

Archaeological
Building
Recording
Services

**An Archaeological Standing Building Survey
The Canal Tavern
New Park Road
Shrewsbury**

(NGR SJ 49680 13243)

On Behalf of Bleazard & Galletta LLP



An Archaeological Standing Building Survey

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Shrewsbury

(NGR SJ 49680 13243)

On Behalf of Bleazard & Galletta LLP

October 2018

Planning Application No

18/01998/FUL

Listed Building Consent

18/01999/LBC

ABRS Project No 2018-CTSS

Archaeological Building Recording Services (ABRS)

2-3 Lower Grove

New Radnor

Presteigne

Powys

LD8 2SS

Tel 07423813638

email: gerwyn.richards@archbuildservices.co.uk

An Archaeological Standing Building Survey, The Canal Tavern (Former), New Park Road, Shrewsbury (NGR SJ 49680 13243).

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Summary

This document is an archaeological standing building survey of the former Canal Tavern, New Park Road, Shrewsbury (NGR SJ 49680 13243), commissioned from Archaeological Building Recording Services (ABRS) by Bleazard & Galletta LLP in advance of the proposed part demolition and change of use to residential.

The Canal Tavern is a known heritage asset and a listed building. The building is a good example of an early 19th century purpose built public house. The tavern has undergone significant alterations and modernisation leaving little of historic or architectural significance beyond the historic plan form.

The tavern has an interesting and well documented history, unfortunately its earliest history is a little vague. It is possible that the tavern was constructed by the canal company during the construction of the adjacent Shrewsbury Canal.

The tavern, interestingly retains its ancillary buildings largely in their original and unaltered condition, including a stable, a lean to extension, which operated as a separate tripe shop in the late 19th century and an early 20th century WC in the rear yard.

The archive will be retained by ABRS under the site code 2018-CTSS until deposition with Shropshire Museum can be arranged.

1. Introduction

Archaeological Building Recording Services (ABRS) were commissioned by Bleazard & Galletta LLP to undertake an archaeological standing building survey of the former Canal Tavern, New Park Road, Shrewsbury (NGR SJ 49680 13243 (*Figures 1 & 5*)). Planning Permission and Listed Building Consent is being sought for part demolition and change of use of the building to residential use as part of the wider redevelopment of the site. The building is a traditionally built former public house, believed to date from the late 18th century. The Conservation Officer, Shropshire County Council has recommended that an archaeological standing building survey to Historic England Level 3 as defined in *Understanding Historic Buildings: A guide to good recording practice* (Historic England 2016) be carried out.

The project was completed in accordance with the Written Scheme of Investigation (WSI) for Archaeological Building Recording at The Canal Tavern (Former), New Park Road, Shrewsbury (2018-CTSS_WSI) and followed the Chartered Institute for Archaeologists (CIfA) *Code of Conduct*, and adhered to their *Standards and Guidance for Archaeological Investigation and Recording of Standing Buildings or Structures* (2014).

The Canal Tavern is statutorily listed at Grade II (NHLE 1254679) and located within the Shrewsbury Conservation Area.



Figure 1
Site Location

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Shrewsbury is said to have been founded in the 5th Century after the abandonment of Uriconium, modern day Wroxeter, a Romano-British settlement to the south east of the current town and the settlement later became a Llys of the Princes of Powys. The settlement became part of the Saxon kingdom of Mercia under King *Offa* in AD 778, later Alfred established a mint in the town and his daughter *Elfreda* founded the college. Following the Conquest the town was gifted by William I to Roger de Montgomery who built the castle and took the title Earl of Shrewsbury. Shrewsbury became a vibrant and successful town from the medieval period onwards due to its location, which allowed control of the wool trade with goods imported from Wales and exported via the river Severn and Watling Street. During the 16th and 17th centuries a number of Shrewsbury's grandest buildings were built, including Ireland's Mansion (1575) and Draper's Hall (1658). Shrewsbury retained its importance during the early 19th century when Watling Street was extensively upgraded by Thomas

Telford to carry the mail from London to Holyhead and on to Ireland; Shrewsbury became an important stop on the route with a number of coaching inns.

The Canal Tavern stands adjacent to the former route of the Shrewsbury Canal (HER Ref 03410). The cut was surveyed by George Young in 1792 and an Act of Parliament was obtained in 1793 to begin construction under the direction of Josiah Clowes, investors included the Marquess of Stafford, Lord Berwick of Attingham Park, John Charlton of Apley Park and John Corbet of Sundorne Castle; local Ironmasters, Richard and William Reynolds and John Wilkinson also invested in the cut. Following the death of Clowes in 1795, the recently appointed part time Surveyor of Public Works for Shropshire, a one Thomas Telford took over, the canal was completed in 1797, being 17 miles (27 km) long with 11 locks. The cut remained isolated from the rest of the canal network until 1835, when the Birmingham & Liverpool Junction Canal built the Newport Branch from Norbury Junction to a new junction with the Shrewsbury Canal at Wappenshall.

As expected of the era, the cut's main cargo was coal bound for Shrewsbury. Tolls were charged at 1½d per ton per mile, this was high compared to other canals and the rate was reduced to one penny per ton per mile in 1797. The Reynolds' as investors were allowed to ship iron and other commodities toll free for a time. The enterprise was prosperous, with dividends on the £125 shares rising to £8 in 1805 and £10 in 1823.

In May 1845 the amalgamation of the Birmingham & Liverpool Junction Canal and the Ellesmere & Chester Canal was authorised by Act of Parliament this led to the further amalgamation of canal and railway interests of both companies, three Acts of Parliament were obtained in 1846 to enable railway construction and the acquisition of the Shrewsbury Canal. The first railway to be constructed was the Stafford to Shrewsbury Line, soon after following the realignment of various railway companies resulted in the formation of the London & North Western Railway Company (LNWR) on 1 January 1846, who ultimately took control of the cut. This along with the increase in rail traffic and a general lack of investment in the cut saw the gradual and to some extent managed decline of the cut. In 1922, the London, Midland & Scottish Railway (LMS) took over the canal and the basin in Shrewsbury was closed, no traffic used the canal to Shrewsbury after 1936, and a further section beyond Comet Bridge was abandoned in 1939. The LMS finally abandoned the canal network in 1944 and obtained an Act of Abandonment.

There is, as yet no definitive date for the construction of the Canal Tavern, the listed building description describes it as early 19th century. The earliest cartographic reference to the tavern is A. Hitchcock's map of the Borough of Shrewsbury published in 1832 (SA (*Figure 2*)). The map records the tavern in an isolated location adjacent to the cut, the lack of any other development in the vicinity hints that the tavern may have been constructed at the same time as the cut. The building is linear in plan with a central projecting rear range and a small outbuilding to the north, abutting the towpath. There is no evidence of the outbuildings currently to the north west of the tavern, indicating these are later additions.

Some six years later, John Wood published his Plan of Shrewsbury (SA (*Figure 3*)), it again records the Canal Tavern in detail, but it again remains unidentified by name. The plan shows some differences to the 1832 map, notably the building is now "L" shaped, this suggests that the outbuildings to the north west have now been built and that the projecting



Figure 2
The Borough of Shrewsbury (1832).



Figure 3
John Wood's Plan of Shrewsbury (1838).

rear range has been extended. This projecting rear range also appears to have been extended to the north and is abutting the towpath, there is no evidence of this on later maps and it is likely to be as a result of a mapping error and the outbuilding seen on Hitchcock's map being incorporated into the main building in error. Two years following the publication of Wood's map is the currently earliest known documentary reference to the Canal Tavern, Robson's Shropshire Commercial Directory of 1840 lists an Edward Baker at the Canal Tavern.

