

**Industrial Archaeology
Survey of the
Oxford Canal Corridor,
Banbury, Oxfordshire:**

Main Summary Report

Birmingham University Field Archaeology Unit
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**Industrial Archaeology Survey of the
Oxford Canal Corridor, Banbury, Oxfordshire:
Main Summary Report**

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Canal 4, Wharf Offices*

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South Banbury Industrial Zone: Canal 9, The Cherwell Works;

*Industrial 8, The Britannia Works; Community 4, The Golden Lion;
Community 5, The Blarney Stone*

North of Bridge Street

*Paving and Lighting Commission Wharf: Community 6, Terrace of Shops,
67 and 68 Bridge Street*

Banbury Corn Mill: Canal 12, Banbury Mill or Mill Arts Centre

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Industrial Archaeology Survey of the Oxford Canal Corridor, Banbury, Oxfordshire: Main Summary Report

Summary

Cherwell District Council commissioned Birmingham University Field Archaeology Unit to carry out an assessment of the Industrial Archaeology of the Oxford Canal Corridor in Banbury, Oxfordshire (NGR: centre SP 4600 4040) in November 2001. The assessment was designed to provide an overview of the character of the area, evaluate the significance of any remains, and offer proposals for the protection or enhancement of that material heritage. This was to aid Conservation Planning and Management in the light of various development proposals for the enhancement of the canal side in Banbury.

The Oxford Canal Corridor comprises a roughly 10 ha. area of land situated to the east of the historic town centre. It contains a broad range of locally, regionally, and nationally important buildings that relate to the economic, social and transport history of the town. It is recognised that sensitive development of this resource has potential to make an important contribution towards the regeneration of the overall area. The survey included documentary research and internal and external building inspection. This resulted in the identification of a wider range of surviving buildings than previously recognised, together with the compilation of fuller descriptive records that have allowed several buildings to be more tightly dated and their function more accurately assessed.

It is recommended that consideration be given to a revision of the existing conservation area in Banbury to include the canal and significant associated infrastructure. There are several structures that should also be added to a list of buildings of special local historic value. Important local and regional examples of traditional industrial buildings related to rope making, malting, and milling were identified; together with later structures associated with mechanical and electrical engineering. It is further recommended that consideration be given to the statutory protection of an early 19th-century rope works and an 18th-century mill as these are arguably buildings of national importance. Tooley's Boatyard and the former Town Hall both are already recognised to be buildings of national importance within the Oxford Canal Corridor.

Preface

Banbury holds an important place in the mental landscape of the inland waterway community. Situated upon one of the earliest and most picturesque canals, it is the home of Tooley's, possibly the best-known boat repair yard in the country. In 1938 it was to Tooley's that Tom Rolt took 'Cressy' to be refitted, and it was on board her, frequently moored beside the repair dock, that he wrote his best-selling '*Narrow Boat*'. This book became a bible to the newly formed Inland Waterways Association shortly after it was published in 1944 and their partnership even extended to Herbert Tooley designing a brilliantly painted cover for the book. In *Narrow Boat* Rolt wrote a swan song for the canal side community in Banbury, including a raucous night in 'The Struggler', a notorious boatman's pub near Tooley's in Mill Lane. At that time the canal side was a mixture of wharves, warehouses and factories, that while in terminal decline, was still the home of a dynamic community. However, that tradition and its associated trades and industries quickly disappeared over the next few years. A Banbury family like the Skinner's, who had earned a living from the canal for generations and had featured in Charles Crichton's film *Painted Boats* in 1945, became the last of the 'Number One's', or independent boatmen on the Oxford Canal. The decline in commercial traffic along the Oxford Canal led to Banbury becoming the venue for the Second Inland Waterway Association Rally in 1956 that campaigned against the closure of the canal and the rest of the inland waterway system.

Today, the Oxford Canal Corridor in Banbury is an area of contrasts. Important, but isolated elements of the earlier industrial landscape survive to the north of Bridge Street, but much has been lost. Now, the new build of the Castle Quay Shopping Centre and Museum mixes with the 18th century Banbury Mill and Scheduled Ancient Monument of Tooley's Boatyard to form a canal side leisure space. While further to the north west the former rope works and terrace of houses fronting Castle Street form an important group of buildings that effectively mark a boundary between the early to mid-19th century and 21st-century townscape. In comparison, while more older building stock survives to the south of Bridge Street, it is situated in an area that is a run down mixture of new and older industrial and commercial buildings that now contains few clues to the large working class community who lived here. Significantly, many of these older buildings represent the only survival of traditional industrial structures once associated with the canal within the centre of Banbury.

The opposition of tradition and change, a concept central to the thesis of Margaret Stacey's ground breaking study of post-war Banbury, may be usefully applied to the analysis of the industrial archaeology of the Oxford Canal Corridor. Mid-Victorian Banburians maintained that it was the canal and not the railway to which the town owed its prosperity. In the early 19th century the canal transformed traditional activities such as milling, malting and lime burning, or the distribution of coal or timber, but typically the finished product was for local use within the town or its hinterland. In this sense even utilities such as sewage treatment or electricity generation can be classed as traditional because they were servicing an essentially local market. Whereas in the 1850s and 1860s large engineering concerns like the Britannia or Cherwell Works brought the Industrial Revolution to Banbury and exported their products around the world.

In short, the challenge for the regeneration of the canal side in Banbury is to strike a balance between tradition and change that is appropriate to the needs of the 21st century but also retains something of the essence of this historically unique and distinctive part of the town.

Introduction

New development proposals have made it a priority to understand the value and significance of the Industrial Archaeology of the Oxford Canal Corridor in Banbury. This project has been commissioned as the first stage of an archaeological response to future development. It is designed to provide an overview of the character of the area and the significance and survival of any industrial remains to aid Conservation Planning and Management, but may also be useful for prospective developers by helping them to avoid unexpected costs. It enhances the findings of a draft survey of *The Industrial Heritage of Banbury* carried out by Carol Rosier and Mike Williams in 1997. This was achieved through a combination of intensive historical research and fieldwork in the Oxford Canal Corridor as defined in Annex B of *The Brief* (Ward 2001). Conclusions are offered against a broader consideration of the role and importance of these specific industrial archaeological remains within the development of the town as a whole, together with local, regional and national research criteria. Assessment of value will be based upon English Heritage guidelines for conservation-based research and analysis outlined in *Informed Conservation* (Clark 2001), and values expressed in *Power of Place: The future of the historic environment* (English Heritage 2000) and *Towards an Urban Renaissance* the Government paper published in 2001. Recommendations are also made for the protection of any significant remains under the broad range of options available, including national or local listing of buildings or designation as conservation areas.

Here, an **Industrial Archaeological Site** is defined as '*Structures and deposits of industrial archaeological importance which survive, or are likely to survive, the areas around them, and other areas likely to be of significance for industrial archaeology. Structures and deposits may be above or below ground, and the location of structures, deposits and other areas of significance may be indicated by visible remains, concentrations of objects, depiction on maps, illustrations, or documents*'.

While, a **Conservation Area** is defined in the Planning (Listed Buildings and Conservation Areas) Act 1990 as '*An area of special architectural or historic interest, the character and appearance of which it is desirable to preserve or enhance*'.

The study is arranged in two parts. This report is intended to present an overall summary of the main findings. Here, a general discussion of the evidence, an assessment of archaeological significance and recommendations for further work follow a general historical overview of the Canal Corridor by Dr Barrie Trinder. The detailed historical research and building analysis is then presented in an appendix that is numbered according to the system devised by Rosier and Williams. This is intended to form the basis of a 'case history dossier' for each historically significant structure.

Study area location (Fig. 1)

A broad definition of the Oxford Canal Corridor, hereafter also referred to as the study area, was selected for the overall historical survey. It includes all the built up area contained within an approximately 50m wide corridor on either side of the Oxford Canal to the north of Bridge Street, together with the wharves sandwiched between Lower Cherwell Street, Canal Street and the Oxford Canal to the south of Bridge Street. The land to the east of the canal south of Bridge Street remained liable to flooding and was not developed until the 20th century. The historic

definition of the Oxford Canal Corridor therefore covers a roughly 10ha. area of land situated to the east of the historic town centre. The Oxford Canal being an old contour canal it roughly follows the 300 foot contour as it winds through Banbury. Later, the railway used the other side of the river valley creating a very distinctive transport corridor to the east of the town (AP 1).

The Lower Cherwell Street Canal Corridor was selected for intensive study because of the need to assess the significance of various types of older building stock. The canal to the east, Bridge Street to the north, Windsor Street and Cherwell Street to the west, and Swan Close Road to the south define the main block. To this was added various older buildings located to the north of Bridge Street, that include, numbers 67 and 68 Bridge Street, the Mill Arts Centre, the former rope works off Castle Street to the north west, and a terrace of associated housing numbered 67-83 Castle Street.

The surface geology of the study area is predominantly glacially derived sands and gravels. There is no high ground within the Oxford Canal Corridor, but there is a fall of approximately 2 to 3m at Banbury Lock. The land to the south of Bridge Street was liable to flooding and was only sparsely developed until the 1840s. Whereas the higher ground to the north known as the 'Castle Gardens' is the most likely terminus of the canal between 1778 and 1790. Here, in 1998, excavations on the castle located an ironstone-lined dock (Litherland and Nichol 2000, 217).

Method

The scope and extent of the documentary analysis was defined by parameters dictated by both the aims and time constraints of the archaeological study. Secondary sources were used extensively to provide a broader research context against which archaeological questions were then framed. The historic sources used for this report were existing archaeological information, including the Sites and Monuments Records, previous studies and MPP reports on particular industries, historic mapping, images and selected documentary material. The following record offices were consulted: Banbury Local Studies Centre, Oxfordshire Local Studies Centre, Oxfordshire Record Office, British Waterways Archive, Gloucester, NMR Swindon, and the University of Birmingham Library.

Fortunately, Banbury has attracted the attentions of an unusual number of historians and academics. It can also boast one of the most active and prolific Historical Societies in the country, responsible for the transcription of numerous primary records. Banbury has also been well served by its chroniclers, in particular Alfred Beesley and William Potts. The importance of the town was also recognised by its inclusion in the first volume of the *Historic Towns Atlas* (Lobel 1969) and by its unusually full coverage in the *Victoria County History* (V.C.H. 1972). The Victorian period, in particular, has been investigated by Dr Barrie Trinder in numerous books and articles, while the late G.J. Hartland wrote extensively on the industrial archaeology of the town. George Herbert's memoirs of the town in the 1830s and 1840s vividly portray the fabric of market town society, while the sociological classic *Tradition and Change* took Banbury and its people as the subject of its investigations (Stacey 1960).

A visual inspection of the whole of the Oxford Canal Corridor was made so far as access was practical. Survey records were made in the form of written descriptions and annotation of modern Ordnance Survey maps. The building survey consisted of an external and internal inspection of each historic structure. Recording was in the form of written notes and general

colour print photography. The aim was to achieve a broad understanding of the date, form, function and character of the original building and any subsequent alterations.

The main academic study of the 19th century buildings of Banbury in print is a discussion of the architecture of the town in the Victoria County History volume covering Banbury (VCH Oxon, 1972, 29-39). Short accounts of the more notable buildings in the town appear in the *Buildings of England* series (Sherwood and Pevsner 1974). However, few of the buildings in the Oxford Canal Corridor were considered to be of sufficient conventional architectural merit to warrant inclusion in that study in 1974. Nevertheless, Robert Kinchin Smith has produced a study of Staley's Wharf, demolished during the road improvements to the area, which appeared in *Cake and Cockhorse* (1993). Dr Barrie Trinder included a discussion on industrial housing in *Victorian Banbury* and Hartland carried out a number of building surveys in connection with his researches. In addition, students on the Diploma in Practical Archaeology course at the University of Birmingham have carried out a number of studies of discrete areas of 19th-century housing throughout the town.

Economic history of the Oxford Canal

The Oxford Canal was intended to carry coal from the West Midlands. Work began on the canal in 1769 under James Brindley who died in 1772, before the canal was completed. Work was halted at Banbury in 1778, due to the exhaustion of funds raised under the Parliamentary Act. A further act of parliament was required in 1786 in order to complete the canal to Oxford (Compton 1976, 34). This section of the canal was completed by 1790 at the cost of c.£102,000. Isis Lock was completed in 1796 at Oxford allowing coal transferral directly onto the Thames to London. Shortly afterwards the Duke of Marlborough commissioned a cut north of Oxford avoiding the city and shortening the journey onto the Thames. The Oxford Canal now provided a direct route from the Staffordshire and Warwickshire coalfields to markets in the south, including communities within the Chiltern Valley. Other trade included salt, road-stone and lime. This was unloaded at wharves positioned along the length of the canal. Fly boats also operated from Banbury transporting market products such as meat and butter, to Oxford and London.

The construction of several newer canal links from Birmingham to London resulted in a loss of trade on the Oxford Canal, which was an early meandering contour-canal. However, the necessity to use the section of the Oxford Canal between Napton and Braunston to reach the Grand Junction, and the general impetus that the arrival of canals had on trade, meant trade value and revenues did not diminish (Table 1). Complaints about the shallow winding course of the canal and the threat of a new link between Birmingham and London in 1828, meant a series of improvements were undertaken at a cost of £131,877 (Compton 1976, 95). These aimed to shorten tunnels by converting them to cuttings where possible and to straighten the winding sections, using cuttings and embankments.

Table 1: Tonnage and Revenue from the Oxford Canal, 1801-9 (Compton 1976, 88)

Year	Tonnage	Revenue	Dividend(%)
1801	37,929	37,996	8
1802	40,061	40,791	10
1803	44,371	46,02	1
1804	49,272	48,901	12

1805	53,353	56,503	13
1806	59,992	57,832	16
1807	57,914	60,162	19.5
1808	65,698	71,677	22
1809	78,253	79,438	25

Tonnage receipts improved steadily throughout the late-1830s, from £72,465 in 1835 to £86,638 in 1839 (Compton 1976, 100), as the improvements were implemented and the 1840s saw trade at its height on the Oxford Canal.

However, this period of prosperity was threatened by the arrival of the railway. The tolls through Braunston were first to be hit, declining sharply from 1838 to 1841, as competition forced toll reductions. Railways had been constructed to Oxford and Banbury by the 1850s, but canal trade in Banbury was not significantly weakened until later in the 19th century.

Table 2: Tonnage and Revenue from the Oxford Canal 1828-68 (Compton 1976, 129)

Year	Gross Tonnage	Revenue
1828	450,000	£89,300
1838	520,000	£86,600
1848	420,000	£56,000
1858	400,000	£24,700
1868	482,000	£24,700

Although gross tonnage did not decline (see above), competition from the railways led to a decline in revenues as tolls were reduced (Table 2). The Oxford Canal Company remained profitable because any debts from construction and improvement of the canal had been paid in full by 1848. The fiscal decline of the canal continued throughout the later part of the 19th century, but actual tonnage increased until 1914. World War I resulted in a drop in trade from which the Oxford Canal never recovered. During the war the canal was taken over by the Government, and not returned to private ownership until 1920. In 1929 the section between Napton and Braunston was sold to the Grand Union and thereafter, real decline set in. The Government took over the canal again during World War II and improvements were made as it represented an alternative route to London. However, trade continued to decline throughout the war period. When the canals were nationalised in 1947 there were fewer than 16 boats registered on the Oxford Canal. However, in 1964 a British Waterways Board report encouraging leisure-use on the canals, highlighted the tourist potential of the Oxford Canal.

Overall, the development of the Oxford Canal can be broken down into a series of distinct periods.

