach. Directly outside the station entrance stood a distinctively designed octagonal cabman's shelter. The Railway Hotel was built c. 1880s, the first landlord being W. J. Bond. Prior to this the site was occupied by the Clive Club and Refreshment Room, owned and run by Mr. Jefferies. The pub is an unusual design in the Penarth context, described as an "elephantine cottage orne".

*Cab Drivers' Booth
and Railway Public House*



later Sir David, who owned the 'South Wales Daily News', 'South Wales Echo' and the 'Cardiff Times'.

In the 1880s the large, handsome 'Holmes' (8) was built on the kitchen gardens of 'Plymouth House' for Sam Hern. The occupant in the 1890s was Robert Hertzmann, who was regarded as Cardiff's leading jeweller. A later occupant was Lidgett Gibbs, shipowner. Opposite stands 'The Mount' (mentioned earlier), built c. 1881 for R. W. M. Krieger, Imperial German Consul. Alongside stands the enlarged 'Bleak House', c. 1864, home to the Coastguard's Chief Officer. In 1864 the incumbent was James B. Byron.

The large houses of Marine Parade were built mainly in the mid-1880s, many of local blue lias; a run of handsome houses with Jacobean characteristics to designs by H. Snell, architect to the Windsor Estate. The land had been part of Rogersmoor Farm, and Number 9 was built on a large, filled-in, pond. A modern house has been built in the garden. At Number 15, St. Maeburn (9), a small development of new houses has been built in the orchard to designs by Dale Owen.

Early occupants of the Parade included W. B. Gibbs, shipowner, chandler and sail-maker at Number 3; Walter Raleigh Parker in 'Skelbrook'; J. Mason, merchant; Lewis Shirley, solicitor; Andrew Stranaghan, grocer, at Number 6 and Major Thornley at 11.

The Misses Bate and Sumner ran a Ladies School at 'St. Maeburne' (an anagram of their names) in the 1890s and in the 1900s it was run by the Misses Oakshott and Snell. Outside St. Maeburne's stands one of the town's original fire hydrants.

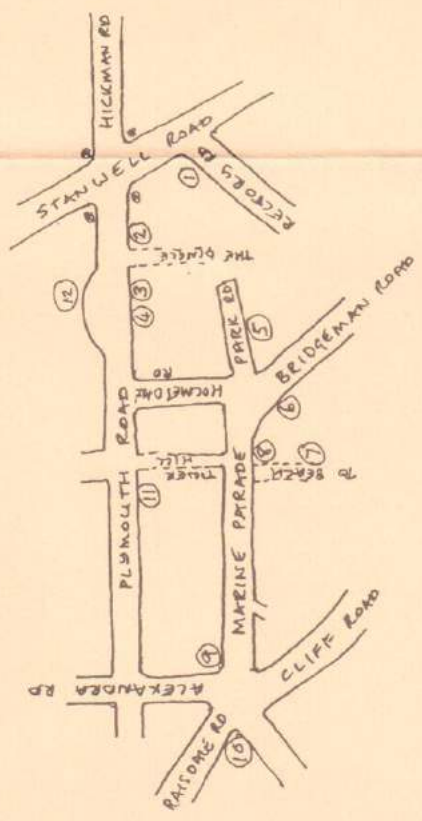
On the other side of Marine Parade a lane to the foreshore separates the 'Holmes' from Number 19, built c. 1916 for Watkin Williams, shipbroker. The house has a private gate into the Windsor Gardens. The land between this lane and another further down the Parade was originally occupied by private gardens for the Parade's residents. 'Dros-y-Mor' was built here c. 1890s for Sir John Duncan whose shipping firm Duncan, Vallette & Co. ran coal from Penarth to Spain, France, North Africa and Royal Naval bases such as Scapa Flow. In the 1920s the house became home to S. H. Callaghan, shipowner. The magnificent house of local yellow brick was demolished in the 1970s and a housing estate erected. Further housing infill covered the last of the private gardens.

The large and attractive 'Skomer', with its arts and crafts influences, was built c. 1920 for J. S. Neale, who had lived at Number 14. He was one of the seven sons of J. J. Neale who, in 1909, owned 19 trawlers. The once extensive gardens were reduced when three further houses were built in the grounds.

'Penarth House', perhaps the town's finest house, was built in the early 1890s for Philip Morel, shipowner, who, with his brother Thomas, owned 23 vessels in 1883 and 33 in 1903 – all with local names: 'Aberdare', 'Barry', 'Penarth 1, 2 & 3', 'Wenvoe' etc. The house, of red brick, featured a tower capped with a cupola, numerous large gables and bays, sweeping split level terraces and extensive lawns. All that remains as a hint of the lost splendour is the substantial boundary wall with its ornate gateways (10).