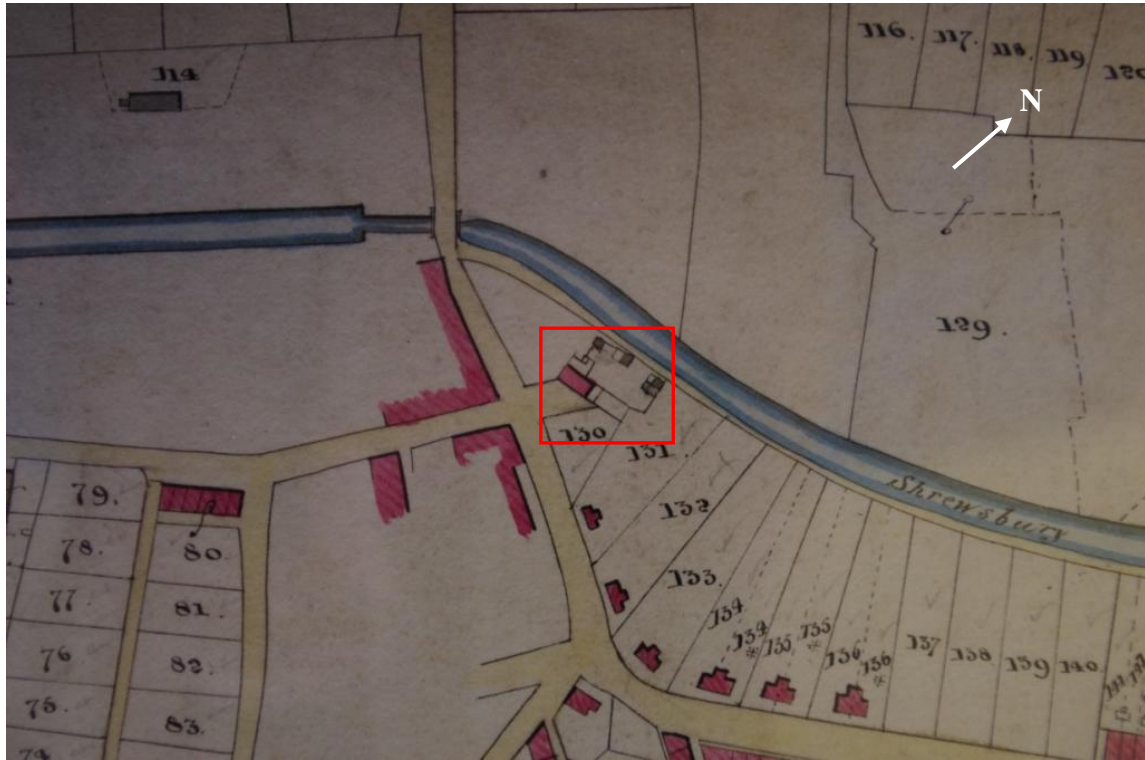


Figure 4

Tithe Map of Castle Ward within Castle Foregate in the Parishes of St Mary, St Julian and St Alkmond (1851).

In 1851 a tithe map for “*Castle Ward within Castle Foregate in the Parishes of St Mary, St Julian and St Alkmond*” was published (SA Ref P252/T/1/7 (*Figure 4*)). The map is interesting as it appears to illustrate differences of use within the site and within the building itself; if normal conventions are followed, the coloured elements indicate domestic buildings, while the outline only elements are non-domestic. This confirms the buildings to the north west as outbuildings, but it also suggests that the rear range was also not in domestic use at the time. The map also records a number of lesser outbuildings in the yard to the north of the tavern.

In 1850, Slater's Directory of Shropshire lists a Charles Swallow as a Beer Retailer, the Post Office Directory of 1856 again lists Charles Swallow as a Beer Retailer of Castle Fields and again in 1861, this time with the address of New Park Road (Harrods Directory of Shropshire) and again in Post Office Directory of 1863 as a Beer Retailer of Castle Fields. Kelly's Directory of Shropshire published in 1870 again lists Charles Swallow, this time at the Canal Tavern.

The use of the description “Beer Retailer” suggests that Charles was, at the time operating the Canal Tavern as a Beer House, rather than a public house. Beer Houses were brought about by The Beerhouse Act (1830) in order to promote the consumption of beer instead of the

more destructive gin. The Act abolished the Beer Tax and led to the introduction of Beer Houses and Beer Shops, both of which were licensed to sell only beer. The excise licence would state whether the beer could be consumed on the premises (Beer House) or as off-sales only (Beer Shop). It was not until the Wine and Beer House Act (1869) that the licensing of the Beer Houses returned to local justices. As a result, many were closed or purchased by breweries and changed to fully licensed public houses.

Kelly's Directory of 1879 records a Thomas Jones at the Canal Tavern, indicating Charles had either moved on, or possibly passed away. In 1882 Ordnance Survey published the 1:500 map of Shrewsbury (SA Ref XXXIV.21 (*Figure 5*)). The map is the first modern large scale representation of the Canal Tavern, which is identified by name; the map records the general "L" shaped arrangement seen on earlier maps as well as an extension to the front at the western end, there is a central covered arch. To the rear are a number of outbuildings, possibly loose boxes or more likely pigsties. Interestingly, the map appears to record an access to the towing path and to the cut, this suggests the tavern had access to the cut; canal companies were notoriously protective of their assets and restricted access, the fact that the Canal Tavern apparently had access to the cut suggests the tavern and the canal company may have originally been linked.

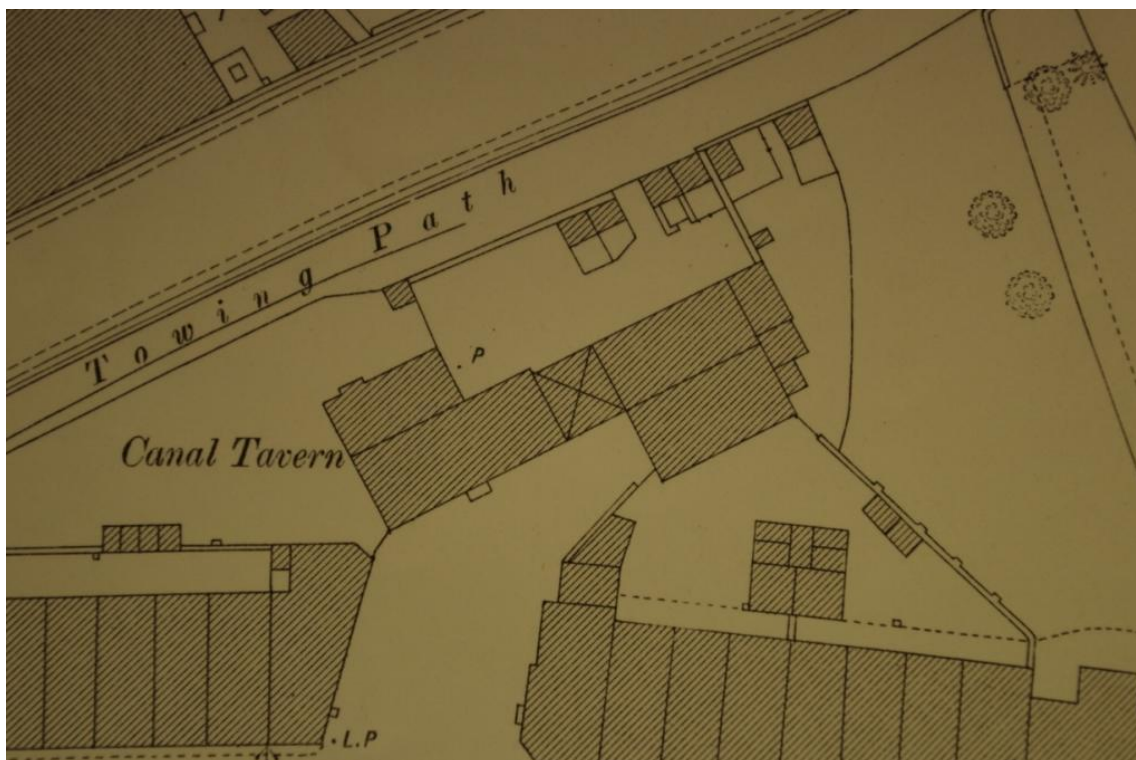


Figure 5
Ordnance Survey (1882).
(1:500)

In September 1886 the Canal Tavern was offered for sale by auction. The sales catalogue describes the tavern as “...an old established and fully licensed public house called the Canal Tavern, with the Stables, Tripe Shop, Yards, and out-buildings” in the occupation of M. Jones and R. Hammond, the catalogue describes the tripe shop as being subject to a lease of ten years from 24th of June 1882 to Mr R. Hammond at the yearly rent of £4. The accompanying



Figure 6
1886 Sales Catalogue.