- **1778-1850/60** The Growth Period. This was a period of unrivalled economic prosperity, reflected in large profits and substantial dividends paid to shareholders.
- **1850/60-1914** Competition with the Railways. Movement of goods along the canal did not decline, however profits were forced down by railway competition.

- **1914-1960s Decline.** Although decline began to occur throughout the later half of the 19th century, it became more pronounced due to the disruptive impact of both World Wars, and post-1945 trade was almost non-existent.
- **1970s-present The Leisure Period.** Represented by continued growth of the leisure industry and growing interest in canals amongst the general public led by the Inland Waterways Association.

Historical overview by Dr Barrie Trinder

The significance of the industrial archaeology of any market town can best be judged by measuring it against a hypothetical model of the ways in which manufacturing developed in towns.

A town's topography, its market spaces, the pattern of its streets, is shaped by its inheritance from the distant past, in the case of Banbury by the planning of a fortified episcopal borough in the Middle Ages (Fig. 2). Until the second half of the 19th century, the production of consumer goods, clothing, shoes, furnitures &c usually took place in premises in the ancient parts of the town that were intermixed with those of traders like grocers and drapers who sold things made by others. This was certainly so in Banbury where areas like Pepper Alley and the yards behind the frontage shops of Parsons Street and North Bar still display something of the pattern of workshops, warehouses and stables typical of such plots, although in Bridge Street and on the south side of the Market Place these patterns have been obliterated.

In most towns some activities demanded special premises. There were maltings in almost every 18th-century town that provided for local needs, although some towns, like Newark or Ware produced malt on a much larger scale for national, particularly London markets. Similarly virtually every town had a corn mill, and most had tanneries for the initial processing of locally-produced hides. Between 1780 and 1850 commercial breweries and mechanical engineering works producing agricultural machinery were established in most towns of consequence. Materials for all but the most prestigious buildings were produced locally - whether bricks or stone depended on local circumstances. In most towns public utilities supplying water, gas, drainage facilities and later electricity developed during the 19th century. Most towns before 1800 produced at least one commodity for national markets, although some, like whips in Daventry or cakes in Banbury were of limited economic significance. Few towns were not involved in some way with the manufacture of textiles between 1700 and 1850. Urban prosperity depended amongst other things on transport facilities, and on the availability of energy at an affordable price. Most towns of consequence became centres of turnpike road networks and gained access to navigable waterways before 1800 and acquired railway facilities by 1851.

The canal side area of Banbury illustrates all these themes. The evidence of probate records shows that fuel in North Oxfordshire was expensive in the early 18th century. Some coal was obtained, either Tyneside or Wearside coal brought up the Cherwell from Oxford or Warwickshire coal delivered by road, but that wood and furze were also extensively used. This situation was clearly changed by the opening of the Oxford Canal in 1778. The principal coal wharves were located on the original section of the canal, but there were several, including those of Palmer & Sons and the Banbury Co-operative Society in the area under current review to the south of Bridge Street.

The same area included malthouses, of which no trace now remains, although the building that fronts the malting premises later adapted as the local power station probably relates to the industry. The area illustrates well the development of public utilities. The first canal side premises used by the Paving and Lighting Commission from the 1820s and later by the Board of Health and the Borough Corporation were situated to the north of Bridge Street and have been obliterated by modern developments, but the premises at the south end of Lower Cherwell Street, known to Corporation employees as the 'Bottom Yard' can still be recognised. Here sewage was pumped for treatment at Spital Farm east of the Cherwell, a task that is continued by the pumping station of the 1950s in Canal Street. Banbury's first gasworks was located on the north side of Bridge Street. The buildings of Banbury's power station in Lower Cherwell remain, although they were probably not examined during the Monuments Protection Programme review of power stations undertaken by English Heritage. The area includes some important buildings relating to the mechanical engineering industry in Banbury. The Cherwell works, once operated by Barrows & Stewart, is relatively little altered, and the lower works of the Britannia Works of Sir Bernhard Samuelson is, remarkably, still used as a foundry. Both sets of buildings will merit attention in the projected MPP survey of the mechanical engineering industry. The area does not reflect directly the production of building materials, but there were limekilns on the onetime Co-operative Society wharf, and some buildings, and particularly some boundary walls, display characteristic examples of the handmade fiery red bricks typical of 19th-century Banbury.

Banbury Mill, now the Arts Centre, is a characteristic example of a corn mill on an ancient site converted for roller milling in the early 20th century. The mill's canal side granary, later used as part of the Corporation Yard has been demolished, as has the former Cobb family horsecloth mill of 1837, the only building in the canal side area that related directly to the textile industry. There were rope works in most towns of consequence in the nineteenth century, and the Wall family's business in Banbury probably prospered on account of the busy traffic on the Oxford Canal. The rope walk, alongside what appears to be a feeder to the medieval castle moat, is of particular interest.

Banbury's Town Hall of the 1820s was removed to a canal side wharf in 1860 and adapted as a warehouse for artificial manure (i.e. superphosphates, the process for which was patented by Sir John Lawes in 1842). In the 20th century it was used as a warehouse by Messrs. Chapman, the furnishers and removers. It is a particularly interesting early example of the removal of a building, since Alderman Thomas Draper, who was responsible for the removal, was a member of the political party that was identified with the new town hall, and it would probably have been cheaper to create the same amount of storage space by the construction of a wholly new building.

The canal side corridor in Banbury thus illustrates many aspects of the town's industrial heritage of the 18th and 19th centuries. The ways in which its buildings have been adapted to the needs of the late 20th and early 21st centuries are also of interest. The essence of the area - its topographical disadvantages, late 18th and early 19th-century wharfage to the north of Bridge Street, and later post-1840 wharfage, industrial and housing development to the south of Bridge Street - is encapsulated today in its street-plan and in those 19th-century buildings that survive, together with the buried archaeological remains of housing in particular.

Recorded sites (Fig. 1)

This survey has resulted in fuller descriptive records of the architectural character and history of the buildings identified by Rosier and Williams. This has allowed a number of the surviving buildings to be re-dated and more accurately assessed. In addition, some further sites of industrial archaeological interest have been identified by the walkover survey and through documentary research. These principally consist of features such as boundary walls or historical features that have subsequently been demolished but which may survive as buried remains. From this it is clear that a broad range of locally, regionally and even nationally important buildings have survived, either individually, but more commonly as groups. However, it is also clear that in some areas there has been total clearance of all earlier buildings. In particular, housing has been almost totally removed from the canal corridor. The recorded sites are listed below, but for fuller historical and architectural descriptions refer to the Appendix.

Canal 1 Swing Bridge (NGR SP 4602 4029) 1790 associated with Parson's Meadow Lane. Only brick and ashlar abutments survive, which have been extensively repaired. A fragment of the iron mechanism is visible in the western side (Plate 1).

Canal 2 Former Town Hall (NGR SP 4599 4033) Re-sited and used as a warehouse in 1860. One of the earliest examples of brick use in the town. Dates for its construction vary, but a datestone on the present structure reads 1821. Red brick with hipped slate roof, two storeys. Five bays, with the central bay breaking forward under a pedimented gable. Listed Grade II (Plate 2).

Canal 3 Town Hall Wharf SMR 99 (NGR SP 4601 4034) Wharf contained behind a concrete block facing. Associated with canal and Lower Cherwell Street Industrial Zone (Plate 3).

Canal 4 Town Hall Wharf Offices SMR 99 (NGR SP 4599 4039) Originally known as Salter's Wharf after William Salter a coal merchant in Lower Cherwell Street in 1851. A small two-storey office building is situated at what was the entrance to the wharf, angled to facilitate vehicular access. The structure dates to the mid to late 19th century, but incorporates elements of an earlier building, which is visible on a map dating to the 1850s. It bears a stone inscription 'Town Hall Wharf' above the ground floor (Plate 4).

Canal 5 Warehouse (NGR SP 4600 4040) A late 19th-century grain warehouse, red brick with a corrugated asbestos roof. The three-storey main block has a gable-lit loft, and a central double-leafed door in the northern elevation. A weather boarded lucam, for containing the hoist, projects from the second floor gable. Cartographic evidence suggests it was established between 1850 and 1882. Documentary research indicates that it was used for the storage of corn from its construction until the mid 20th century (Plate 5).

Canal 6 Former Malthouse/Banbury Power Station SMR 104 (NGR SP 4599 4044) Late 19th-century house/offices fronting onto Lower Cherwell Street. Two storeys, brick, painted to ground storey level, with a hipped slate roof with brick stacks. Cartographic evidence suggests that the malthouse was established during a period of expansion following the laying out of new streets in the 1840s. The site was taken over by the Banbury and District Electric Light Supply Company in 1901 when a power station was constructed on the plot. This involved the building of a boiler house situated alongside the canal (Plates 6 and 7).

Canal 7 Cherwell/Coalyard Wharf (NGR SP 5601 4026) Loading area adjacent to swing bridge. There is substantial survival of brick boundary walls around this wharf. Cartographic research shows that the area appears to have been unoccupied until the establishment of the Sewage Works by the Banbury Board of Health in the 1850s.

Canal 8 Sewage Works Boiler House (NGR SP 4598 4025) Improving sanitation within the town was a clear priority during the mid 1800s, and it was around this period that land at the lower end of Cherwell Street was being considered for the site of a new sewage works. The Board of Health eventually purchased the site and raw sewage began to be pumped under the canal into the Cherwell. Complaints led to the establishment of a second sewage treatment works in Grimsbury. The pumping station, which first appears on a map dating to 1920 is virtually identical to plans for a proposed filtration plant drawn up in 1859. It is a five bay, single-storey brick building with stone dressings and a slate roof. By the early 20th century the site had a dual role; pumping raw sewage to the plant at Grimsbury, and burning rubbish to make clinker for the construction of roads. The site was then taken over in the mid 20th century by United Dairies (Plate 8).

Canal 9 Cherwell Works SMR 96 (NGR SP 4598 4022) In the 1850s the site was occupied by the Midland Timber and Turning Company. The Cherwell Works was established on the plot in 1861. Industrial ranges used by Iron Founders, Millwrights, Machinists and Engineers are recorded in Trade Directories for the period 1882-1895. In the later part of the century the works specialised in brass and copper engine parts. A single-storey mid late 19th-century structure with later additions and alterations occupies the site today (Plates 9, 10, 11, and 12).

Canal 11 Tooley's Boatyard (NGR SP 4580 4075) 1790. Dry Dock and Smithy. Scheduled Ancient Monument SAM 172a and 172b. Presently being rebuilt into a working museum.

Canal 12 The Mill Arts Centre SMR 111 (NGR SP 4593 4072) The site is presently occupied by what was once a water powered corn mill and foreman's house. However early documents record a mill, referred to as the Bishop's Mill, in the vicinity of the site from the 13th century. The present building is of 18th century origin with later additions, the main block standing four storeys high, and four bays long. In the early 19th century the mill was occupied by John and James Staley who were supplementing the water wheel by steam power. The mill then became associated with Thomas Staley who dealt in corn and coal. Expansion of the business under Thomas necessitated the construction of a large warehouse, no longer extant, on the opposite bank of the canal. In 1903, under Edmunds and Kench Ltd, the mill was converted to electric operation. Its trade links with the canal had waned by the 20th century, and it ceased functioning as a mill in the 1960s (Plate 17).

Canal 13 Bridge (NGR SP4595 4070) Fixed new bridge constructed on original abutments, replaced a swing bridge in this location.

Canal 14 Banbury Lock (NGR SP4590 4070) Rebuilt in 1940 after bombing by Luftwaffe.

Canal 15 Swing Bridge (NGR SP4583 4074) Situated at what was originally the end of Factory Street. Original abutments, bridge itself may have been transferred from site of Canal 13.

Industrial 8 Britannia Works (NGR SP 4595 4008) The Britannia Works was probably originally located further north than its current location when it was established by James Gardner in 1839. The main period of expansion occurred under Samuelson during the 1850s when the 'lower works' were established. Three erecting sheds may survive from this period. The main block of buildings comprises three single-storey work sheds, resulting in a triple-gable elevation. The works were largely involved in the production of agricultural implements, expanding after 1870 to manufacture power hammers and engines. Raw materials continued to be brought in by canal barge, but in 1875 a tramway was built connecting the works with the railway sidings to speed up the distribution of finished goods (Plates 13, 14, and 15).

Industrial 9 Warehouse (NGR SP 4600 4050) Initially used as a general purpose warehouse, the building was later used as a depot for the Dairy Co-operative in the 1930s. The structure has been substantially altered and has lost its impressive Art Deco façade (Plate 16).

Industrial 10 Rope Works (NGR SP4553 4080) The earliest cartographic record of the works is the Tithe map of 1842. It was probably established in the 1830s and was well situated to supply the needs of the canal. Today it is visible as a two-storey brick structure, nine bays long, with segmental-arched windows, with a later extension ranged around a courtyard. It is associated with the owner's house, Housing 16, below (Plate 20).

Community 4 The Golden Lion (NGR SP4593 4030) The Inn, now an office, was established during the mid 1860s. It was well placed to service the needs of both passing canal trade and those working in this industrial area of the town (Plate 19).

Community 5 The Blarney Stone, Windsor Street (NGR SP4580 4033) Painted brick with slate roof. L-shaped in plan. Gabled three storey, two bay wing, late 19th century in date. Two storey, two bay range, mid 19th-century cross wing. Has a lower two-storey annexe (Plate 23).

Community 6 67-68 Bridge Street (NGR SP 4597 4067) House or pair of mid 19th-century houses now divided into two shops. Painted brick with slate roof and red brick central and integral end stacks. Three-storied with reduced proportions to second floor (Plate 18).

Housing 16 Owner's House, Former Rope Works (NGR SP4553 4080) 1830s. Roughcast brick with slate roofs and brick end stacks rebuilt in the mid 20th-century. Three-storey, two bay main block and flanking two-storey, single-bay wings with gable-lit attic (Plate 21).

Housing 17 67-83 Castle Street (NGR SP4560 4072) A terrace of houses, not of a single build, constructed on the newly aligned Castle Street in the 1850s. A gap separates 67-71, though unfinished brickwork to the rear of the properties indicates that they were originally intended to continue. They are two storeys on top of a basement, and two bays in width, approached by flights of stone steps, with cast-iron railings, flanking steps and enclosing small sunken forecourts. Flights of steps also lead to the basements. Census records indicate working class occupants, such as labourers and washerwomen (Plate 22).

Utility 3 Electric Power Company Offices, Bridge Street (NGR SP4587 4059) Offices of the Shropshire, Worcestershire and Staffordshire Electric Power Company. Built c.1928, Art Deco style similar to that of the Co-operative premises in Broad Street. The clean white design spoke of modernity and cleanliness - both qualities that the Electric Company was seeking to promote for this new source of energy.

Specific development history (Fig. 3 and Fig. 4)

The overall development of the Oxford Canal Corridor in Banbury can be broadly broken down into several phases. Generally, these blocks of distinct development proceed chronologically and spatially down the canal from the northern outskirts of the town towards the south.

North of Bridge Street

Zone 1 The area known as 'Castle Gardens' is perhaps the best candidate for the position of the early terminus of the canal in Banbury in 1778. The earliest reference to Castle Wharf, owned by James Golby, a prominent Banbury grocer and coal merchant, is 1792 and the ironstone-lined dock excavated here in 1998 may have formed a wind or turning point for this terminus. Certainly the use of ironstone rather than brick suggests an early date for this dock because after 1790 brick was the main material used by the Oxford Canal Company in Banbury. The rope works immediately to the east of 'Castle Gardens' was probably developed in the 1830s and its relatively large size may indicate that it was providing rope for use on the canal as well as the general needs of the town.