'Raisdale Hotel' was built as 'Raisdale House' in the 1880s, the first occupant being J. W. Pyman, shipowner. He was followed c. 1890s by L. R. Turnbull, who, with his brother Philip, owned Turnbull Brothers Shipping, with eight vessels in 1900.

- 1. TRELEAVEN
- 2. NAT. PROV. BANK
- 3. REDLANDS / ROSAUGH
- 4. PEEN BANK
- 5. PROPOSED SITE ALL SAINTS
- 6. GATES TO BEAN'S QUAY
- 7. BEAN'S QUAY
- 8. HOLMES
- 9. ST. MARGUERITE
- 10. BUTRANCE PENARTH HO.
- 11. OAKLANDS
- 12. STATION



The Trail covers an area developed after the Taff Vale Railway in 1878, an area that gives Penarth its distinctive Victorian ambience; town houses on a grand scale, all with architectural idiosyncracies, detached, semi-detached and short terraces built with local materials – blue lias stone, red and yellow bricks.

The Trail starts at 'Treleaven' (1), one of the town's most historically interesting places. From Elizabethan times this was the site of the town's pound, and in 1635 the Vicar, Edward Alport, had his cattle impounded. In 1881 a large corrugated iron church, All Saints, was erected on the site at a cost of £650,000, with seating for 600 people. It was demolished in 1892 when the unusually designed house was built for E. Handcock, ship and tug owner.

In Stanwell Road, formerly Parish Road until 1880, stand four large red-bricked houses, the first two being heavily timbered. The houses have numerous gables and imposing chimney stacks and were built in the 1880's on land belonging to Taylor's Farm, a smallholding of approximately 30 acres. The shops opposite were built in the 1960s.

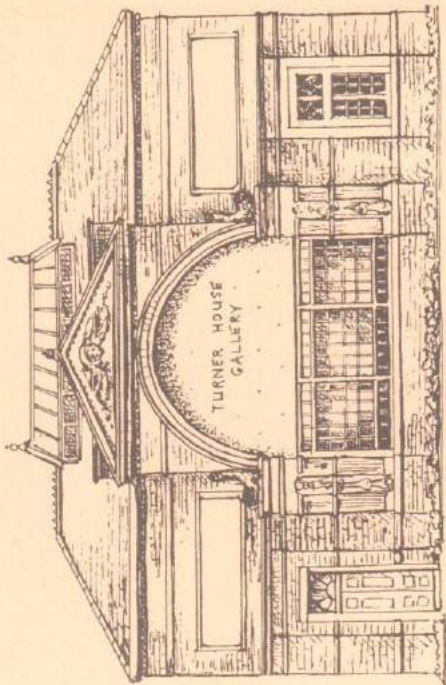
In the early 1880s Frederick Speed arrived from Shepton Mallet and during 1886-1888 built the elaborate three-storey terrace, numbers 2-10 Plymouth Road. No. 2 stands on the actual site of Taylor's Farm, a single-storey thatched cottage demolished in 1886. The 1891 Census records: Speed age 45, his wife, one son, two daughters, four boarders and two servants in residence. In 1900, however, the building became Miss Pearce's Ladies School (2) and in 1910 the National Provincial Bank of England Limited, when the flat-roofed extension was built to the front.

'Ravensworth' was originally a lodging house with Hannah Llewellyn, manageress; then in 1900 Oliver J. Pery, dental surgeon, moved in. It remains a dentist's today. Number 6 was opened as the 'Lansdowne Private Hotel and Boarding Residence', owned by Mrs Arthur who resided at 5, Kymin Terrace. Later the hotel was owned by Mrs. Adey who resided at 6, Kymin Terrace. T. J. Dyke, a Brecon

landowner, was the first occupant of Number 8; the 1891 Census shows Dyke, 29, in residence with three young sons and two servants. Number 10's first owner was Mr. H. Y. Adey, GWR District Superintendent. Around 1900, shop fronts were added to Nos. 8 and 10. 8 became Mr. Harris's fruit shop and 10 became the 'Glendale Restaurant'. These two buildings stand on the site of the once substantial Randell's Farmhouse, a farm of 48 acres.

The Dingle Path and 'Dolly Steps', c. 1905, run down to the scafrol through a heavily-wooded dingle, shown on old maps as the 'cutt' or 'cwrt'.