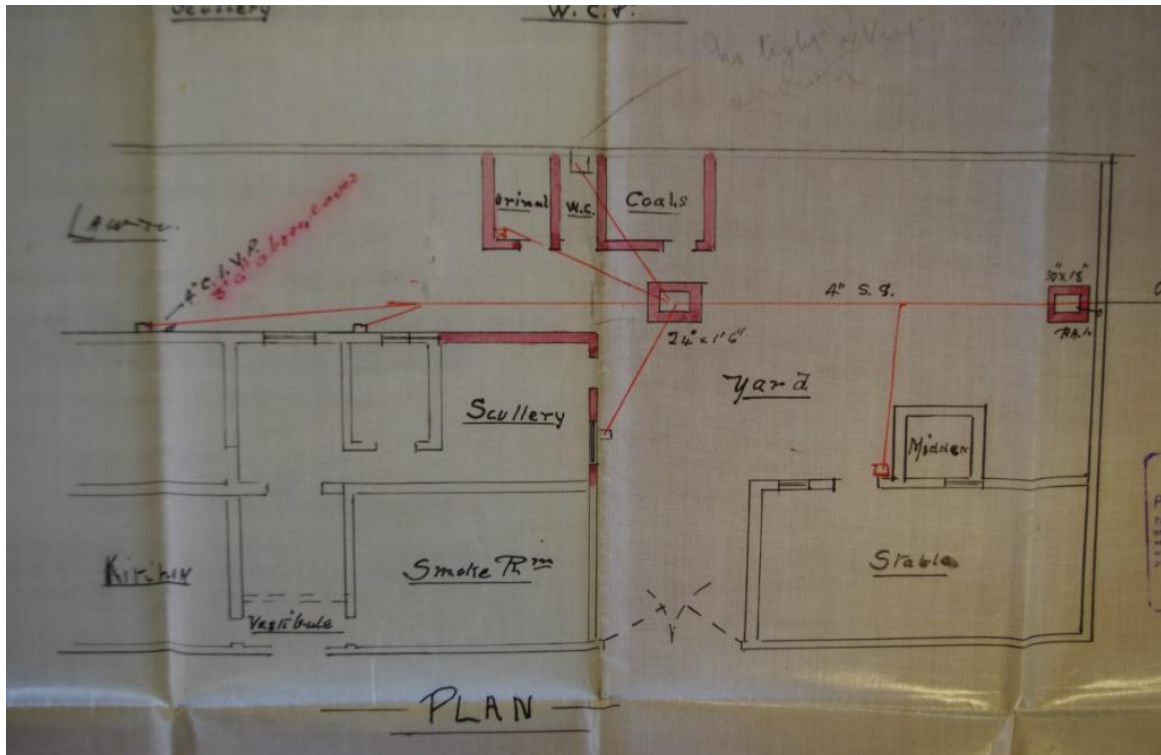


Figure 7
1914 Planning Application Drawing (Plan).

plan (SA Ref 8902/1/5/4/1 (*Figure 6*)) confirms the tavern occupied the westernmost part of the range, with stables to the east, the tripe shop occupied the forward extension to the stables. The outbuildings in the yard are not recorded by the plan, but the access to the cut is. Kelly's Directory of 1891 records a Mrs Mary Jones at the tavern, although a common surname it suggests the tavern was either bought by the Jones Family in 1886 or they at least retained the tenancy. By 1900, however the Jones' had moved on, replaced by Alfred Smout, by 1905, Alfred had been replaced by Mrs Mary Elizabeth Smout, possibly Alfred's widow, who remained at the tavern until at least 1913.

In July 1914 planning application was lodged for proposed redrainage [sic], WC, urinal & coals at the Canal Tavern on behalf of R. Pool. It is unclear whether Mr Pool was owner, tenant, builder or architect. The accompanying drawings (SA Ref DA54/710/38/111 (*Figures 7 & 8*)) confirm the building was erected in the rear yard and consisted of a rectangular building abutting the rear boundary. Both the 1882 OS and the 1886 sales catalogue record a structure in the approximate location of the 1914 building, it is possible that at least part of this earlier structure was retained and incorporated into the new building. The planning application also indicates that the rear range of the tavern was extended to the east.

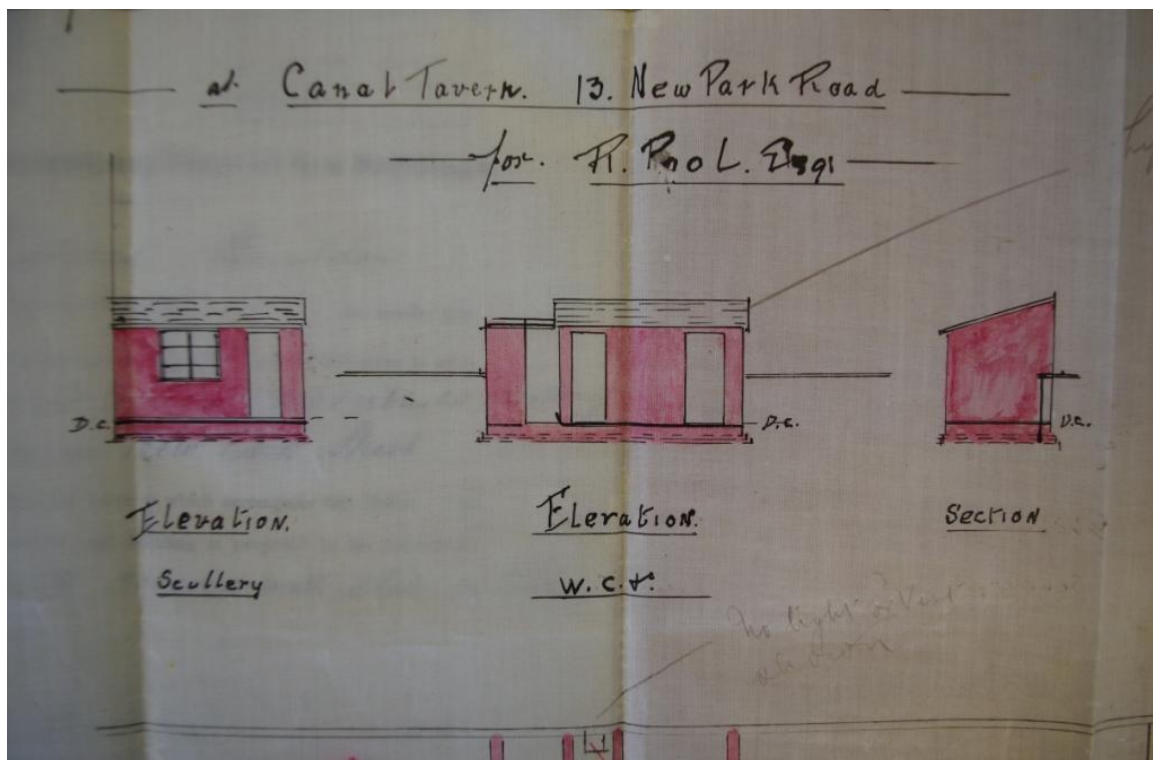


Figure 8
1914 Planning Application Drawing (Elevation).

By 1917 the Jones' had returned to the tavern, Kelly's Directory records Alfred Jones, it is not clear whether he was relative of Mary and Thomas Jones, but it is possible. By 1922 the tavern was being kept by Mrs Sarah Jones, possibly the widow of Alfred, Sarah remained at the tavern until at least World War II.

In December 1928 a planning application was submitted for Sanitary Accommodation at the tavern. The application was submitted on behalf of the Shrewsbury & Wem Brewery Co Ltd.

The company was formed in 1895 following the merger of the Talbot Brewery, in Wem, the Drawwell Brewery, also in Wem and the Circus Brewery, located in Shrewsbury. The accompanying drawings (SA Ref DA5/710/52/98 (*Figures 9 & 10*)) indicates that the sanitary accommodation was located on the first floor and consisted of a bath, sink, separate WC and hot water tank, a hot water boiler was added to the existing fireplace on the ground floor. Both drawings confirm the general arrangement of the tavern at the time of the application and confirm that the scullery built in 1914 was single storey extension.

The Shrewsbury & Wem Brewery was acquired by Greenall Whitley of Warrington in 1951. Greenall Whitley retained ownership of the Canal Tavern under various landlords until the 1990s when the company closed its remaining breweries in Warrington and Nottingham and became a pub chain named Greenalls. The most recent and final owners, the then sitting tenants, Richard and Tracy purchased the tavern from Greenalls during the late 1990s and operated the tavern until its closure in 2012-2013.

The Canal Tavern was listed at Grade II in 1995 (NHLE 1254679). The listed building description describes it thus...

Public house. Early C19. Whitewashed brick with Welsh slate and plain tile roofs with coped gables and brick end stacks. L plan with 2-storey wing to rear. 3 storeys; 3-window range of 6/6 sashes under stucco lintels. 3/3 sashes above. On ground floor a later central porch has original doorcase within with door and overlight. 1/1 sashes either side. Lean-to on left end and outbuilding range on right end. This is of brick with plain tile roof and has, nearest to main range, an arched doorway with bulls-eye window to left and loft door above. INTERIOR: main range has room to right opened out but that to left survives mostly intact. This public house, on the side of the former Shrewsbury Canal, is marked on Wood's map of Shrewsbury of 1838.