Zone 2 Tooley's Boatyard and the main Banbury Wharf and lock probably date to the period between 1778 and 1790 when the canal was finally extended all the way to Oxford. The smithy and dry-dock at Tooley's were both built in neat red clamped brick in the late 18th century. The main structure of Banbury Mill, built in a mixture of ironstone rubble walling and clamped red brick, is also later 18th century in date, but is on the site of the medieval Bishop's Mill, and may even be the site of a mill mentioned in the Domesday Book. Several of the distributive structures identified by Rosier and Williams in Mill Lane have now disappeared beneath a modern shopping centre, but were extensively recorded by BUFAU prior to and during demolition. They include several warehouses, one of which was designated I.3; and pubs, one of which was designated CY.2. The infamous 'Struggler' was located at the corner of Mill Lane and Mill Street. The development of these properties primarily took place in the 1820s and 1830s, presumably in response to the growing trade coming through the main Banbury Wharf. The large warehouse (I.3) incorporated massive floor beams of Canadian Oak that must have been transported here by canal.

Zone 3 The triangle of land to the east of Mill Street was developed in stages between 1825 and 1840. The creation of this parcel of land was partly due to a legal exemption in the Oxford Canal Act of 1778 that meant that the canal had to skirt the land of Jonah George, who was one of the Company Directors. The easternmost block of land was bought by the Paving and Lighting Commissioners in 1825 for use as a stone yard. The Corporation Wharf, demolished in 1994, was built in 1828 and later in 1833 part of this parcel of land was sold off to accommodate a gas works. Thomas Staley, who ran the Banbury Mill, bought the remaining plot of undeveloped land to the west in 1837 and built a wharf here, subletting a yard fronting Bridge Street to Dalby, a timber merchant in 1839.

South of Bridge Street

Development south of Bridge Street falls into four components. The development sequence mirrors that to the north of Bridge Street in that the latest development is found at the southern end of the canal corridor.

Zone 4 The earliest development of the wharves adjacent to the canal along Lower Cherwell Street appears to have begun by the late 1830s. The 'Oxford Canal Company's Chain Survey' of 1840 notes the presence of Bridge Wharf at this time (Compton 1976, 137). The Tithe Map of 1842 denotes a canal arm just south of this, and the northern ends of Upper and Lower Cherwell Street.

Zone 5 Upper and Lower Cherwell Street had also been partly built up with working class housing before 1848 according to a plan denoting the course of the sewers (O.R.O. M.2/22). These houses were of such low quality that they were specifically mentioned for their insanitary condition only ten years after they had been built, largely due to the inadequate drainage in this low-lying area.

Zone 6 Upper and Lower Cherwell both met up with Parsons Meadow Lane, which ran from the centre of town down to Swing-Bridge No. 167. At some point, presumably post-dating the laying out of Upper and Lower Cherwell Street, Parsons Meadow Lane changed its name to Fish Street. Cross Cherwell Street was laid out by 1848 (O.R.O. M.2/22). Development to the south of Parsons Meadow Lane/Fish Street was probably linked to the development of the Britannia Works in the 1850s and 1860s.

Zone 7 The houses lining Lower Windsor Street were of a higher quality than those in Cherwell Street and were presumably contemporary with the development of the second or 'lower' Britannia Works site on Swan Close Road in the 1850s and 1860s. Their tunnel backs were probably specifically designed for drainage connection to the new sewers laid out in this area. These sewers led to the new sewage works purchased by the newly formed Board of Health in the 1850s that was located to the south of the Town Hall Wharf. The layout of Fish Street also changed sometime after 1860, probably in response to the new development around the Britannia Works and later the Cherwell Works. This is apparent because the Old Town Hall, rebuilt here in 1860, followed the old alignment of Fish Street and does not follow the line of Lower Cherwell Street. A map of Canal Street of unknown date (O.R.O. M1/43/2) shows the alteration to the roads. The extension to Lower Cherwell Street appears to have originally been called Canal Street. The course was altered, and extended, denoted as Canal Street Extension, on the map. Union Street, which runs east-west to Windsor Street and confusingly changes its name to Canal Street, also appears on the map. Presumably this was laid out in the same period. Certainly by c.1866 (O.R.O. M.3/38/6) the area had been laid out as it appears on the 1st Edition Ordnance Survey of 1882.

Character of the Oxford Canal Corridor

"When my work was unavoidably held up, or the boatyard was shut at weekends, I found time to explore Banbury...I climbed to the top of the [church] tower with the young churchwarden and together we leant over the balustrade while he pointed out various landmarks...From this high vantage point the canal assumed a more important place; for it was possible to follow its course - a broad silver ribbon winding through the meadows by the river - long after the roads out of the town had been lost from sight." (Rolt 1944, 39).

This discussion is concentrated upon the Lower Cherwell Canal Corridor because the area to the north of Bridge Street has been so extensively altered. Historic character may be evaluated using a number of concepts including developmental history, building type, materials and construction, street pattern, scale, views and space. The Lower Cherwell Canal Corridor falls within the classification of an urban canal (Braithwaite 1976, 5). *'The urban canal is enclosed by continuous buildings on either side...because the canal was built to service industrial premises, the main use of canal side buildings and land is industrial - factories, warehouses and gas works...occasionally there is 19th century housing'*.

Enclosure is crucial to the character of the urban canal. Tom Rolt caught something of this when he wrote: *"The Oxford Canal is typically secretive in its passage through the town, and although there is a large wharf which handles a substantial trade in coal a stranger would have difficulty in finding any trace of it. Even some of the inhabitants of Banbury seem to be unaware of its existence so I discovered later when my statement that I was living on a boat was accepted by local tradesmen as a sally of Münchhausen humour. I paid several visits to the boatyard where 'Cressy' was moored before I became certain of finding my way without error. It lay down an extremely narrow street opening unobtrusively out of a corner of the Market Square. The name Factory Street was almost illegible with age, and the best clue to its identity was a sign over a small shop on the corner which proclaimed 'Tripe, Ox Heels and Neats-foot Oil for sale'. The street ended at a wooden drawbridge over the canal, to the left of which was the boatyard where 'Cressy' lay between two derelict narrow boats."* (Rolt 1944, 18).

This scene of enclosure has led some writers to speak of the secret world of the urban canal, again Rolt captured this mood when he wrote that *"On the opposite side of the drawbridge from the boatyard was a lock and on the lockside stood a toll office. There all the boats southward bound for Oxford with their cargoes of coal were checked and gauged. At eight o'clock every week-day evening the toll clerk locked the bridge in the closed position and swung a heavy door across the towing path, so that any late-comers had to tie up until the following morning. There can be no mistaking this hour of closing, for they still ring the curfew in Banbury. I heard the measured tolling of the bell very distinctly that evening as I was cooking my first meal in the galley...It struck me as singularly appropriate that, on this lane of still water which was like a road that had fallen asleep, it should be this tranquil, ancient voice of the town, and not the roar of the traffic, that I should hear"* (Rolt 1944, 19).

The Wharves (AP 2 and AP 3)

The Oxford Canal winds its way through Banbury because it is a contour canal. Therefore, vistas are characteristically limited and flat. The view of the series of wharves from the canal here remains relatively open, but this is due to the functional nature of a timber, coal or lime-burning wharf, where protection for the elements took lesser precedence than space to organise the different types of coal or timber. However, there was a closer and smaller scale to the former malthouse (C.6) and the corn warehouse (C.5) that was a product of the smaller-scale nature of these concerns.

The feeling of enclosure was most keenly apparent from the back of the wharves. Lower Cherwell Street was backed onto by an almost continuous line of buildings, occasionally interspersed with gates and weighbridges designed to control the flow of goods out of the wharf and prevent theft. In terms of scale development here was irregular, low and seldom continued beyond two storeys in height. Buildings tended to be added piecemeal as requirements changed. To a large extent this character is retained today even by the new buildings along the eastern side of Lower Cherwell Street and through the various boundary walls between wharves that have survived. This enclosure was complemented by the low and rather mean housing that was set directly upon the street frontage on the other side of the road. However, housing has been almost entirely eliminated from the area.

Industry

The rope works is a typically low structure that is open throughout. The close association with the main house is typical of an early Victorian family-run business, although in scale the works is somewhat larger than normal. By contrast the former Britannia and Cherwell Works were both large engineering concerns characterised by functional sets of long low erecting and casting sheds and relatively large open spaces in which heavy material and equipment was moved around. Despite repeated modernisation over a period of over 100 years of continuous use both works retain significant historic elements, although there is no survival of associated features such as workers housing or offices.

Housing

As noted above any trace of workers housing and other community buildings that once characterised this area has been virtually entirely eliminated. The only exceptions being two public houses (CY.4 and CY.5) and the shops fronting the north side of Bridge Street (CY.6).

Building materials

The surviving historic building stock is firmly within what may be characterised as the functional building tradition. The materials used are predominantly clamped red brick, slate for roofs and the use of stone for detailing on higher status buildings or false cement elsewhere. There are few examples of steel or concrete-framed buildings and construction methods are generally conservative and traditional.

Archaeological significance, survival and potential

Significance

Rolt wrote of Banbury that *"towns and villages which have a more workaday appearance often conceal, beneath an exterior that may seem positively drab, a character and charm which are no less than the old vigorous life of the place"* (Rolt 1944, 18). This seems to encapsulate the essence of the Oxford Canal Corridor.

The significance of any surviving industrial archaeological features is best assessed against a framework of local, regional and national research priorities.

- Locally, it is important to clarify the chronology, range and survival of various industries and the extent to which they were traditional in the sense of serving the

town and its hinterland or modern and outward looking. The impact of the canal and later the railway upon this pattern of development is central to this debate. The development of workers housing is another key theme within this period, particularly the differences between speculative housing and that developed by more paternalist employers like Samuelson or Freehold Land Societies. Important questions can also be framed concerning the dynamic inter-relation of commercial, industrial, distributive, service and housing needs in 19th century Banbury. All of the structures examined have an input into this local framework. The results of this survey also constitute an attempt to summarise the current state of knowledge at a local level.

- At a regional level comparison of canal side development within towns like Oxford, Coventry and Birmingham is important, as are changes in the pattern of trade in Oxfordshire, Northamptonshire and Warwickshire.
- Nationally, there is a broad issue concerning the comparative development of the smaller market town of which Banbury is considered to be a classic example by the academic community. Additionally, the understanding the development of major industries such as engineering, electricity, gas and water is a major research issue. Within the survey corridor the Samuelson and Cherwell Works together with the Sewage and Electric works are important survivals.

Survival and potential

In terms of survival, part of the medieval Banbury Bridge survives beneath the modern road bridge and is visible from the canal towpath. No other building stock earlier than the 18th century was identified as surviving above ground. Given the low-lying nature of the ground in most of the study area, few buried medieval or post-medieval remains may be anticipated apart from in the vicinity of the former line of Parson's Meadow Lane, and the immediate frontage of Bridge Street.

Clearly, the canal is the most dominant feature within the survey area and is an important heritage landscape feature. The canal itself has survived relatively intact, although all of the landing basins have been lost. However, the survival of greater and lesser features of associated infrastructure is more variable. Both Tooley's Boatyard and the Town Hall Wharf building are statutorily protected, but other important features have been lost in recent years including the former corporation wharf – probably the most impressive warehouse structure in Banbury. There is also only one example of a balanced bridge, once common on the Oxford Canal and even this is not in its original context.

The actual land mass of the wharves has survived relatively well and the associated property boundaries today are largely intact. However the survival of associated buildings is patchier. Nevertheless, the Town Hall Wharf complex forms a significant group and the former Town Hall is statutorily listed. The rope works and associated housing in Castle Street are also an important survival of the layout of an early 19th-century small family business, with high aesthetic, historical and industrial value; although this has not been recognised yet in the form of any statutory protection. The survival of various erecting and casting shops with the Cherwell Works, and to a lesser extent the former Britannia Works, is also significant, and both of these works are worthy of inclusion within the forthcoming Monuments Protection Plan survey of

the engineering industry. This argument also applies to the former malthouse later converted into an electricity generating plant (C.6) and its associated office block (U.3). For the industrial period the virtually complete destruction of housing and most of its associated infrastructure above ground is notable. However, this does not eliminate the survival of buried deposits, which consequently gain in value. The areas of non-survival principally lie in at the northern end of a strip between the canal and Lower Cherwell Street, and west of Lower Cherwell Street. These have been destroyed by the later 20th century light manufacturing and retail development. Historical traces are restricted to limited survival of a few boundaries.

Recommendations

A set of specific recommendations is proposed for each of the structures and areas of potential below-ground survival outlined above. This is then followed by a consideration of more general issues. The recommendations are formulated against the current framework of available planning protection, including statutory national listing and the amendment or extension of an existing conservation area.

The next phase of any archaeological response to specific development proposals should be that of *evaluation* in accordance with Planning Policy Guidance Note 16, *Archaeology and Planning* (DOE 1990) and Planning Policy Guidance Note 15 *Planning and the Historic Environment* (DOE 1995). This should include further detailed desk-based research in addition to building recording or archaeological trenching as appropriate. If significant archaeological structures or deposits were found to survive within the application site it may be feasible to preserve these *in situ* through appropriate foundation design or site layout. Alternatively, if preservation *in situ* is not feasible, conditions should be applied to ensure that adequate recording of archaeological features be carried out.

Standing buildings

Apart from the individual buildings like the former Town Hall and Tooleys Boatyard, which are listed or scheduled as an Ancient Monument because of their recognised special architectural or historic interest, this assemblage of buildings contains a number of interesting groups that have a particular importance for the industrial history of Banbury. Criteria for national listing have changed in the last decade and there is now a far greater appreciation of industrial building stock and its associated infrastructure. Of special note within the survey area are the Britannia Works, the Cherwell Works, the rope works and its associated terrace houses, Banbury Mill and the Lower Cherwell Street electrical works and associated shop in Bridge Street, all of which retain their territorial contexts, and bear witness to the important industrial activities associated with the canal. All these warrant some form of protection, and in view of its early date and relatively unaltered appearance, the rope works should be a strong candidate for statutory national listing, with the associated housing being brought in for group value. Banbury Mill is also be a strong candidate for statutory national listing.

Group value is of particular importance in any consideration of all of the buildings and structures within the survey area. It is primarily from the commonality of function and historical development associated with the canal that this study has demonstrated

that this group value is expressed. Here, perhaps the most obvious form of planning protection that could be utilised is within an extension of the existing Conservation Area within Banbury historic town centre. There is a strong argument to suggest that the canal should form the backbone of this extended area.

The former Town Hall is, of course, the architectural high point of this part of the canal. However, it also has an archaeological significance in being an early example of building preservation through re-siting and for providing, in its alignment, evidence for an earlier street pattern. The entrance to the wharf survives in the former wharf offices and grain warehouse that flank respective sides of the passageway. These buildings all have special historic interest. Not only do they have an historic interest in their former functions, but like the Town Hall, the office buildings incorporate evidence for the former street pattern. The former Golden Lion is another building of special historic interest. While it is probably too late in date for statutory listing, it is important aesthetically, for its classical front and occupation of a prominent corner position, and for broader local interest in representing a former river men's inn.

Group value would also apply to the building that stands on the site of the former sewage works. This has a close visual relationship with the Cherwell Works, being on the opposite side of the track that follows its north east boundary. This structure, which is the only sewage works building to survive, serves as a testament to the south western extent of the complex. Such indicators of historic property boundaries are a particular feature of this section of the survey area, where they have been remarkably well preserved. Indeed, although the sewage works itself has almost disappeared, large sections of the compound wall remain, and it would aid the historical interpretation of the area if this and other property boundaries were to be preserved in any future developments.