Major J. Pyke Thompson, age 33, a corn merchant from Bridgewater, had a substantial red-bricked mansion house built c. 1880 on land that had been part of Randell's Farm. The house, 'Redlands' (3), vied with 'Dros-y-Mor' and 'Penarth House' as the town's finest and largest house. During 1887-88 Thompson had 'Turner House' built by Seward and Thomas of Cardiff, a distinctive hipped-roofed edifice in the Renaissance style. S. A. Brain acquired 'Redlands' in 1899 and re-named it 'Roxburgh'. In 1910 Thomas



Turner House

Morel moved in. The house and its large stable block, now a car park, were demolished c. 1970. Three-storeyed houses around a quadrangle were erected in 1975 by Percy Thomas to designs by Dale Owen. 'Turner House', an active annex of the National Museum, and the massive proprietorial wall with its two grand gateways are all that remain.

The houses between 'Roxburgh' and Holmesdale Place were built in the early 1880s. By 1883 there were 14 houses on this side of the road. This had increased to 24 by 1884 with a couple of semi-detached houses opposite. There were two complete runs by 1886. The imposing 'Fernbank' (4) was built c. 1880 for Llewellyn Wood, a coal-master; 'Gowan Lea' was built in 1881 for Archibald Thompson, coal inspector. By 1884 Henry Cornelius Harris, one of

the many respected architects who lived in Penarth in the 19th century, had built for himself the impressive yellow brick 'Kingscote', and H. J. Vellacott, shipowner, born in a vessel off Cape of Good Hope, was in 'Tel-el-Kebir'.

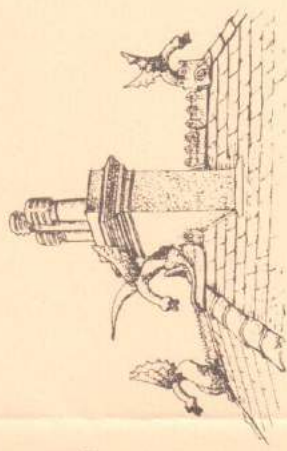
By 1885, S. A. Brain was at Number 28, confusingly named 'Roxburgh'. Opposite, R. B. Baby, wagon builder and W. B. Fry, shipowner, were neighbours of G.

Hallett, shipowner, at 'Belmont'. Walter Raleigh Parker, contractor, was in 'Pen-y-Bryn' with Captain Black at 'Abbey Craig', Number 13, and Monsieur Henri Durand at Number 11.

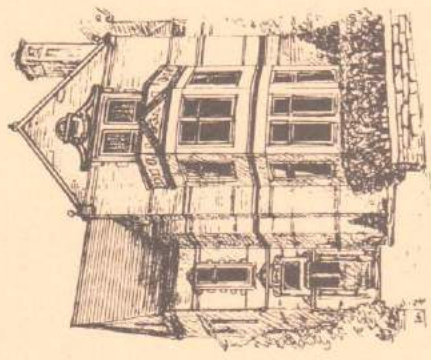
Moving down Holmesdale Place we pass to our left a mews-type cottage, originally a boathouse. 'Gardenhurst', was built in 1884 for Llewellyn Wood, was initially classed as being in Park Road as was the house opposite, 'Monkton House' (now incorporated into 'The Mount'). The first occupant of 'Monkton' was H. Smith, accountant. Park Road is a short run of grand town houses. The first built for Numbers 9 and 10 in 1881, and in 1882 'Brierley' had been built for J. W. Pyman, shipowner. The run was complete by 1886, with S. A. Brain at 'Roxburgh', Number 5. In more recent times residents included Mrs. Morel, Mrs. H. Davies nee Cory, W. Leon, T. L. Loveridge, E. Tresoldi Grainger and J. J. Neale at 'Lynwood'.

The land opposite the houses (5) had been earmarked c. 1880s as the site for the new All Saints, but this idea was shelved and the land became private gardens for the Park Road residents. A lengthy section of the original railings survives along with one of the small gates and a section of entrance steps.

The massive wood gates (6), set in a high wall of local stone, formed the original entrance to 'Plymouth House', now 'Bron-y-Glyn' (7), built c. 1850 for Mrs. Annie Evans. The 1871 Census records Captain Looock R.E. in residence with his wife, born in Quebec, three children with a nurse, cook, housemaid, parlourmaid and an undernurse. Access to the house is now along a secondary entrance past the stables which the Census shows were occupied in 1871 by Tom Baines, ostler, his wife and two children. In the 1890s the house was occupied by David Duncan,



Guardians of 'Bron-y-Glyn'



'Kingscote', 26 Plymouth Road