2. Aims and Methodology

The specific objectives of the standing building survey were as follows:

- To provide a comprehensive written, drawn and photographic record of the building prior to the permitted demolition, as it represents upstanding archaeological/historical remains of local, regional or national importance.
- To provide a comprehensive review of the local and regional historical context of the structures recorded by the project, making reference to the appropriate regional research agendas.
- To produce a high quality, fully integrated archive suitable for long-term deposition in order to 'preserve by record' the buildings in their current form prior to conversion and/or demolition.

Desk-based research included the analysis of readily available documentary and cartographic sources including the Shropshire Historic Environment Record (HER) & Shropshire Archives (SA).

The Historic Building Recording produced measured survey drawings of the building and completed a photographic (35mm monochrome negative) and written record of the building to the equivalent of Historic England Level 3. An ordered archive has been compiled and will be deposited with Shropshire Museum. An Online Access to the Index of Archaeological Investigations (OASIS) record has been completed.

Orientation: The building subject to this historic building recording is approximately rectangular in plan, the long axis being aligned north-north east – south-south west (*Figure 11*). The principal elevation facing south-south east (fronting New Park Road), for ease of description this is taken hereafter to be east to west. Where the terms ‘left’, ‘right’, ‘front’ and ‘back’ etc are used in the report, this is in relation to this principal elevation, as viewed from the south. A letter affix and number suffix has been added for significant partitions where required.

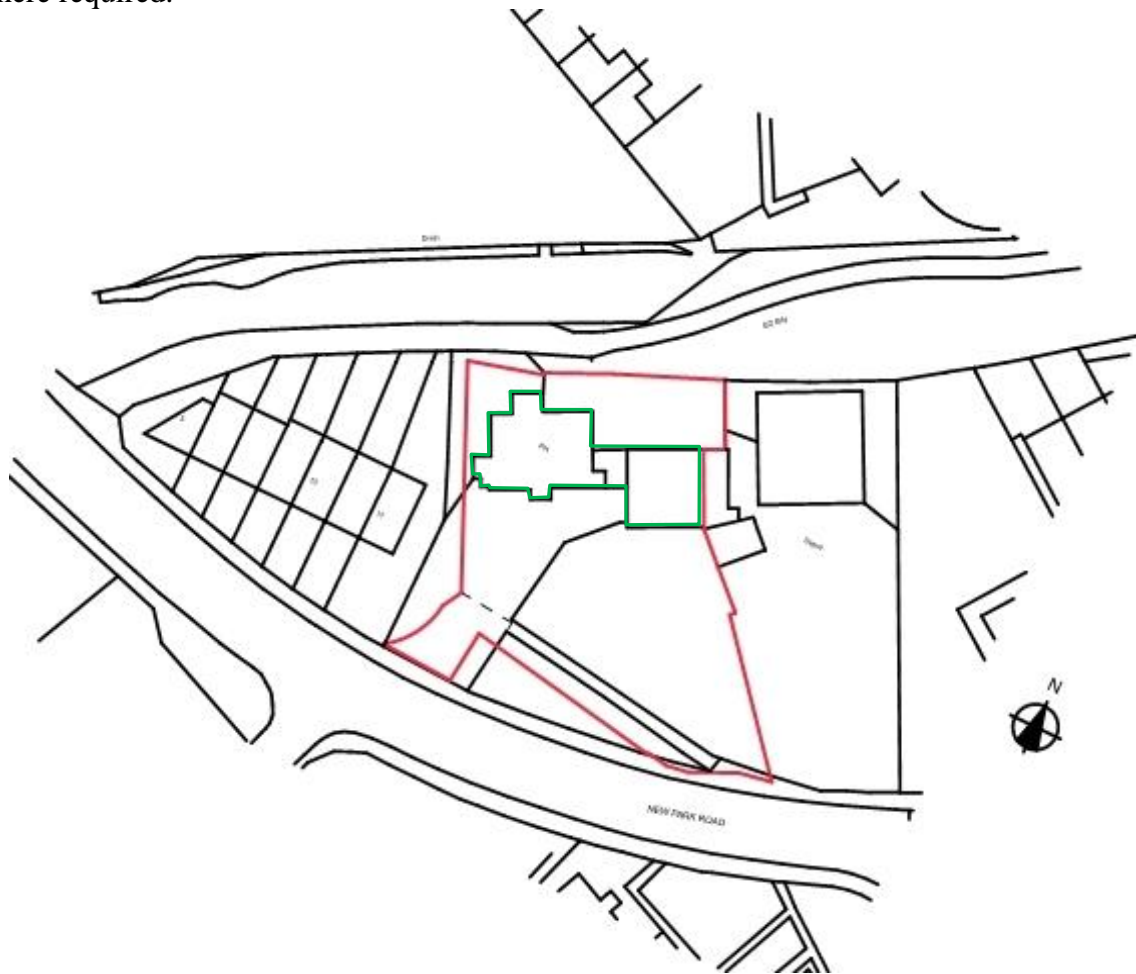


Figure 11
Proposed Development Area, (in Red), Recorded Building in Green.
Supplied By Client (1:1250).

All historic maps are reproduced with north to the top of the page, following Ordnance Survey standards unless indicated otherwise with appropriate north arrow and key.

As far as is known, no previous historic building recording has been undertaken of the building.

The site visit was carried out by Gerwyn Richards on October 9th 2018.

3. Description of the Building

The Canal Tavern is approximately rectangular in plan occupying the rear of an irregular shaped plot fronting New Park Road, to the north of the plot is the line of the former Shrewsbury Canal (*Figure 11*). The main building (A) is three storeys under a Welsh slate roof with a one and a half storey brick-built extension to the east under a plain tile roof. The principal elevation is whitewashed and consists of a three window range with a later central porch (*Figure 12*); inside the porch is the original doorcase with overlight. The ground floor windows are one over one vertical sashes, the first floor are six over six and three over three on the second floor, all are apparently modern reproductions in timber.

Both gables have brick parapets and gable chimney stacks. The westernmost gable has a recently added single storey lean to extension, photographs of the tavern taken in the 1970s indicate the lean to had been built by then. The west facing gable consists of two clear phases with a straight joint between the principal range and the projecting rear range (*Figure 13*), cartographic sources indicate this extension was an early addition added in the early to mid 19th century. This extension has a single reproduction timber three over three sashes on the ground floor and a uPVC window on the first floor. The easternmost gable is concealed by the stable.

The rear elevation consists of two gables and a modern, flat roof extension (*Figure 14*), again there is a straight joint between the two wings, confirming the westernmost as a later extension, the easternmost wing is, according to cartographic sources original to the tavern. There are chimney stacks on both gables, the westernmost projecting and a small timber casement window on the eastern most gable, the drawing submitted as part of the 1924 planning application (*Fig.9*) indicates this window was inserted as part of those works. On the ground floor there is a recently blocked window. On the east facing elevation is a flat roofed extension, this, according to a planning application was constructed in 1914, although, potentially largely re-built.

A single painted sign remains on this north facing elevation (*Figure 15*). The signage, located on the canalside elevation confirms the tavern actively courted business from the canal workers.

The stable, B is a one and half storey brick built building adjoining the east gable of A. The exact relationship between A and B is unclear as cartographic sources indicate there was originally a cart entrance against the easternmost gable of A, this has recently been blocked confusing the relationship. The Borough Plan of 1832 (*Fig.2*) and Wood's Plan of 1838 (*Fig. 3*) seem to show a difference in the extent of this easternmost building, suggesting the stable may be a later addition, although it is possible this is a simple mapping error. The stable is clearly recorded by the later tithe map (*Fig. 4*) as is the cart entrance. The southernmost lean to extension is later again, first recorded by the 1882 Ordnance Survey (*Fig. 5*).

The principal elevation of the later lean to, B13 consists of a red brick elevation under a corrugated asbestos cement roof (*Figure 16*), there is a central boarded over window. On the west facing gable is double door under a flat timber lintel. The principal elevation of B12 is largely concealed by B13, the short length visible consists largely of the modern infill of the original cart entrance, over which is a loft door, possibly original and to the left is a modern bulls eye window.

The rear elevation (*Figure 17*) is again brick-built, there is a central pedestrian door, the altered brickwork on each reveal suggests it was originally wider, in all probability given the history of the building a stable door. To the east is a window and a second, blocked window to the west, all under flat cambered brick arches. There is a loft door above. The cart entrance is blocked and rendered.

Internally, the ground floor of A consists of an "L" shaped room, (8) with a servery in the north west corner (*Figure 26*). This part of the ground floor was extensively altered in 1994 with the bar area extended into the 1914 scullery and the servery relocated to its current position. There is very little of historic or architectural interest remaining within this part of the ground floor; there are remnants of the original plan form including wall stubs and two chimney breasts, one on the north wall and the second, retaining a not unattractive mid 20th century ceramic tiled fireplace on the west gable. There are a number of ceiling beams visible, all are underdrawn and as such it is difficult to establish whether these are original features or modern, inserted during the structural alteration of the ground floor.