Therefore, in terms of the specific sites identified by the survey:

- Canal 1, Canal 13, Canal 14 and Canal 15 which all form part of the infrastructure of the canal in the form of locks and swing bridges, should be included within a new canal conservation area.
- Canal 2, Canal 3, and Canal 4 which all form the Town Hall Wharf should be included within the canal conservation area as the most complete survival of a traditional canal wharf within Banbury town centre. In this regard, Canal 5 and Canal 6 should also be included for their immediate group value and close setting. All these buildings are of special local historic value.
- Canal 6, the former electrical works is worthy of inclusion within the canal conservation area in its own right as a rare survivor of the early electricity generating industry, as is Utility 3 the offices in Bridge Street. Both buildings are of special local historical value.
- Canal 7 and Canal 8 the former sewage works and associated wharf display important evidence of the development of local government and drainage and sanitation in Banbury. There is also good survival of the associated boundary walls of this wharf and consideration should be given to including this wharf within the canal conservation area. These structures are of local historic value.
- Canal 9 and Industrial 8, the Cherwell and Britannia works are important in that buildings appear to have survived from the earliest stages of their respective development and because these works mark the beginnings of the Industrial

Revolution in Banbury. Until the MPP survey of mechanical works is carried out it is not possible to fully assess their potential importance from a national perspective, but both buildings are of special local historic value.

- Canal 11, Tooley's Boatyard is a Scheduled Ancient Monument and already lies within the existing conservation area. Its national importance is such that it is already a pilgrimage site for waterway's enthusiasts. In a sense it forms the centrepiece of the rationale for a canal-based conservation area, and if the museum is successful Tooley's will form the focus of considerable tourism to the town by the many people who have a love and appreciation of the Inland Waterways system. It would be a tragedy if there were no other historically associated buildings to place the site in context.
- Canal 12, the Mill Arts Centre also lies within the existing conservation area. It is a strong candidate for national listing. Consideration may also be given to enhancing its associated features, particularly the mill leats.
- Industrial 9, the former Co-operative dairy is too damaged to merit inclusion within the conservation area, as is Bridge Wharf, now Jewson's, to the north.
- Industrial 10, the rope works, rope walk and stream feed of the Cuttle Brook and associated Housing 16 and 17 are strong candidates for national listing. There is a strong argument for also including these buildings and features within the town centre conservation area as the only barrier to their inclusion within the rest of the historic town centre is the 1970s car park on the other side of the street.
- Community 4, Community 5 and Community 6, the Golden Lion, Blarney Stone and shops fronting the north side of Bridge Street are buildings of special local historic interest because they are sole survivors in the Lower Cherwell Canal Corridor of the service infrastructure of a significant working class community.

In view of the rate of historic building and structure loss it is recommended that the significant structures listed above should be retained wherever possible. If they were to be demolished there should be a clear justification for this within any development plans, and if demolition was unavoidable then a full record of them should be made in advance of this process. The scale of historic building loss in this area should also be recognised and used to inform the management of other areas. In this respect reassessment of the line of the central conservation area adjacent to the study area on the south east side of the town suggests itself, to include more of the industrial community once based around Samuelson's works that gave rise to the parish of South Banbury in the 19th century. Indeed, the recognition and protection of housing stock that predates the Sanitation Acts of the 1870s should be given serious thought before all housing stock of this period is lost.

Below-ground deposits

The possibility of medieval and post-medieval archaeological remains surviving in the study area has already been highlighted. A response based upon PPG16 procedures is probably the most appropriate response for these features. In particular, the frontages of Bridge Street, the line of the former borough boundary, the triangle of land to the north of Bridge Street where the early gas works was located, the area of former lime-kilns in the curtilage of I9, together with the former line of Parson's Meadow Lane are worthy of note. In addition, the opportunity to excavate the former housing in Lower Cherwell Street would make an important contribution towards the overall research into the development of working class housing in the town.

**Industrial Archaeology
Survey of the
Oxford Canal Corridor,
Banbury, Oxfordshire:**

Appendix

Birmingham University Field Archaeology Unit
Project No. 866
November 2001

**Industrial Archaeology Survey of the
Oxford Canal Corridor, Banbury, Oxfordshire:
Appendix**

by
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Appendix

Gazetteer

(The contents of the gazetteer are arranged topographically)

South of Bridge Street

Bridge Wharf: Industrial 9, The Co-op Dairy

*Lower Cherwell Street Wharves: Canal 5, Corn Warehouse and Canal 6,
Malthouse/electrical works*

*Town Hall Wharf: Canal 1, Swing Bridge; Canal 2, Town Hall; Canal 3, The Wharf
and Canal 4, Wharf Offices*

Cherwell Wharf/Sewage Works: Canal 7, Cherwell Wharf and Canal 8, Sewage Works

*South Banbury Industrial Zone: Canal 9, The Cherwell Works;
Industrial 8, The Britannia Works; Community 4, The Golden Lion
and Community 5, The Blarney Stone*

North of Bridge Street

*Paving and Lighting Commission Wharf: Community 6, Terrace of Shops,
67 and 68 Bridge Street*

Banbury Corn Mill: Canal 12, Banbury Mill or Mill Arts Centre

*Castle Street Zone: Industrial 10, Rope Works; Housing 16, Owner's House, Rope
Works and Housing 17, Terrace of Houses, 67-83 Castle Street*

Assessment of documentary sources

Primary sources

Aerial photographs

Maps

Secondary sources

Acknowledgements

Figures and Plates

Figures

Fig. 1 The Survey Area

Fig. 2 Topographic Framework

Fig. 3 Zones of Development

Fig. 4 Detailed Chronological Development

(A chronological sequence of Ordnance Survey Maps is also included at the back of the Appendix)

Aerial photographs

AP 1 N.M.R. ref:CCC5255/1502, 27th October 1932

AP 2 Simmons Acrofilms ref: 28262, 1929

AP 3 Simmons Aerofilms ref: C15318, 1924

Plates

Plate 1	Canal 1, Swing Bridge
Plate 2	Canal 2, Former Town Hall
Plate 3	Canal 3, The Town Hall Wharf
Plate 4	Canal 4, The Town Hall Wharf Offices
Plate 5	Canal 5, Grain Warehouse
Plate 6	Canal 6, Former Malthouse, Electrical Power Station
Plate 7	Canal 6, Former Malthouse, Electrical Power Station
Plate 8	Canal 8, Sewage Works Boiler House
Plate 9	Canal 9, Cherwell Works
Plate 10	Canal 9, Cherwell Works
Plate 11	Canal 9, Cherwell Works
Plate 12	Canal 9, Cherwell Works
Plate 13	Industrial 8, Britannia Works
Plate 14	Industrial 8, Britannia Works
Plate 15	Industrial 8, Britannia Works
Plate 16	Industrial 9, Former Co-op Dairy
Plate 17	Canal 12, Mill Arts Centre
Plate 18	Community 6, 67-68 Bridge Street
Plate 19	Community 4, The Golden Lion
Plate 20	Industrial 10, Former Rope Works
Plate 21	Housing 16, The Owner's House, Former Rope Works
Plate 22	Housing 17, 67-83 Castle Street
Plate 23	Community 5, The Blarney Stone

Gazetteer

South of Bridge Street

Bridge Wharf:

Industrial 9, The Co-op Dairy (Plate 16)

Architectural Description

Late 19th-century core, substantially altered in late 20th century. Earlier fabric to the rear provides evidence for a double pile structure aligned east-west, probably facing west towards Lower Cherwell Street. Red brick (English Garden Wall Bond) and slate roofs. Left-hand section has blocked doorway to ground floor left and blocked doorway to first floor centre. Right hand section has blocked window to ground floor right and 20th century door to left. Interior completely altered.

Historical Description

The Bridge Wharf is first mentioned in the 1840 'Oxford Canal Company's Chain Survey', but, along with Parker's Wharf to the north, was not mentioned in an earlier survey of 1796. Both wharves seem to have called Bridge Wharf when they were established in the 1830s. The 1842 Tithe Map shows a separate basin in the Bridge Wharf. George Harris, a general merchant, was a tenant here from 1839-1842 (Banbury Trade Lists). He was succeeded between 1843 and 1891 by John B. Lamprey, a corn and coal merchant. Lamprey may have shared Bridge Wharf with G.F.Garland in 1851 (1851 Census). Samuel Horsey had a timber yard in Parker's Wharf to the north in 1844 (ORO B.L.iv/i/2). This business was taken over around 1861 by Dalby & Sons, who were also timber merchants (Rusher's Trade Directory). The Rev. William Wilson's Survey of Banbury dated to the early 1850s (ORO MS DD par Banbury a 5[r]), shows the division of Parker's Wharf and Bridge Wharf. Several buildings are visible on both blocks by the time of Wilson's Survey. The First Edition Ordnance Survey Map (1882) shows the two wharves, the northern one being referred to as the Banbury Wharf. While the southern one was unnamed it may have continued to trade using the name of Bridge Wharf. A series of limekilns set at right angles to the southern boundary of the wharf are of note.

By the 20th century both Bridge Wharf and Parker's Wharf had been taken over by the Banbury Co-operative Society. They operated a funeral furnishers to the north and a dairy (I.9) to the south (Kelly's Directory 1951). I.9 partly incorporates the Co-operative Dairy and was probably built sometime in the 1930s. The building was a depot that originally had a long art deco frontage onto Lower Cherwell Street. The dairy was only used for local trade pasteurising milk delivered from the surrounding country (Trinder *pers. comm.*). Today, all that remains of the Bridge Wharf canal arm is a slight inlet.

The Lower Cherwell Street Wharves:

Canal 5, Corn Warehouse (Plate 5)

Architectural Description

Former grain warehouse, now a print works. Late 19th century with later additions. Red brick (English Garden Wall Bond), with corrugated asbestos roof. Three-storey main block with gable-lit loft, probably aligned north-south. Earlier two-storey building to the east, aligned east-west. Later two-storey extension to the west also aligned east-west. At ground level the northern elevation of the main block has a central inserted double-leafed door flanked by a pair of segmental-arched windows with top opening metal frames stamped 'MUSGRAVE'S PATENT BELFAST'. At first-floor level a central half-glazed door flanked by a pair of small-pane fixed light windows; both door and windows have segmental arches; 20th-century central window to second floor, and projecting from the gable a weather-boarded lucam for containing the hoist. The south elevation of the main block has two bays of segmental-arched windows with small-pane fixed lights and chamfered sills of shaped black bricks. The west elevation is dominated by a projecting two-storey gabled extension with plastered lower walls and weather-boarded first floor. Plain tile roof. Two 20th-century casement windows set within segmental-arched openings to ground storey, central glazing bar sash window to first floor. Long two-storey range to the east with red brick walls to the ground storey and weather-boarded upper storey. Other doorways to the ground floor and windows to first floor 20th century.

Historical Description

Like the Town Hall Wharf Offices this canal warehouse does not appear on the 1842 Tithe Map or the Rev. William Wilson's plan (ORO MS DD par Banbury a 5[r]), but is present on the First Edition Ordnance Survey Map. By the Second Edition Ordnance Survey Map (1900) it was extended to the north-west, and further by 1920 to the north. Its development relates to the general expansion of the south end of Lower Cherwell Street in the early part of the 1860s and probably post-dates the realignment of Fish Street.

The proprietor of the Wharf in its early history is unknown. However, a John Frontman appears to have been the only merchant who dealt exclusively in Corn present on the 1861 Census. Given the design of the building it would not be unreasonable to suggest that it may have operated as a corn wharf from its outset. It continued to be used as a corn warehouse into the mid-20th century when it was operated by Goodenough's Ltd, Corn Merchants (1951 Kelly's Directory).

BANBURY INDUSTRIAL SURVEY

Village/Town/Parish: Banbury	PRN:
Site Name/Address: Lower Cherwell Street	NGR: SP4600 4040
Site Type: Warehouse (storage)	Listed: No
Date: Late 19th/early 20th century	
Site Description: Brick with slate roof. Two and a half storeys with beam to gable end. Interior features/fittings: Interior not investigated	
Site Significance: Canal warehouse	
Group value/association: With other wharf buildings in Lower Cherwell Street in canal zone	
Condition: Good	
Use: Offices (Sight Sound Education Ltd)	
Recording Priority: 1	
Documentation: Shown on 1st Edition 25" (1882). Extension to north west built by 2nd Edition (1900); main building widened to north side by 1922 (Revised Edition).	
Recorder: C Rosier (OCC) and M Williams (RCHME)	Date: 31.03.95

Canal 6, Malthouse/electrical works (Plate 6)

Architectural Description

Offices with remains of a malthouse, latterly an electric power station, behind. Yard to north with store rooms adjacent to northern boundary making a compact property unit. Yard open to canal. Late 19th century with 20th-century alterations. Office block fronting the street aligned north-south facing west with attached power station unit to the south aligned east-west facing west, and, formerly containing the Engine Room; Boiler House to the east on the bank of the canal aligned north-south.

Substantial office block to the left in a nominal classical style with echoes of Queen Anne Revival. Red brick (Flemish Bond), painted to ground storey, hipped slate roof and brick end stacks. Two storeys. Symmetrical five-bay front; segmental-arched blocked windows and segmental-arched central doorway with blocked overlight. Inserted lamp on decorative wrought iron bracket over the central first floor window.

Gabled power station wing to the right with large 20th-century entrance, now bricked up, apparently replacing an earlier carriage entrance, the flat lintel of which survives at a higher level. Boarded up oculus in the gable. Gabled louvres rise from the ridge.

The Boiler House (Plate 7), situated along the side of the canal is built in English Bond and has a corrugated asbestos roof with long gabled ridge louvre. Blocked canal entrance to left-hand side and large patches of rebuilt wall to the right. The right hand (north) gable has a blocked semi-circular arch in the centre; large garage type doors have been inserted across this and to the right. Cantilevered hoist above. Horizontal and vertical building breaks suggest that the north east corner of this unit is an extension. The northern section of the original eastern wall was opened out when the building was extended in this area and its upper courses supported by steel girders.

Inside, large open industrial units with bolted king post roofs carrying three pairs of purlins. No trace of malting and limited remains of electrical works.

Historical Description

The earliest depiction of the office and malthouse is on the First Edition Ordnance Survey Map of 1882. It was established between 1850 and 1882 as part of the general development of Lower Cherwell Street. It is not shown on the Rev. William Wilson's map of c.1850 (ORO MS DD par Banbury a 5[r]), but the 1861 Census lists two proprietors of Malthouses in Lower Cherwell Street, Henry Ward and J.L. Merry. There was another Malthouse on the western side of Lower Cherwell Street in the 1882, but it is unclear if these belonged to Ward and Merry. Both men had a long association with the area. Henry Ward worked as a Maltster between 1847-1874 (Banbury Trade Lists), and appears to have been succeeded by M. Sellers (Rushers Trade Directory 1881). J.L. Merry was trading between 1851-1890 in Cherwell Street (Banbury Trade Lists). The map evidence suggests that these Maltsters were not located in the Lower Cherwell area in the late 1840s and early 1850s, and presumably had properties elsewhere, moving to this area in the period of expansion following the laying out of the streets in the 1840s. Close proximity of the canal may have been an important factor in their choice of location.