In the north west corner is a small kitchen area, (9) and porch (10). (10) is clearly a modern extension, while (9) is housed in the early to mid 19th century extension. Again there is little of historic or architectural interest remaining, the exception being the exposed bridging beam in (9). The beam is chamfered and stopped (*Figure 18*); although largely concealed by paint, the stop appears to be a simple runout stop, which would suggest a 16th or 17th century date for the beam. This however is unlikely given the cartographic evidence of the building and it is likely that the beam is either reused, or more likely ornately over-finished by the 19th century carpenter. Off (9) is a small under stairs cupboard in use as a larder, the door is a plank and batten door. Such doors are almost impossible to date accurately due to ease of construction and extensive reuse, however a rough rule of thumb is that the wider the planks the earlier the door, this example with three wide planks, potentially 17th century in date, the strap hinge, with its extremely strong taper (*Figure 19*) is stylistically early 18th century in date. The door is clearly an anomaly and is likely to be reused.

The ground floor of B consists to two rooms, (12) to the north and (13) to the south (*Figure 26*). There is an irregular straight joint in the partition wall, it is not clear whether this is as a result of an episode of rebuilding or whether there was originally access between the two. (12) consists of two principal bays, the westernmost being a modern insertion consisting of a gents toilets in what was originally the cart entrance, the easternmost bay is largely original and subdivided by a timber screen, both the screen and the wide, timber built door (*Figure 20*) are likely to be 19th century in date. The brick floor has open drains confirming the space was originally for animal housing. The loft is constructed of deal joists and floorboards; there was no access to the loft at the time of the survey. (13) consists of a single bay, the roof is carried on deal joists, there is nothing historic or architectural interest remaining to indicate the original form or function of (13), there are straight joints visible between (12) and (13) confirming cartographic sources which indicate (13) is a later extension.

First floor access is via a 19th century straight stair rising east to west between (8) and (9). The first floor consists of four principal rooms off two landings (*Figure 27*). The frontage rooms, (3) and (4), along with the easternmost rear room, (6) are part of the original plan form of the tavern, (7) is part of the early to mid 19th century extension.

Similar to the ground floor there is little remaining of historic or architectural significance beyond the historic plan form. There are gable chimney breasts in (3) and (4) and another on the north wall of (6), (6) retains the bathroom layout constructed in 1928 (*Fig.9*). The under stairs cupboard in the hallway uses a plank and batten door, similar to that seen downstairs (*Figure 21*), although this example is clearly reused as indicated by the outline of removed early 18th century strap hinges on the inner face (*Figure 22*).

Access to the second floor is via a central dog leg stair with a winder. The floor consists of two rooms off the central landing (*Figure 28*). Again, there is little remaining of historic or architectural significance beyond the historic plan form and the gable chimney breasts. The rooms are, however surprisingly spacious given their location at the top of the building and not the low attic rooms commonly seen in public houses. The rooms were clearly always intended for domestic use and finished to an acceptable standard.

There is a limited view of the attic space, it confirms the roof structure as being built of common rafters in deal supported by purlins (*Figure 23*). The purlins being pegged hardwood are likely to be original to the building, while the rafters are likely to be 20th century replacements.

As expected for a tavern there is a substantial cellar (*Figure 25*). The cellar has been extensively modernised with poured concrete slab floor and the ceiling is carried on rolled steel joists (RSJ). There are brick thrawls on three of the walls, in modern brick. Access to the cellar is via modern stairs within the former cart entrance or via an external barrel drop. The 1928 planning application drawing (*Fig. 10*) indicates that the original cellar access was in the centre of (8), to the north of the original servery.

In the rear yard is a brick-built former WC, urinal and coal house. The building consists of two complete bays under a lean to roof of Welsh slate and the partial standing remains and outline plan of a third bay (*Figures 24 & 26*). The building was constructed in 1914, and with the exception of losing its sanitary ware remains largely unaltered.

4. Conclusion

The Canal Tavern is a known heritage asset and a listed building. The building is a good example of an early 19th century purpose built public house. Unfortunately, as is common with public houses the building has undergone significant alterations and modernisation leaving little of historic or architectural significance beyond the historic plan form. A number of ambiguities however do remain including reused 17th century doors with 18th century hinges.

The tavern has an interesting and well documented history, unfortunately its earliest history is a little vague. Both the date of construction and location suggests the tavern was built in conjunction with the Shrewsbury Canal, later maps show that the pub had direct access to the towing path and to the cut. It is possible that the Canal Company built the tavern with the intention to maximise profits by ensuring the boatmen would drink there, as the nearest public house to the wharf while boats were being loaded or unloaded.

The tavern, interestingly retains its ancillary buildings largely in their original and unaltered condition, these consists of a stable, lean to extension, which operated as a separate tripe shop in the late 19th century and early 20th century WC in the rear yard.

5. Archive & Publication

The site archive consists of

- 4 A3 permagraph sheets containing plans & notes
- 3 A1 paper plans
- 1 A3 paper elevation drawing
- 3 DVDs containing 97 digital images (deposited with Shropshire HER)
- 3 A4 contact sheets
- 97 B&W negatives and contact sheets
- 3 A4 photo record sheets
- 1 Unbound copy of this report

The archive will be retained by ABRS under the temporary site code 2018-CTSS until deposition with Shropshire Museum can be arranged.

A version of the summary (above) will be submitted to the editor of the local journal for inclusion in the next edition.

5.1 OASIS Record Summary

INFORMATION REQUIRED	UPLOADED AS
OASIS No	archaeol30-332568
Project Name	An Archaeological Standing Building Survey, The Canal Tavern (Former), New Park Road, Shrewsbury.
Site Co-ordinates	NGR SJ 49680 13243
Project Type	Standing Building Recording
Project Manager	Gerwyn Richards
Previous/Future Work?	No/Not Known
Current Land Use	Residential
Development Type	Residential
Prompt	NPPF
Archive Recipient	Shropshire Museum

6. References & Sources

Brandwood, G. 2013 *Britain's Best Real Ale Heritage Pubs – Pub Interiors on Outstanding Historic Interest.* CAMRA

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Shropshire Archives

Oct 2018

7. Colour Plates



Figure 12
Principal Elevation (Looking North West).



Figure 13
West Gable Showing Straight Join tin
Brickwork (Looking East-South East).



Figure 14
Rear Elevation (Looking South-South
East).



Figure 15
Signage on Rear (Canalside) Elevation.



Figure 16
B(13) Principal Elevation (Looking North West).



Figure 17
B(12) Rear Elevation (Looking South East).



Figure 18
A(9) Chamfered and Stopped Bridging Beam.



Figure 19
A(9) Probable Reused Plank & Batten Door with 18th Century Strap Hinge.



Figure 20
B(12) 19th Century Plank Door.



Figure 21
A(5) Plank and Batten Door.

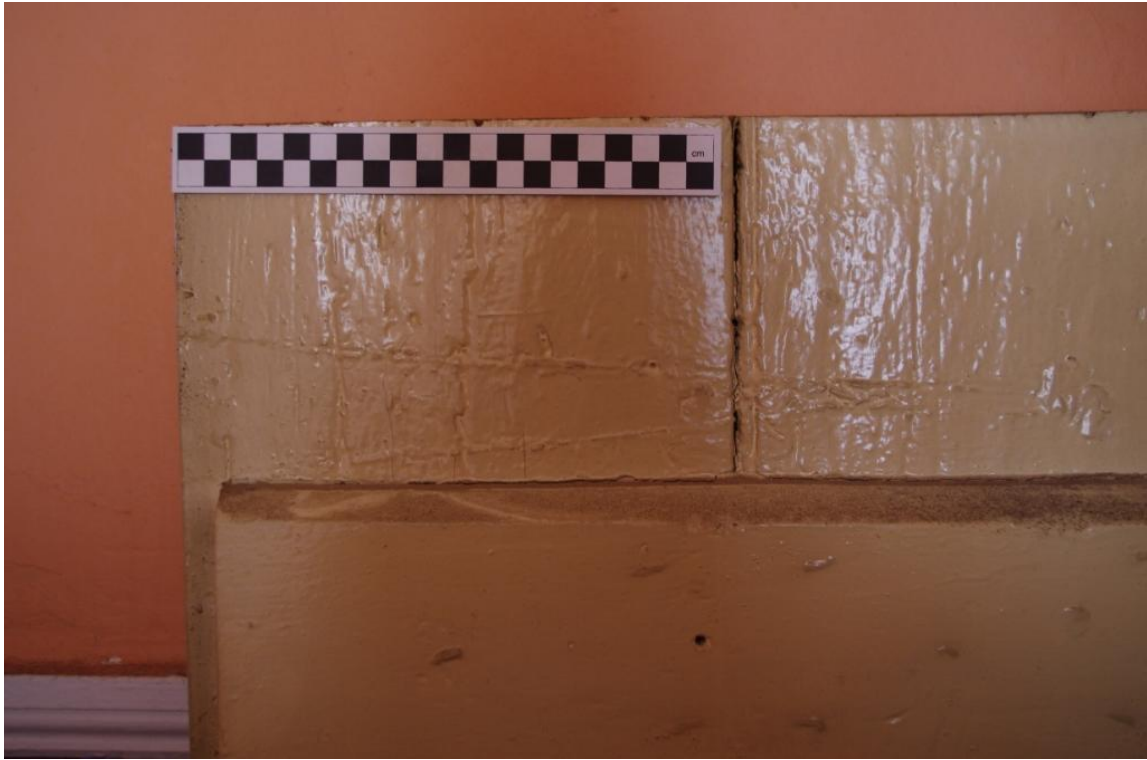


Figure 22
A(5) Outline of 18th Century Hinge on Inner Door Face.

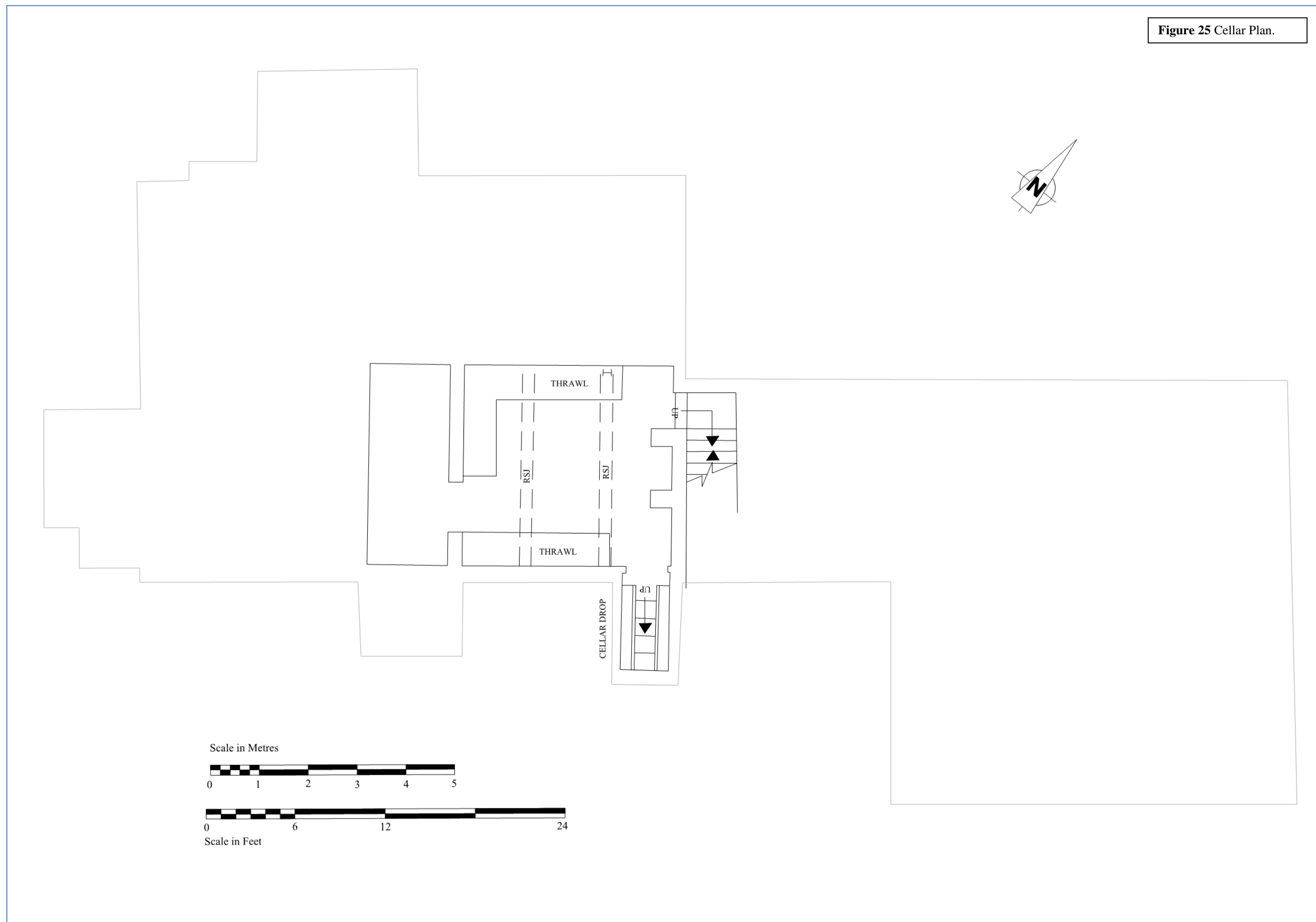


Figure 23
Roof Structure.



Figure 24
C Principal Elevation (Looking West-North West).

Figure 25 Cellar Plan.