The Malthouse was taken over by the Banbury and District Electric Light Supply Company in 1901 for the purposes of a Power Station. Alteration occurred at this time with the construction of the north-south boiler house by the canal and a new southern range that housed an engine room. A workshop and offices made up the rest of the power station. The boilers were coal powered and fuel came along the canal from the Baddersley pits in Warwickshire. Originally there were two Babcock and Wilcox boilers with a capacity of 12,000 lbs. of steam per hour. Both Kench's and Clark's Corn Mills were early consumers when both converted to roller milling in the early 20th century. In 1920 a single chain-grate boiler that produced 25,000 lbs. per hour to run a 650 KW DC generator replaced the first two boilers. The boiler chimney was the highest in Banbury and was 100 feet tall. It replaced an earlier one that collapsed in 1912.

The Shropshire, Worcestershire and Staffordshire Electric Supply Company purchased the electric works in 1928. The growing demand for power in Banbury was beginning to out-strip the capacity of the power station and this company began the process of bringing an AC supply to the town. During the transition period an extension was built to hold an extra 30,000 lbs. per hour chain-grate boiler which ran a 500 KW generator in 1929. But by 1935 the conversion to AC was completed and power generation at the works ceased. However, the property remained in the hands of the Midlands Electricity Board following nationalisation in 1948.

BANBURY INDUSTRIAL SURVEY

Village/Town/Parish: Banbury	PRN: 104
Site Name/Address: Lower Cherwell Street	NGR: SP 4599 4044
Site Type: ? Offices and Works/? former malthouse	
Date: Late 19th/early 20th century	Listed: No
Site Description: Late 19th office block (2 storeys, brick with slate roof). Adjacent warehouse (gable end to street) probably later. Brick with two hall ventilation louvres rising from apex of roof - is this the former malthouse? Interior features/fittings: Interior not investigated	
Site Significance: Group value/association: Associated with former 'Bridge Wharf' (PRN 104)	
Condition: Good Use: Car repair workshop and offices Recording Priority: 3	
Documentation: First Edition 25" (1882) map shows an earlier building; wharf and malthouse to south. Noted as 'Dairy' on 1972 25"	
Recorder: C Rosier (OCC) and M Williams (RCHME)	Date: 31.03.95

Town Hall Wharf:

Canal 1, Swing Bridge (Plate 1)

Architectural Description

Swing bridge abutments. Late 18th century with later reconstruction work. Red brick with stone coping. The abutments splay inwards at each end as the canal narrows to accommodate the bridge. A large stone bonding block is incorporated into the structure at each of the four angles caused by the narrowing. A fragment of the iron mechanism survives on the western abutment.

Historical description

The earliest reference in the "Oxford Canal Company Distance Book" dated c.1796 refers to the bridge as 'Swing Bridge No.13' but by 1840 the "Oxford Canal Company's Chain Survey Book" referred to the bridge as 'Drawbridge No.167', its current number (Compton 1976, 137). The bridge was built to carry Parson's Meadow Lane over the canal and was known as Parson's Meadow Bridge. Parson's Meadow Lane was a medieval feature connecting the medieval town with a hospital located near Spital Farm to the east.

BANBURY INDUSTRIAL SURVEY

<p>Village/Town/Parish: Banbury</p> <p>Site Name/Address: Oxford Canal</p>	<p>PRN:</p> <p>NGR: SP 4602 4029</p>
<p>Site Type: Swing Bridge</p> <p>Date: 18th century</p>	<p>Listed: No</p>
<p>Site Description:</p> <p>Located on Oxford Canal. Probably associated with Cherwell Wharf to north. Bridge gone. Raised sidings of brick with some ashlar survive, extensively repaired. Stone sidings.</p> <p>Interior features/ fittings: N/A</p>	
<p>Site Significance: Canal structure</p> <p>Group value/association: With sites of swing bridges and former wharfs nearby.</p>	
<p>Condition: Good.</p> <p>Use: Disused</p> <p>Recording Priority: 2</p>	
<p>Documentation: Shown on First Edition 25" (1882) as swing bridge No 161</p>	
<p>Recorder: C Rosier (OCC) and M Williams (RCHME)</p>	<p>Date: 31.03.95</p>

Canal 2, Town Hall (Plate 2)

Architectural Description

Town Hall, latterly a warehouse. Being refurbished at the time of the survey. Dated 1821, dismantled and reconstructed in its current position in the mid-nineteenth century. Classical design. Red brick with iron-stone detailing and hipped slate roof. Aligned east-west facing north. Two storeys, with first-floor band and moulded eaves cornice. Five bays with central bay breaking forward under a pedimented gable and containing an elliptical-arched entrance. This entrance is part of a former open arcade that originally extended all around the building with two bays to the side elevations, but has since been blocked. Venetian window over the entrance, and datestone above. The other first floor window openings have semi-circular heads.

Historical Description

In 1860 Thomas Draper moved the Old Town Hall to its present location in Lower Cherwell Street. It was originally located at the western end of the market place. It was replaced by a gothic style building, designed by Edward Bruton and completed in 1854. Originally it was one of the earliest examples of brick use in the town. Dates vary for its construction from *c.*1790 (Sherwood and Pevsner 1974, 440) to 1821 as inscribed on the building.

The Old Town Hall was of a common type consisting of upper rooms used for meetings and a lower space, often open, used for storage and market exchange e.g. Great Bewdlyn (1832). The combination of market-and-town hall had a long history dating back to medieval times such as Tetbury (1655; Cunningham 1982, 1). It was with the Municipal Reform Act of 1835 that changes to function and style of small town halls occurred. The act established elected councils for the first time in 178 municipal boroughs, and the town hall was therefore seen as a focus of power (Cunningham 1982, 10-11). This led to the establishment of more impressive town halls and Banbury Town Hall of the 1850s can be seen as part of this process, adopting the up and coming Gothic style prevalent in Halifax and Hull Town Halls (Ibid, 118).

When the building was erected in 1860, it was clearly aligned with the former course of Parson's Meadow Lane/Fish Street, and at that time would not have been part of the Wharf complex known as Salter's Wharf, situated opposite. The realignment of the road clearly post-dates the reconstruction of the town hall, but is shown on a map dated to 1866 (ORO M.3/38/6). The town hall was initially used for the storage of artificial manure, presumably phosphate based fertilisers (Trinder 1982, 103). The Old Town Hall Wharf is first mentioned as such in the census of 1881. In the 20th century Chapman Bros. Ltd. who were furnishers on Bridge Street used the building as a store (Kelly's Directory 1951).

BANBURY INDUSTRIAL SURVEY

Village/Town/Parish: Banbury	PRN:
Site Name/Address: Lower Cherwell Street	NGR: SP 4599 4033
Site Type: Town Hall, now warehouse	
Date: 1790, resited and rebuilt c.1860	Listed: 28:10/100
Site Description: Former Town Hall, resited and used as warehouse. Brick, 2 storeys with hipped roof. 5 bays with formerly open loggia to ground floor. Central bay breaks forward under a pediment with a venetian window to first floor; remaining windows segmentally headed and now largely blocked. Base of cupola remains. Interior features/fittings: Interior not investigated	
Site Significance: Reuse of Town Hall as wharf warehouse!	
Group value/association: With Town Hall Wharf	
Condition: Poor	
Use: Storage	
Recording Priority: 6	
Documentation: N Pevsner & J Sherwood 'Buildings of England: Oxfordshire (1974) p.440. Shown on 1st Edition 25" map (1882) as 'Old Town Hall Wharf', also 2nd Revised Edition (1898). G Cave, Coal Merchants & Furniture Removers, Old Town Hall Wharf listed in Banbury List & Directory, 1882 (pp 26 & 34) H Hawkes, Coal Merchants, listed at Town Hall Wharf in 1895 Directory (p.26)	
Recorder: C Rosier (OCC) and M Williams (RCHME)	Date: 31.03.95

Canal 3, The Wharf and Canal

Architectural Description

Wharf contained behind a concrete block facing to the canal.

Historical Description

Shown on Tithe Map of 1842 as field plot 240 but between the drawing up of the Tithe and the production of the 1st Edition Ordnance Survey Map in 1882, sub-division of the plot had occurred. The northern section became a wharf, but the southern section was bought by the Board of Health and became the sewage works. The sub-division of the plots occurred when Cherwell Street, Lower Cherwell Street and Fish Street were laid out prior to 1851 (VCH 1972, 25). It was, however, complicated by the course of Fish Street altering in the early 1860s. This resulted in the land north-west and south-east of Fish Street becoming a single wharf block. The former line of Parson's Meadow Lane/Fish Street is clearly reflected in the layout of the Old Town Hall Wharf, with stables and warehouses and the Old Town Hall itself aligned on its original course. The trade records show that the lower and upper areas of the Old Town Hall Wharf continued to trade under separate names until the 1880s. The northern area of the complex appears to have been called Salter's Wharf.

The southern area was initially undeveloped, with the only upstanding building being the Old Town Hall Wharf. By 1866 development was still minimal (ORO M.3/38/6). However, by 1882 several warehouses had been built around the perimeter of the site. The removal of the stables, that had originally cut across the complex, on the former line of Fish Street by 1900 further suggests that the site was becoming more integrated at that time.

The history of occupancy is tied to that of Salter's Wharf. Presumably Thomas Draper, who rebuilt the Old Town Hall, was the first proprietor of the southern complex, but he may have had an agent who acted as his trader. The Old Town Hall Wharf is first mentioned as such in 1881, when William Bonham (1881 Census) and George Cave (Rusher's Trade Directory 1881) are occupants. George Cave was a coal dealer and a sack letter distributor. During the 20th century the site continued under multiple occupancy. In 1951 Palmer & Sons were coal merchants in the northern part of the wharf, whilst the southern part was occupied by R.A. Bone Ltd. who were sheet metal workers. The Town Hall had become a furnishers warehouse, whilst one of the offices had been converted to a residential property with a Mrs C. Mobbs in residence (Kelly's Directory).

BANBURY INDUSTRIAL SURVEY

Village/Town/Parish: Banbury	PRN: 99
Site Name/Address: Town Hall Wharf, Lower Cherwell Street	NGR: SP 4601 4034
Site Type: Wharf	Listed: No
Date: 19th century	
Site Description:	
Interior features/fittings: N/A	
Site Significance:	
Group value/association: Association with canal and Lower Cherwell Street Industrial Zone.	
Condition: Fair	
Use: Disused	
Recording Priority: 1	
Documentation: Shown on OS 1st and 2nd Editions 25" (1882 & 1900) as 'Town Hall Wharf'.	
Recorder: C Rosier (OCC) and M Williams (RCHME)	Date: 31.03.95

Canal 4, Wharf Offices (Plate 3)

Architectural Description

Wharf offices at the entrance to the former Town Hall Wharf, now empty. Mid to late 19th century, but incorporating an earlier building behind. Red Brick (English Garden Wall Bond) with stone quoins and dressings, slate roof and brick stack. The main elevation is aligned roughly east-west facing north, being angled to facilitate vehicular access to the wharf. Two storeys. Door to right and blocked double window to left with common stone sill. The lintel over the windows and doorway was originally continuous but the left hand section has been replaced with concrete; the original section is inscribed '(TOV)VN HALL WHARF' (Plate 4). Central first floor four-pane sash window with plain stone sill and chamfered stone lintel.

Continuation of this elevation to the left and orientated towards the north-east, apparently in sympathy with the associated grain warehouse on the north side of the wharf entrance passage. Door to right and fixed light window to ground floor left, both under chamfered stone lintels. Attached to the left hand corner is an earlier phase of the building facing east and related to an older street pattern. Two storeys, but slightly higher. Door to centre and window above, both with segmental arches of uncut bricks on end. Within the entrance passage to the north is a weigh bridge stamped with the legend 'POOLEY/ BIRMINGHAM - ENGLAND'.

Historical Description

The Old Town Hall Wharf Offices were built between 1850 and 1882. Their general alignment suggests that they post-date the realignment of Fish Street sometime in the 1860s. However, the remnant of the earlier building is aligned with Fish Street (ORO MS DD par Banbury a 5[r]). The offices controlled the entrance to the Old Town Hall Wharf. In 1866 the complex was occupied by William McKeevor (ORO M.3/38/6). McKeevor was a coal merchant at Salter's Wharf in 1871 (Rusher's Trade Directory). The wharf appears to have been named Salter's Wharf after its first proprietor William Salter, who was noted as a coal merchant in Lower Cherwell Street in the 1851 Census. However, the same William McKeevor also appears to have been a general merchant at the Lower Cherwell Wharf according to the 1871 Census. A fragment of a map of 1866 shows W. McKeevor occupying a plot north of the Old Town Hall (Canal 2), suggesting that he was a tenant at the Old Town Hall Wharf, possibly in the offices (Canal 4, ORO M.3/38/6). W. Humphrey was also a coal dealer at Salter's Wharf, 35 Fish Street, between 1860-61 (Banbury Trades Index). The Wharf was probably established in the 1850s after the setting out of the roads in the Lower Cherwell area in the 1840s.

BANBURY INDUSTRIAL SURVEY

<p>Village/Town/Parish: Banbury</p> <p>Site Name/Address: Lower Cherwell Street</p>	<p>PRN: 99</p> <p>NGR: SP 4599 4039</p>
<p>Site Type: Wharf Offices</p> <p>Date: 19th century</p>	<p>Listed: No</p>
<p>Site Description:</p> <p>Small two storey brick office building. Stone inscription 'Town Hall Wharf' above ground floors. Building aligned to give clearance to entrance to wharf.</p> <p>Interior features/fittings: Interior not investigated</p>	
<p>Site Significance:</p> <p>Group value/association:</p>	
<p>Condition: Fair</p> <p>Use: Storage</p> <p>Recording Priority: 2</p>	
<p>Documentation: Shown on First Edition 25" (1882) map, also Second Edition (1900) and shown on Revised Edition (1922) in conjunction with weighbridge but not named separately</p>	
<p>Recorder: C Rosier (OCC) and M Williams (RCHME)</p>	<p>Date: 31.03.95</p>

Cherwell Wharf/Sewage Works:

Canal 7, Cherwell Wharf and Canal (NGR: SP 4601 4026)

Architectural Description

The wharf is bounded by a well preserved set of mid 19th-century brick retaining walls.

Historical Description

A 'Plan of the Town of Banbury Showing the Course of the Sewers' dated 1848, suggests that the land, prior to the establishment of sewage processing, was unoccupied (ORO M.2/22). The Tithe Map of 1842, shows the site unoccupied, and it is unlikely any form of development occurred between these dates. In the 1850s the land was bought by the newly established Banbury Board of Health (ORO M.3 38/7).

BANBURY INDUSTRIAL SURVEY

Village/Town/Parish: Banbury	PRN:
Site Name/Address: Wharf, Lower Cherwell Street	NGR: SP 4601 4026
Site Type: ? Wharf	
Date: 19th century	Listed: No
Site Description: Inlet adjacent to swing bridge. Interior features/fittings: N/A	
Site Significance: Group value/association: Former boiler house and modern shed associated with nearby swing bridge	
Condition: Fair	
Use: Disused	
Recording Priority: 1	
Documentation: Shown on 1st Edition 25" (1882) and 2nd Revision (1922) as 'Sewage Works'.	
Recorder: C Rosier (OCC) and M Williams (RCHME)	Date: 31.03.95

Canal 8 Sewage Works (Plate 8)

Architectural Description

Boiler House. Early 20th century, with later alterations. Classical details. Red brick (English Bond) with stone dressings, the south west gable end incorporating part of a blue brick wall; slate roof with stone coped verges on shaped kneelers. Aligned roughly northeast-southwest, facing north-west; the building formerly extended further to the south east, but has been partially demolished. Single storey. Low late 20th-century breeze block extension partially obscures the original fenestration which comprises a series of segmental-arched windows (now blocked) with raised keystones and continuous half-roll hood mould. Possible blocked carriage arch to the centre, apparently breaking through the hood mould; the brick bonding of the blocking is continuous but the bricks are lighter in colour than the surrounding ones. Lower porch to the right standing on a stepped sloping plinth and containing segmental-arched window opening with raised keystone and half-roll hood mould terminating in stylised scrolls. The entrance is in the left-hand return wall, four-panelled door. The fenestration pattern of the main elevation was repeated to the north east under a continuous hood mould, but has been partially destroyed by the insertion of a carriage entrance now blocked by breeze-blocks. The hood mould continues onto the south-east elevation where there is a segmental-arched doorway with raised keystone. Each gable houses a louvred, keyed oculus with stone surround and half-roll moulded border.