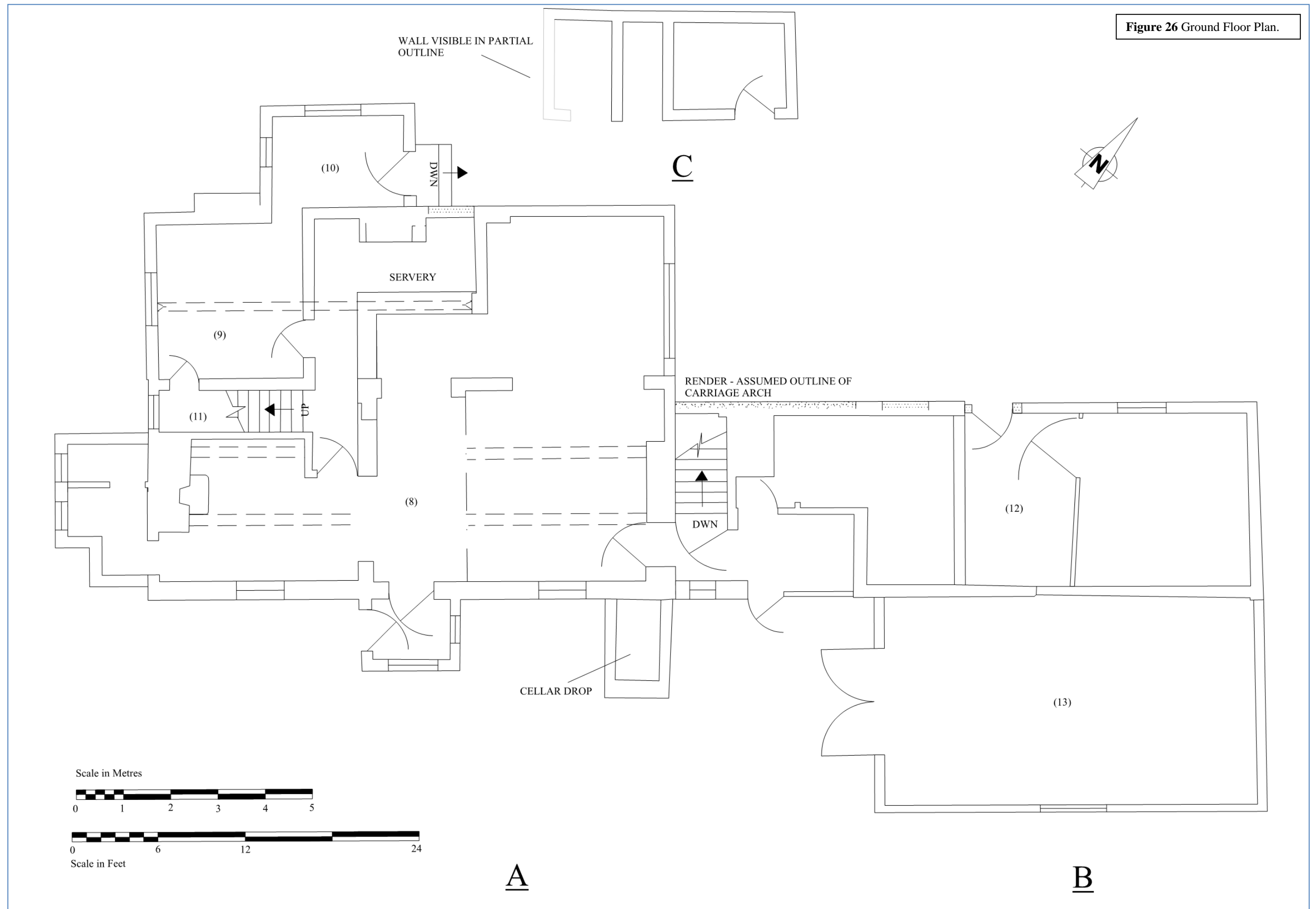
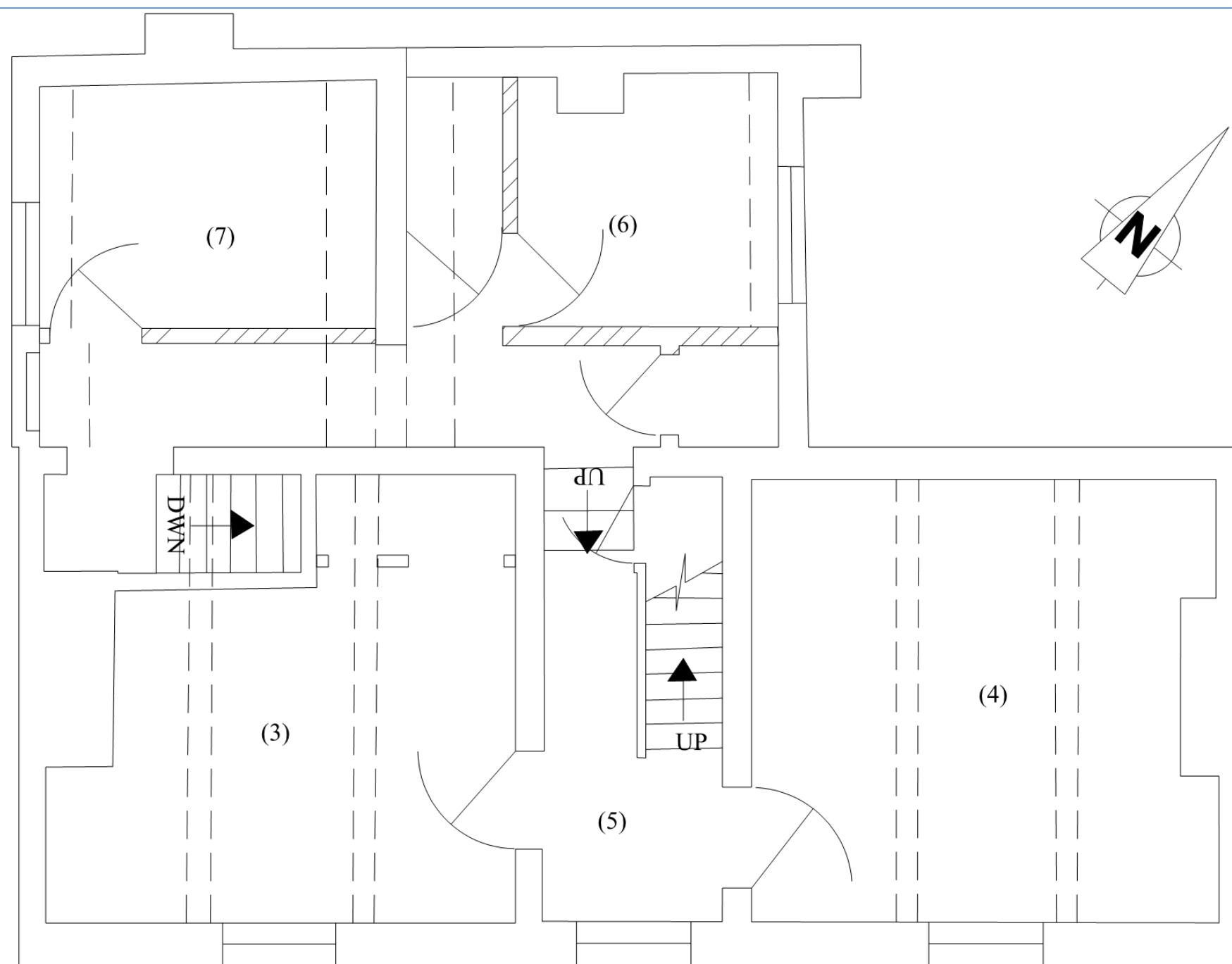
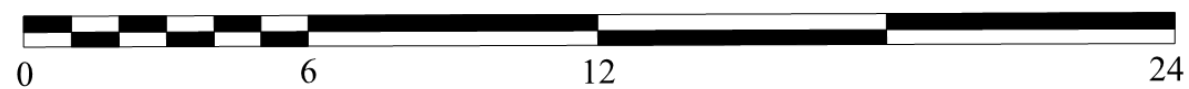


Figure 26 Ground Floor Plan.

Figure 27 First Floor Plan.

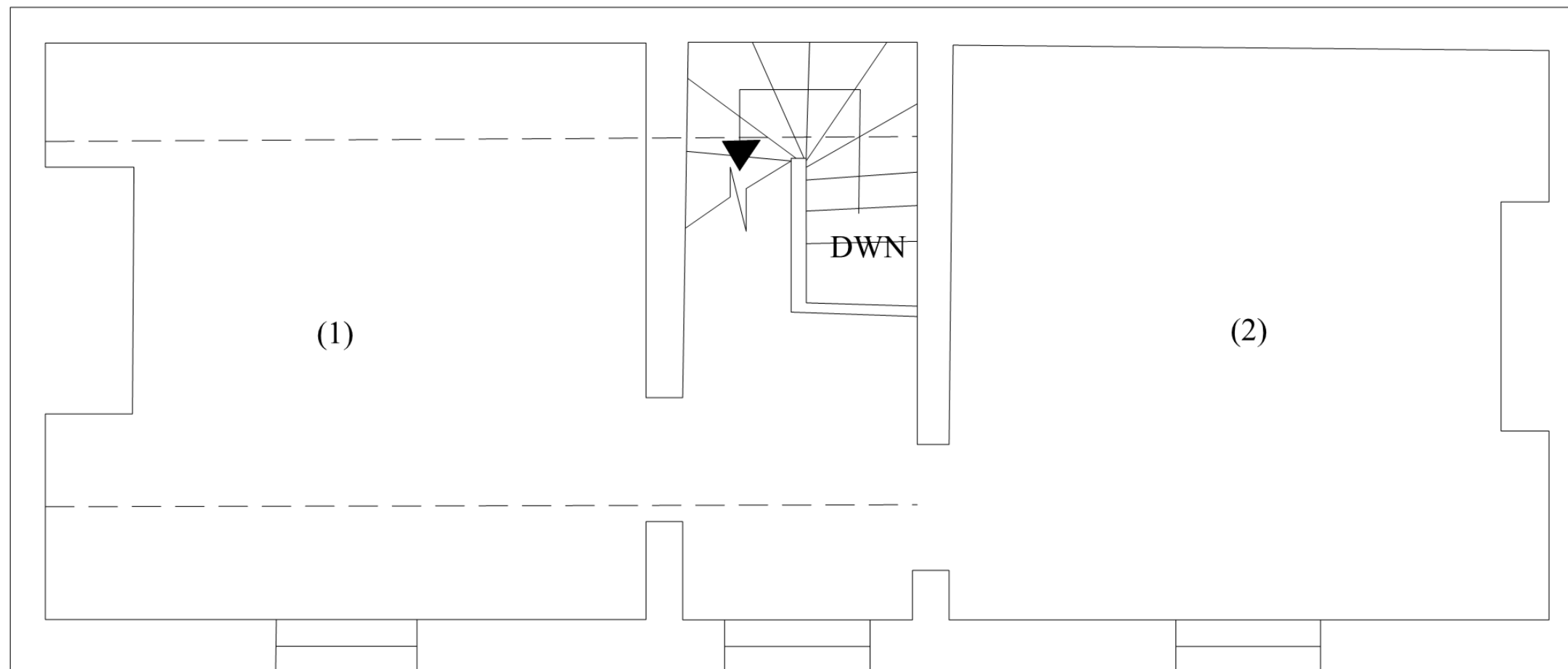
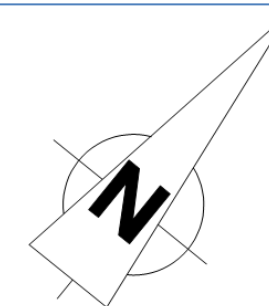


Scale in Metres

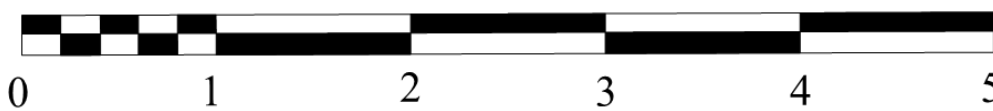


Scale in Feet

Figure 28 Second Floor Plan.