Walls Immediately NE of Cherwell Works

The fragment of blue brick wall incorporated into the south-west gable marked the north side of an inclined road leading to the canal. The wall on the south west survives largely intact (Plate 9). It is built in English Bond and has a stone coping.

NW Compound Wall & Attached Gate Piers

Wall and gate piers (Plate 10). Late 19th century. Red brick. Square piers and wall aligned northeast-southwest with piers at the south-west end one of which abuts one of the buttresses of Cherwell Works Building B which must therefore predate the pier. Square piers and coping stones. The wall appears to mark the north west boundary of the former sewage works compound, and the gate piers represent an entrance to a canal wharf.

Historical Description

In 1842 the site is in the Tithe partition 241 known as Fullocks and owned by Charles Page. The need for sanitation in Banbury was clear by the late 1840s and the General Board of Health had issued a report on the sanitary condition of Banbury compiled by T.W. Rammell in 1850 (Trinder 1982, 95). As part of this process it is clear that the land adjacent to the canal, at the lower end of Cherwell Street, was under consideration as a sewage treatment works. A plan of the Lower Cherwell area by Edwin O. Tregelles dated 1848 (ORO M.2/22) clearly shows the location of a proposed site for manure tanks, at the bottom of Lower Cherwell Street. The suitability of this site was probably enhanced by the fact that it was located in one of the lowest areas of the town.

The Board of Health purchased the land, and by 1857 three sewers had been completed (Trinder 1982, 97). However, the effluent from the town was pumped untreated directly into the Cherwell, via a sewer under the canal (ORO M.3/38/7). Complaints that the Cherwell had become contaminated led to proposals for a filtration plant. In 1859, the board's surveyor Thomas Garrett brought up proposals for the site (ORO M.3/38/8). These were never put into practice and eventually a sewage irrigation scheme was implemented at Spital Farm, Grimsbury in 1867 (Potts 1958, 222).

However, the site continued pumping sewage works throughout the late 19th and early 20th centuries. It is depicted on the 1st Edition Ordnance Survey (1882) and 2nd Edition Ordnance Survey (1900) maps. However the present day pumping station (Canal 7) is not depicted until 1920. While it is clearly an early 20th century building, stylistically there are similarities between the present building and the 1859 design by Thomas Garrett for the filtration works (ORO M.3/38/8). It may be a re-use of an earlier design, or simply a continuation of style used by Board of Health during construction of their buildings. In 1934 irrigation at Spital Farm was entirely superseded by a system of bacteria beds (Potts 1958, 222). However, the pumping station continued in use beyond this period.

The site was known as Bottom Yard in the 20th century and had a two-fold purpose. In addition to the pumping station the site was used to burn rubbish to produce clinker for use in road building (Trinder *pers. comm.*). The location of the chimney was south west of the pumping station. This ties in with the location of two sloping walls mentioned above, which were part of a ramp used by carts to dump rubbish directly into a furnace.

By the mid 20th century the site was occupied by United Dairies (1951 Kelly's Directory). They treated milk here before delivering it by road to London (Potts, W. 1958, 244). The pumping engine for the sewage was moved to premises in Canal Street in the 1950s (Trinder *pers. comm.*).

BANBURY INDUSTRIAL SURVEY

Village/Town/Parish: Banbury	PRN:
Site Name/Address: Lower Cherwell Street	NGR: SP 4598 4025
Site Type: Industrial Building	
Date: 19th century	Listed: No
Site Description: ? Boiler House. Five bay single storey brick building with ventilation louvre to roof. Small gabled porch. Deep segmentally headed windows to main elevations with bulls eye vent to gable. Voussoirs, keystones, platband and coping and kneelers to gable end in reconstituted stone. Stepped cornice to eaves and deep cornice to gable ends in brick. Interior features/fittings: Interior not investigated	
Site Significance: Probably originated as part of a larger complex, now demolished	
Group value/association: Lower Cherwell Street Industrial Zone. Similar brick detailing to Kimberleys Yard in Britannia Road. ? possibly built by Kimberley's firm?	
Condition: Fair	
Use: Unknown	
Recording Priority: 3	
Documentation: Shown on First Edition 25" (1882)	
Recorder: C Rosier (OCC) and M Williams (RCHME)	Date: 31.03.95

South Banbury Industrial Zone:

Canal 9, The Cherwell Works

Architectural Descriptions

Building A

Casting shop (Plate 11). Mid to late 19th century with later alterations. Aligned roughly northeast-southwest facing south-east, the earliest phase being to the south-west. The early building is constructed in Flemish garden wall bond, and has a slate roof treated with sealant. One storey, fifteen roof bays in length. Pedestrian doorway to the left, and large sliding doors to left and right of centre. A series of large segmental arched windows, some blocked, but otherwise with small-pane, metal framed, fixed lights. Gabled ventilation louvre on the roof to the left. Interior roof with raking queen struts, three pairs of purlins, a plank ridge and three vertical metal tension ties.

The later addition comprises several phases. Built in red brick in a variety of bonds of which the most common is English Garden Wall Bond; hipped corrugated asbestos roof, apparently contemporary with a heightening of the walls. The main elevation incorporates a series of brick piers, indicating, perhaps, a series of large open bays. Square windows with wooden lintels have been inserted into blocked openings; pedestrian doorways to left and right. The end elevation towards the north-east contains large garage doors. The build is continuous with that of the south-east elevation for a distance of approximately 20 feet where it terminates in one of the piers. At the other end of the range is a lower flat roofed extension linking to the earlier phase.

Building B

Possible erecting shop (Plate 12). Mid 19th-century. Red brick, painted white with sealed slate roof. Double pile building aligned roughly north west-south east, facing south west. One storey with twin gabled north west elevation. The right-hand bay is now dominated by a late 20th-century porch, with gabled slate roof. It obscures the original arrangement of an elliptical arched carriage entrance (partially blocked) and flanking semi-circular arched windows. The left-hand bay has a 20th-century double door to the left and a series of small windows to centre and right. Boarded up entrance at loft level. The side elevations have fourteen bays articulated by pilaster buttresses with stepped tiled caps. Small pane fixed light windows with semi-circular arches, only a few of which survive. Queen post roof trusses with raking struts to rafters and two pairs of purlins. Uppermost part of roof was not accessible at the time of the survey.

Historical Description

The earliest occupant of this site was the Midland Timber and Turning Company in the 1850s (ORO M.3/38/7). In the 1861 Census Gillett Humphrey had a wood factory on Lower Cherwell Street. However, this may relate to the timber yard at the northern end of the street owned at one time by Dalby & Sons. In 1861 the Cherwell Works were established, so the tenancy of the woodworks must have ended that year.

The two industrial ranges, with workshops to the south are depicted in 1882 as the Cherwell Works. Rushers' Trade Directories in 1882 and 1895 note the firm Barrows and Stewart at the Cherwell Works, as iron founders, millwrights, machinists and engineers. Some buildings at the rear of the yard have been lost but the majority of the north-south range and larger east-west range survive in-situ. The Cherwell Works had another workshop to the north of Canal Street but this was demolished in the 1930s.

Thomas Barrow of Birmingham began the Cherwell works in 1861, in conjunction with J.E. Kirby, in order to make steam engines and threshing machines. Kirby had begun a business in North Bar in the late 1850s. Barrows was then joined in partnership by John Carmichael, and upon Carmichael's death in 1868, was partnered by William Stewart. The Barrow & Stewart Works employed around 200 people in the 1870s. The works manufactured portable and traction engines, threshing equipment, elevators and steam cultivating machinery. The Cherwell Works was the second largest engineering works in Banbury after the Britannia Works (Trinder 1982,85-6), and by the later part of the century the works specialised in engine parts made of brass and copper. The works were superseded by the Birmingham & Midland Motor Omnibus Co. Garage at the northern end (Langley 1966,45) and the continuation of the United Dairies premises in the second half of the 20th century (Potts, W. 1958, 244).

BANBURY INDUSTRIAL SURVEY

Village/Town/Parish: Banbury	PRN: 96
Site Name/Address: Lower Cherwell Street	NGR: SP 4598 4022
Site Type: Industrial Buildings	
Date: Late 19th/early 20th century	Listed: No
Site Description: Group of single storey industrial sheds. Brick with slate roofs incorporating vents. PRN 96 of 14 bays with pilasters to side walls. Double span roof. Irregular fenestration, much altered. Interior features/fitings: Interior not investigated	
Site Significance: Site of Cherwell Works from which period some of the buildings may date. Group value/association:	
Condition: Use: Showrooms and storage Recording Priority: 1	
Documentation: Shown on 1st Edition 25" (1882) as part of Cherwell (Engineering) Works; also in Editions of 1900 and 1920 but by 1968 (OS 25") is noted as 'Dairy' (PRN 96) and Bus Depot respectively. Banbury List & Directories of 1882 & 1895 note Barrows and Stewart, Cherwell Works as Iron Founders, Millwrights, Machinists and Engineers.	
Recorder: C Rosier (OCC) and M Williams (RCHME)	Date: 31.03.95

Industrial 8, 'Lower Works' of Samuelson's Britannia Works (NGR: SP 4595 4008)

Architectural Description

Former Britannia Works. Mid to late 19th century with later alterations. Red brick (English and English Garden Wall Bonds). Corrugated asbestos roofs on steel roof trusses. The main block of buildings (Plate 13) comprises three single-storey work sheds aligned north west-south east parallel to Swan Close Road with a 20th century office block attached to the three-gabled north west front. The right-hand gable contains a lunette flanked by pilaster strips, apparently extending through the entire height of the building. Similarly designed right hand gable end, though the lunette is now blocked. Central gable is obscured by the later office block. No distinguishing internal features to denote the use of these buildings, but at the east corner of the north east shed is a square chimney base (Plate 14).

A further block of buildings on the same alignment are ranged along Swan Close Road (Plate 15) and mark the south west boundary of the site. One of these is attached to the sheds described above, though set back to the south east. It seems to have been built within a plot defined by the south west boundary wall of the site and the existing sheds, incorporating the greater part of the boundary wall into its structure. Attached to the south east by a short link is a smaller, independent structure, apparently another work shed (now occupied by Cross Embroidery). A building to the north west is probably early 20th century but incorporating 19th century material. Red brick with asbestos tile roof. One storey with brick band approximately 1m above ground level. Irregular twelve-bay front to the road has 20th century windows of various widths (one, two or more lights), with raised brick sills and concrete lintels and a double doorway. The doors are later, but the opening appears original.

The south east building is built of red brick (Flemish Garden Wall Bond) and roofed with asbestos tiles. Roughly central large double doors. Two blocked windows to the right and a small window to the left hand side of the building, all with wooden lintels. South west gable end has inserted central door flanked by blocked segmental headed windows.

Historical Description

James Gardner started the Britannia Works in 1839 on land leased from Llyn Spurrett and Edward Cobb on a site on Fish Street. This became known as the 'Upper Works'. The Upper Works housed the general offices, four fitters shops, and long machine shop bays. A centrally situated twin-cylinder steam power plant drove the machines in this area of the works (Hartland 1971, 194). Bernard Samuelson, then living in Southampton, leased the factory from A.B. Rye and Benjamin Gardner in 1849 on the death of James Gardner. On plans dated 1853, the new road running parallel to the works was named Britannia Road (ORO B.B.LVIII/1). In the following ten years Samuelson turned these small workshops with only 27 employees into a company employing nearly 300 (Trinder 1982, 82). Expansion was greatest between the 1850s and 1870s, and it was during this period that the 'Lower Works' was built. Certainly, by 1861 Samuelson's Iron Foundry was listed at the bottom end of Lower Cherwell Street.

The output of the works was mainly agricultural implements; including Gardner's Patent Turnip Cutter, a digging machine, reapers, mowing machines, chaff and linseed cutters. Many of these were of American patented designs (Trinder 1982, 83). In 1859 18,000 implements were sent out (Johnson 1859, 61). Samuelson operated in a business and entrepreneurial role and allowed other more practically minded men to directly run the works. This included his brother Alexander from 1848 to 1855 and later Daniel Pidgeon from 1862 to 1875.

However, the agricultural depression of the mid 1870s combined with increased competition in the agricultural engineering market led to financial difficulties. Samuelson's nephew Ernest, who managed the company after Daniel Pidgeon broadened the output of the works. This included power hammers, petrol engines and flour milling machinery. Bernard Samuelson died in 1905, at which point Ernest became the managing director of the Britannia Works.

The canal was used to supply pig-iron, furnace coke and moulding sand to the foundry in the 'Lower Works'. Two cupolas were located here for casting iron. The fettling shop contained huge sandstone wheels, combined with boxes of iron marbles designed to remove the rough edges on the iron implements formed during casting. The area facing Swan Close Road consisted of carpenter's shops, pattern maker's and paint shops. In the yard adjacent to the canal stood a time office and stables. This was where the finished machinery stood awaiting delivery (Hartland 1971, 194).

By 1875 the business had expanded sufficiently to allow the construction of a tramway connecting both 'Upper' and 'Lower' works to the railway sidings across the canal. This was designed to allow the faster distribution of goods from the works. The tramway ran from the works over the canal via a drawbridge lowered only when the tramway was in use and built and maintained for the sole use of the works (ORO BB XL/i/1). The tramway can clearly be seen on the First Edition Ordnance Survey Map of 1882. A major fire gutted three erecting shops in the 'Lower Works' in 1912. These were located behind the houses that fronted Upper Windsor Street. This area was still largely clear in 1920. The company closed in 1928, but although it re-opened two years later it was finally liquidated in 1933 (Potts, A. 1971, 188-190).

Community 4, The Golden Lion (NGR: SP 4599 4029; Plate 19)

Architectural Description

Inn, now office. Built c.1865. Painted brick (Flemish Bond) with stone quoins and window lintels, slate roof, and brick internal end stacks. Aligned roughly north west-south east, facing south east and occupying a corner position between Lower Cherwell Street and the lane leading to the former swing bridge over the Oxford Canal. Two storeys with plinth and first floor band continuous around the building. Three windows; 20th century casements in original openings with raised keystones. 20th century door to right inserted into window opening; central window occupies the position of the original doorway.

Historical Description

The Golden Lion was one of two public houses in Lower Cherwell Street, the other being the New Inn. 11 Lower Cherwell Street. The first evidence for its existence is on a fragment of a larger map, that dated 1866 (ORO M.3/38/6). By 1867 it makes its first appearance in Rushers Trade Directory of Banbury. The early history of the Golden Lion is sketchy and it appears to have had a succession of owners. The Rusher's Directory in 1867 gives the proprietor as an H. Johnson, yet by the 1871 Census the owner has changed to Thomas Wilson and by the 1881 census the owner changed again to James Hinlow. John Langley writing of the late-Victorian and Edwardian period described the public house as '*kept by a Mrs Walters, also had a reputation as a tough waterman's pub*' (Langley 1966, 44). Its location was certainly suited to the needs of the passing canal trade. It was still in use as a beer retail outlet in the mid-20th century (1951 Kelly's Directory), but closed in 1967.

Community 5, The Blarney Stone (NGR: SP 4589 4030; Plate 23)

Architectural Description

Public House. Mid 19th century with late 19th century addition. Painted brick with slate roof. L-shaped plan; late 19th century range aligned north-south with Windsor Street, with mid 19th century cross-wing to the south aligned east-west. Gabled three storey, two-bay wing to the left, and two storey, two-bay range to the right with lower two-storey, single-bay right hand annexe. The wing has a 20th century door to right of centre, blocked window with segmental head to first floor left, and twin glazing bar sash window to second floor centre. Right-hand range has 20th century inserted door to left, and top opening windows in 19th century surrounds with segmental decorated terracotta heads. Left-hand return elevation of the wing has 20th century windows in 19th century surrounds with rusticated lintels.

Paving and Lighting Commission Wharf:

Community 6, Terrace of Shops, 67 & 68 Bridge Street (NGR: SP 4597 4067)

Architectural Description

House or pair of houses, now divided into two properties (Plate 18). Early to mid 19th century. Painted brick with slate roof and red brick central and integral end stacks. Aligned east-west facing south. Three storeys, reduced proportions to second floor. Above a pair of late twentieth century shop fronts are two bays of mainly late 20th-century windows (a 19th-century casement survives to second floor right) in original surrounds with sill bands; those to first floor have wedge lintels with rusticated voussoirs and raised keystones.

Historical Description

These are a remnant of a terrace of houses built in the early 19th century. They are present on a plan of Staley's Warehouse, debatably of 1840 (Kichin-Smith 1992, 23) and are shown on William Wilson's Survey of Banbury (ORO MS DD par Banbury a 5[r]) of 1850. The area behind was bought by the Paving and Lighting Commission in 1825.

The 1841 Census suggests the houses at this time were occupied by the working classes employed by local industries. These included mealmen, cabinet-makers and marble workers. Other occupations included agents, presumably working at the canal wharves.

Banbury Corn Mill:

Canal 12, Banbury Mill or Mill Arts Centre

Architectural Description

Corn mill and attached house (Plate 17). Late 18th century with later alterations. Red brick (Flemish Bond) and some coursed ironstone rubble to rear, slate roofs. Main building aligned north east-south west, facing south east, with extension wings to north east aligned north east-south west, and to south west aligned north west-south east. House attached to the south west wing, aligned north east-south west.

Four-storey, four-bay main block demarcated from its flanking wings by vertical building breaks to left and right. Segmental arched openings containing 20th century windows; the uppermost tier of windows is blocked or blind, and the proportions are reduced. Doorway with segmental arch to left, and, immediately right of it a wide segmental arch with 20th-century double doors, apparently the position of the water channel. A change in the colour of the brickwork at third floor level suggests that the uppermost storey may be an addition.

To the left of, and flush with the front of the main building is a slightly higher four-storey, single-bay wing with plain brick eaves band and hipped roof. Blocked wide segmental arch to ground storey with inserted 20th century window; segmental arched windows to the first and second floors; flat arched window to third floor with wooden lintel.

To the right of the main block, also flush with its front elevation, is a three storey extension wing. Doorway with semi-circular arch to the left, apparently original. Slightly irregular fenestration comprising three-light windows segmental-arched windows to ground and first floor centre, and flat arched windows with stone sills to second floor left of centre and right.

Miller's house to the far left. Apparently remodelled in the mid-nineteenth century. Rendered walls, slate roof and brick integral end stack to the left. Three-storeys. Two bays of large-pane sash windows gradually reducing in width from ground to second storey; uppermost windows have wooden lintels. 20th century four-panelled door to left of centre.

The rear wall of the main building, house, and the north-east wall of the south-west extension are built in coursed ironstone rubble. The uppermost storey of the main block is in brick, confirming the suspicion engendered by the inspection of the front elevation that the original building was a three-storey structure.

Historical Description

The present mill is of 18th century construction in part, but a mill has stood here since at least the 13th century. Formerly belonged to the Bishop of Lincoln, who also owned the Castle. In 1547 it passed from the Bishop to the Crown, and eventually into the hands of Fiennes family, Lords Sayc and Sele (Ferris *et al* 1991, 10). Charles Lampitt, John and William Riley in 1830 and Francis Kimberley in 1847 are known to have been millwrights or engineers at Banbury Mill (Foreman 1983, 134-5).

The mill at present is a much larger complex of buildings than was present in the 19th century. However, the main frontage onto the mill yard remains largely original. The earliest map evidence of 1857 (BWG 43.88) shows the main range with an extension to the rear, running alongside the millrace. This was in two blocks, an L-shaped block around the millrace housing the water wheel, with a southern range towards the canal presumably a later addition. By the time of First Edition Ordnance Survey Map further extension had occurred at the north of the range, and also to the rear, north of the millrace. No further alteration appears to have occurred in the 19th century. By the present day the buildings north of the millrace had been extended, covering the millrace which had been culverted by this point.

The 19th century history of the mill is associated predominantly with Thomas Staley. In 1821 the Mill was in the tenure of John and James Staley and it is known that steam power was supplementing the water wheel by this time. The lease on the mill was held by John and Thomas Staley from 1830-1845 and by Staley & Co. from 1846-1877. Staley also dealt corn and coal out of the mill (Rusher's Trade Directory). The expansion of the business in the mid 19th century necessitated the construction of Staley's Warehouse on land on the opposite side of the canal in the 1830s. This enabled the dry loading and unloading of canal barges, as the entire warehouse was built over the wharf. Thomas Staley was sufficiently wealthy that he had moved from premises in the mill house to the Horsfair (Kichin-Smith 1992, 20-21).

The company was wound up by Thomas Staley in 1877, and taken over the following year by Edmunds & Kench. In 1903 they became Edmunds & Kench Ltd. In the early 20th century the mill was converted to electric operation. It was sold to Messrs. E.J. Coombe of Tiverton in 1954, but continued under the name of Edmunds & Kench until the 1960s when it fell out of use as a mill altogether. In 1969 the mill was being used by Lampreys a firm of farm suppliers (Kichin-Smith 1992, 25). Corn was carried to the mill on canal barges even up to the 1920s (Kichin-Smith 1992, 25). However, it is clear that the use of motorised vans and the railway was becoming more prevalent in this period. George Bloomfield, the Banbury lock keeper between 1927 and 1942, remembers loaded lorries of Edmunds & Kench going into their premises on Banbury Wharf (BWG 9.85).

BANBURY INDUSTRIAL SURVEY

Village/Town/Parish: Banbury	PRN: 111
Site Name/Address: Mill Arts Centre	NGR: SP 4593 4072
Site Type: Corn mill	
Date:	Listed: No record held
Site Description: Water powered corn mill and foreman's house Interior features/fittings: Converted to Arts Centre. Evidence of mill race discernible; also use of ironstone for internal walling	
Site Significance: Formerly Stalley's Corn Mill? Warehouse now gone. Site of Bishop's Mill, formerly held by Bishop of Lincoln. Group value/association:	
Condition: Good; altered Use: Arts Centre. Disused as mill since 1950's Recording Priority: 5	
Documentation: Shown on 1st Edition 25" (1882) as 'Corn Mill'; also in 1900 and 1922. Banbury Directory (1882) lists Stanley and Co., Meal and Corn Dealers at the Mill (p.9 and 12) also J L Merry, Malsters so it was obviously in multi-occupation at this period. By 1895 Edmunds and Kench are listed as Mealmen and Corn Merchants at Banbury Mill (Banbury List & Directory, p.30).	
Recorder: C Rosier (OCC) and M Williams (RCHME)	Date: 17.08.95

Castle Street Zone:

Industrial 10, Rope Works (NGR: SP 4553 4081)

Architectural Description

Former rope works and owner's house (Plate 20). Mid 19th century with later alterations. L-shaped works, the main range aligned east-west facing south with a wing at the east end aligned north-south projecting to the south, and the former owner's house attached to the west also on an east-west alignment and orientated towards the south. The whole works buildings partially enclose a yard to the south. There was formerly a garden to the south of the house.

The rope works is built of red brick and has slate roofs. The brick bond is unusual, essentially four rows of stretchers to one of headers, but the rows of stretchers incorporate occasional headers, and the rows of headers occasional stretchers, placed at apparently random intervals. Main two-storey, nine-bay rope works building to the left with segmental-arched openings. Windows to ground floor and the two first-floor bays to the left. Mostly 20th-century windows, some openings have been slightly widened, all have inserted concrete or tile sills. Ground-storey doorway to far left, original details obscured by 20th-century surround and door; large 20th-century opening with sliding door to ground floor right; segmental-arched doorway to first floor right with 19th-century six-panelled door (upper two lights glazed). Brick buttress to left of centre.

Later extension attached to the right of the main building. Late 19th century. Red brick and slate roof. Two storeys. Large double doors to the left and central ground floor window and first floor large-pane sash window above. First floor boarded door to right.

This extension links the main block to the east wing. Red brick (modified version of English Garden Wall Bond) and slate roof. Two storeys. Three bays towards the courtyard; blocked segmental-arched ground floor windows, first-floor windows of different sizes with wooden lintels and tile sills. Carriage entrance to right with double doors and tiled canopy.

Over the main range a series of bolted king post roof trusses supporting a single pair of purlins. The trusses over the extension vary from the others in that they each incorporate a pair of raking struts between the tie beam and rafters.

The house (61-61A Castle Street; Plate 21) is early to mid 19th century with mid 20th century additions. Roughcast brick with slate roofs, and brick end stacks rebuilt in the mid 20th century. Three-storey, two-bay main block and flanking two-storey, single-bay wings with gable-lit attic. 20th century ground-storey extension across the whole of the south front. 19th century glazing bar sashes survive at second floor level.

Historical Description

Clearly present on the Tithe Map of 1842, as a long linear block, numbered plots 276 and 277. Its eastern extent is defined by the perimeter of the former Castle Moat.

Evidence from trade directories suggests that the rope works were established in the mid 1830s. John Wall, a rope maker from Neithrop, leased a house on Parson's Meadow Lane in 1825 (ORO Misc. Wragge I/iv/2-3). He is listed at Neithrop in 1834 but by 1837 his address has changed to Back Lane, from which Rope Walk at this time led (Rusher's Trade Directory). However, this may merely relate to a change in the borough boundary. The Wall family appears to have been associated with the rope works for some time and are mentioned in the trade directories up to and including 1861. James Wall, possibly a son, succeeded John from 1839-1855 (Banbury Trade Lists).

The properties of James Wall appear to have been divided between two sons, Thomas Wall and Ebenezer Wall. In 1864 Ebenezer Wall purchased Thomas' half share in the property, which he then entrusted to his son Jabez, who ran a rope works in Burford (ORO Misc. Wragge I/iv/6). Between 1856-1879 Thomas Wall was running the property in Back Lane (Banbury Trade Lists), with Ebenezer Wall running properties in Warwick Road and at 10 Butchers Row (1871 Rushers' Trade Directory). However, in John Langley's recollections of the late-Victorian and Edwardian periods in Banbury, he remembered Ebenezer Wall running the rope works, which he then entrusted, on his retirement, to his son-in-law C.J. Wiggins. After Ebenezer Wall died the business ended and his son returned to Banbury to use the premises as a wholesale depot for building materials (Langley 1966,43). The Alcocks took over from the Walls and developed the building business (Trinder *pers. comm.*).

The economic output of the rope works was closely linked to the adjacent canal. The principal products produced by the rope works were boat cords, for horse-drawn canal barges, and heavy ropes for tying sheaves of corn and hay to wagons. The passageway to the west of the rope works was used for twine curling (Langley 1966, 43).

The primary material for the production of rope was Hemp (*Cannabis Sativa*). The crop is cut, soaked in water to rot away the pithy core and then beaten to separate the fibre from the stalk. In the late-19th century some ropes used more exotic fibres, such as Manila hemp (*Musa textilis*) from the Far East, and sisal (*Agave sisilana*) from Central Africa (Sanctuary 1988, 3). Rope itself is made of yarn. 'Yarn is a continuous series of overlapping fibres twisted together so the force of friction grips them and makes the yarn strong' (Sanctuary 1988, 9). Two or more yarns spun together make twine, and rope is a series of twines spun together. Although yarn, twine and rope are made by machine today, traditionally it was made in a walk. The walk consisted of three pairs of hooks, often as much as 300 yards apart, which twisted the yarn. Horizontal bars were set up every few yards called 'skirders' that prevented the twine from sagging to the floor. Vertical pegs separated the yarn. At one end of the walk was the 'jack', which was rotated using a crank handle or later was machine driven. At the other end, the hooks rotated freely. The yarn was twisted using the crank. As this was done the rope maker took a 'top' (a conical wood block with three grooves for the yarn) and starting at the free end walked slowly along the walk towards the jack, with the rope forming behind him (Sanctuary 1988, 10-11). The passageway to the west of the rope works was called Rope Walk, denoting its initial use.

Housing 17, Terrace of Houses, 67-83 Castle Street (NGR: SP 4553 4078)

Architectural Description

Terrace of houses (Plate 22). Mid 19th century, but not of a single build. Red brick (Flemish Bond) with stone dressings, slate roof and brick ridge stacks. Aligned east-west facing south and numbered from west to east. A gap separates 67-71 from the other houses, though unfinished brickwork to the rear suggests that the terrace was originally intended to continue beyond. In addition, there is a straight joint between 79 and the adjoining buildings (77 & 81).

Two storeys over basement. Two bays width (windows to left and door to right or vice versa). Front doors with rectangular overlights approached by flights of stone steps, cast iron railings with fleur-de-lis heads and vase finials flank the steps and enclose small sunken forecourts. Gates open to flights of steps leading to the basements. Windows are four-pane sashes with stone sills (73-77 have a brick sill band) and lintels; the latter have raised and vermiculated keystones (79 has plain keystones).

Historical Description

The terrace houses are on Castle Street, formerly known as Back Lane. The realignment of Back Lane post-dated the 1842 Tithe Map, but occurred shortly afterwards. It is likely the houses were part of the speculative housing boom of the 1850s in this area of town. According to the census records of the 19th century, the houses were predominantly occupied by working class people that included drapers, labourers, plush weavers and washerwomen (1851 Census).

Assessment of documentary sources

This study assessed evidence from historic maps, aerial photographs, primary and secondary documents, including the comprehensively-referenced Victoria County History of Oxfordshire (1972), numerous articles in *Cake and Cockhorse*, national historic buildings lists, and the Sites and Monuments Record. Primary documentation within the Banbury Local Studies Centre, Oxfordshire County Record Office, Oxfordshire Local Studies Centre, British Waterways Archive, National Monuments Record and the University of Birmingham Library was consulted.

Large scale map coverage of Banbury is limited to the Tithe Map of 1842, a map of the town compiled for the evangelical campaign of the Reverend William Wilson in the early 1850s (ORO MS DD par Banbury a 5[r]) and editions of the Ordnance Survey 25" and 50" from 1882 onwards. Two earlier maps of the town from 1825 and 1838 are not detailed enough to be of use to this survey. Historic maps provide an overview of the historic development of the Study Area and date-ranges for the establishment of street patterns and subsequent maturing morphology of individual street-blocks and of the properties within them. Numerous illustrations and aerial photographs were consulted, and provide a rich and important source of detailed topographical and building information, often of street scenes and buildings which have since been swept away by redevelopment.