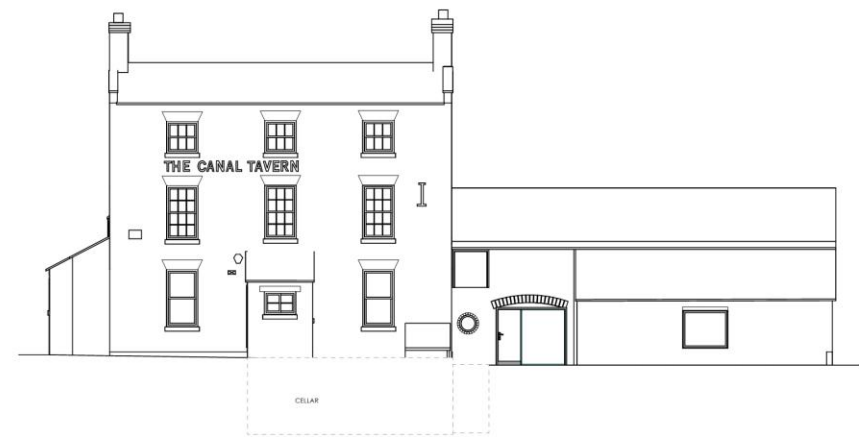


Scale in Metres



Scale in Feet

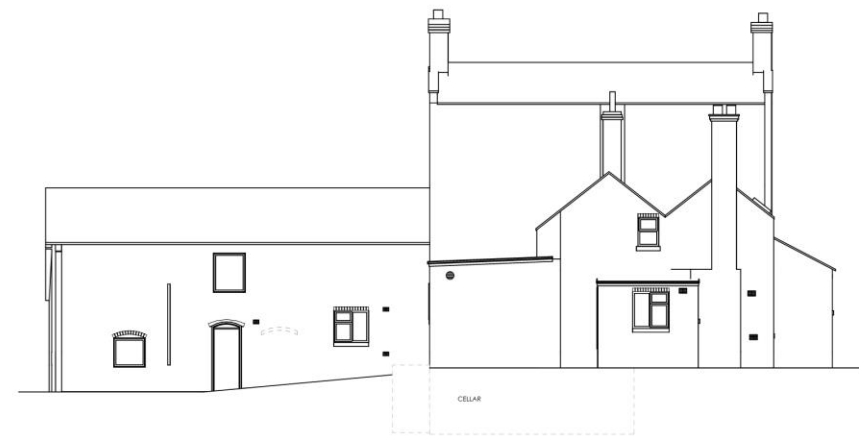
Figure 29 Elevations (Supplied by Client Not to Scale).



SOUTH EAST ELEVATION

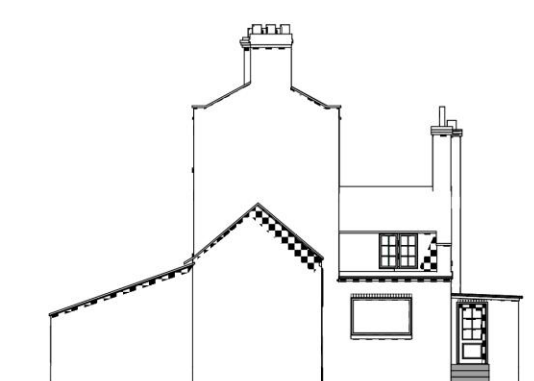


SOUTH EAST ELEVATION



NORTH WEST ELEVATION

ELEVATIONS AS EXISTING 1:100 @ A1



NORTH EAST ELEVATION

BLEAZARD & GALLETTA LLP

Building Design and Construction Consultants

JOB LOCATION
Canal Tavern, New Park Road, Shrewsbury SY1 2RS

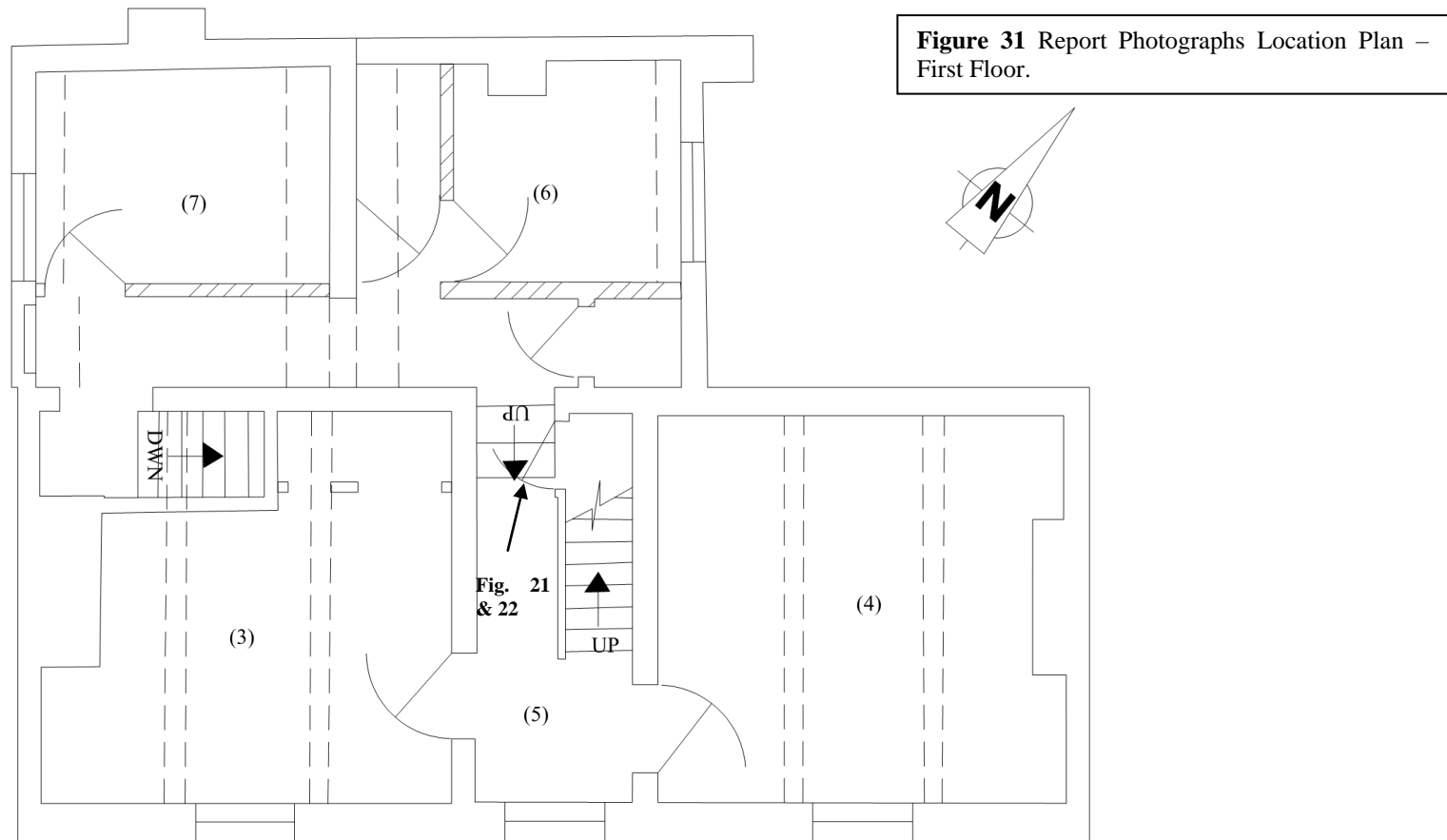
DESCRIPTION
Change of Use and Residential Development

DRAWING
ELEVATIONS AS EXISTING

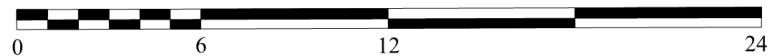
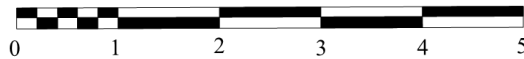
CLIENT CANALT LTD DATE April 2018

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TELEPHONE 01939 235303 - FAX 01939 235344 - Email info@bgbuildingconsultants.co.uk



Scale in Metres



Scale in Feet

Archaeological Building Recording Services (ABRS)

2-3 Lower Grove
New Radnor
Presteigne
Powys
LD8 2SS

Tel 07423813638

email gerwyn.richards@archbuildservices.co.uk