By the 18th, and particularly the 19th, century documentary sources become prolific, such that the researcher has to try to take a representative sample. In general, primary sources were evaluated in order to gain a qualitative impression of the later development of the area. Trade and Post Office Directories were sampled to provide information about the use of buildings and the occupations of their inhabitants. Legal papers in the Stockton and Fortesque collection (ORO) were sampled including a small number of property deeds that contained useful topographic information. The 1851 Census was also consulted, as were 19th century registers of building plans. A great deal of detailed topographic information is contained within various histories of the town and articles and adverts from local newspapers. While this source of evidence needs to be treated with some caution, sometimes it can provide vital snippets of information based upon first-hand observation of the town one hundred, or even two hundred, years ago.

Key to location of sources (in alphabetical order)

BWG British Waterways Archive, Gloucester
LSB Local Studies, Banbury
ORO Oxford Record Office

Primary sources

- 1825-64 Documents relating to nine gardens in Newlands (ORO Misc. Wragge
1/iv/1-6)
- 1834 Court Proceedings re. H. Ward, Cherwell Street (ORO B.B.XXII/ix/1, 5-7, 20,
26)
- 1835-6 Court Proceedings re. S. Horsey, Bridge Wharf (ORO B.B.XXII/xi/
32,34,36b)
- 1837-91 Rushes Trade Directory (LSB)
- 1841-91 Census Returns (LSB)
- 1843 Court Proceedings re. J.B. Lamprey, Bridge Wharf (ORO B.B.XXII/xi/58)
- 1844 Court Proceedings re. G. and R. Cave, Old Town Hall Wharf (ORO B.B.
XXII/xi/70)
- 1844 Court Proceedings re. J. Skinner (ORO B.C.V/i/2-4)
- 1845 Court Proceedings re. G. and R. Cave, Old Town Hall Wharf (ORO B.B.
XXII/xviii/19)
- 1849 Documents relating to mortgage of land in Cherwell Street for J. Cullis and
E. Woodhouse (ORO B.B.XXV/iii/5)
- 1850 Reference to the Oxford-Banbury Line (ORO C.H.CXXII/1)
- 1852-55 Volume of Building Plans (ORO B.B.LVIII/1)
- 1853 Advertisement for Samuelson's Patent Piggling or Forking Machine (ORO
Misc.Minn.IIc/1)
- 1855 Court Proceedings re. H. Ward, Cherwell Street (ORO B.B.IX/i/1)
- 1856 Court Proceedings re. H. Ward, Cherwell Street (ORO Misc.TW.I/iii/1)
- 1864-73 Notices regarding Banbury and Cheltenham, Northampton and Banbury, and
Chipping Norton and Banbury Railways (ORO Bor1/33/N/1)
- 1875 Agreement for the construction of a bridge over the canal to the Britannia
Works (ORO B.B.XL/i/1)
- 1888 Details of the rateable area of Banbury Borough (ORO B.B.XX/ii/12)
- 1927 Notes taken in interview with George Bloomfield, lockkeeper at Banbury Lock,
Oxford Canal from 1927-1942 (BWG 9.85)

Aerial photographs

National Monuments Record Aerial Photographs

NGR Index No.	Flight Survey	Frame	Date Flown	Description
SP 4640/3	CCC 5255	1493- 1496	27 Oct. 1932	Vertical
SP 4540/14	CCC 5255	1497- 1508	27 Oct. 1932	Vertical
SP 4640/1	-	-	Mar. 1970	Oblique

Simmons Aerofilms (SA) Photographs in Oxfordshire Local Studies Centre (OCL)

SA ref: C15318; OCL 75/3158; 1924

SA ref: 28262; OCL 75/3144; 1929

SA ref: C5772; OCL 75/3161; 1929

SA ref: R5564; OCL 75/3295; 3.5.1939

SA ref: R10638; OCL 75/3297; 16.4.1949

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Figures and Plates

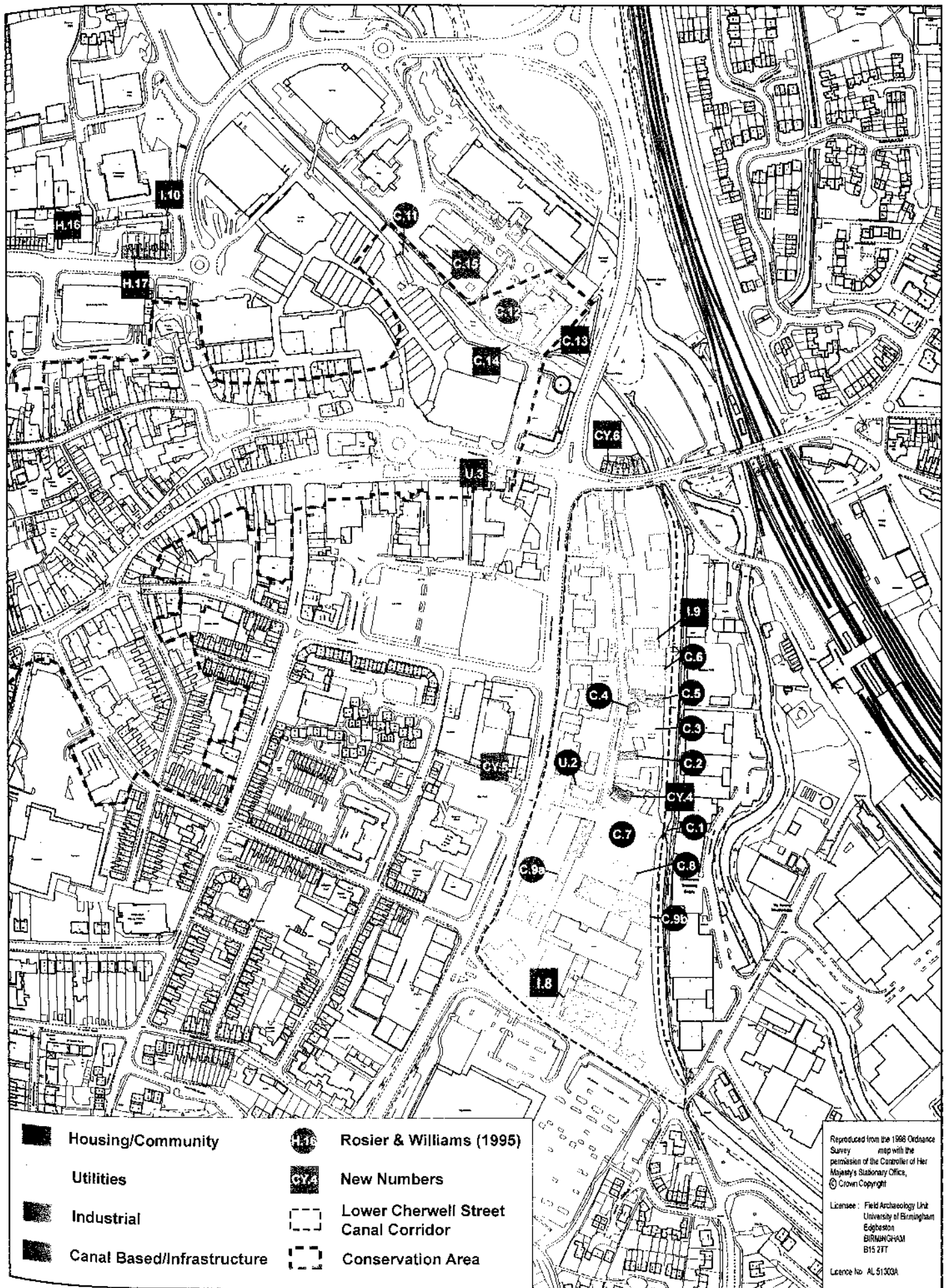


Fig.1 The Survey Area

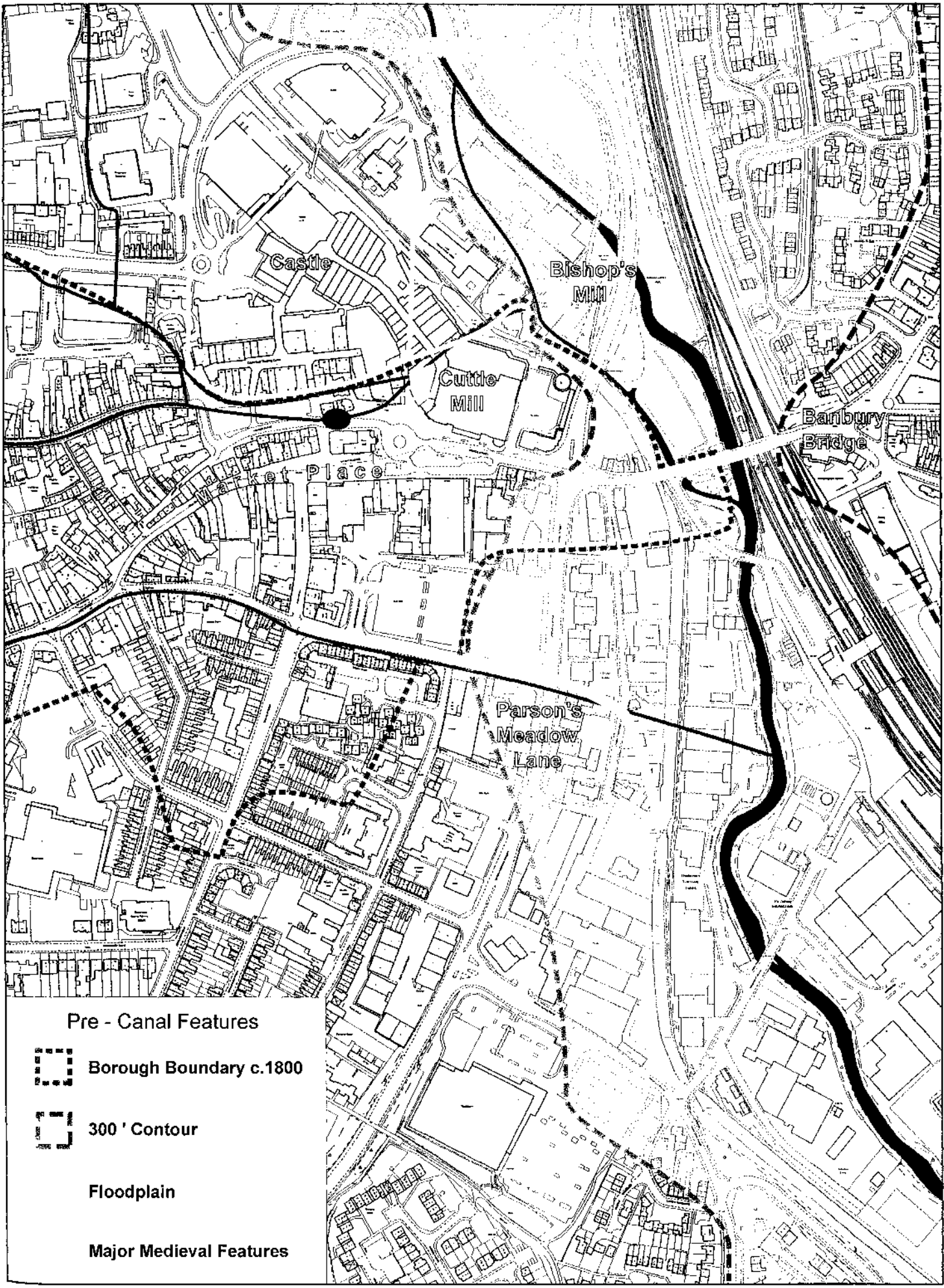
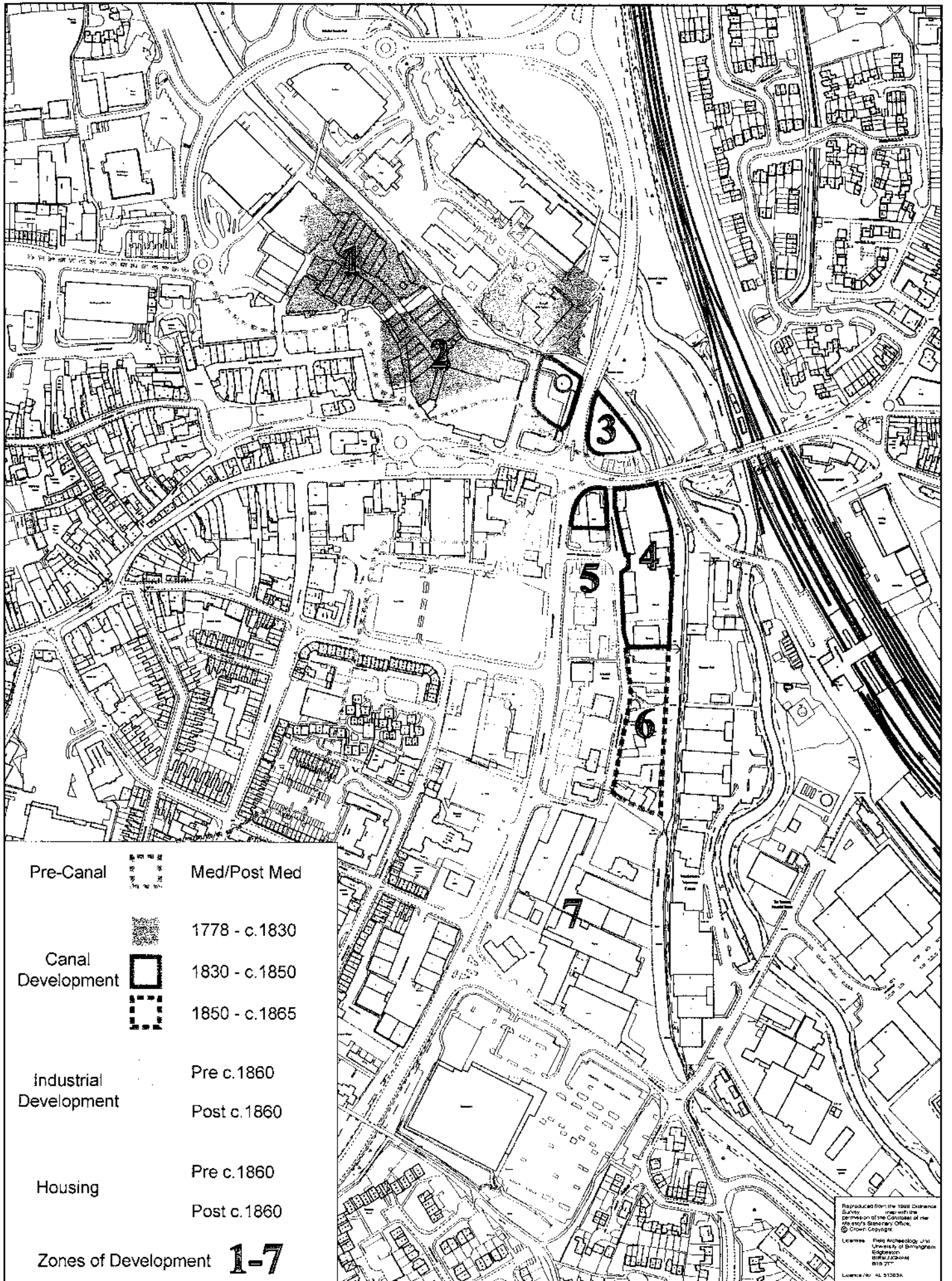


Fig.2 Topographic Framework



Pre-Canal		Med/Post Med
		1778 - c.1830
Canal Development		1830 - c.1850
		1850 - c.1865
Industrial Development		Pre c.1860
		Post c.1860
Housing		Pre c.1860
		Post c.1860
Zones of Development	1-7	

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Fig.3 Zones of Development

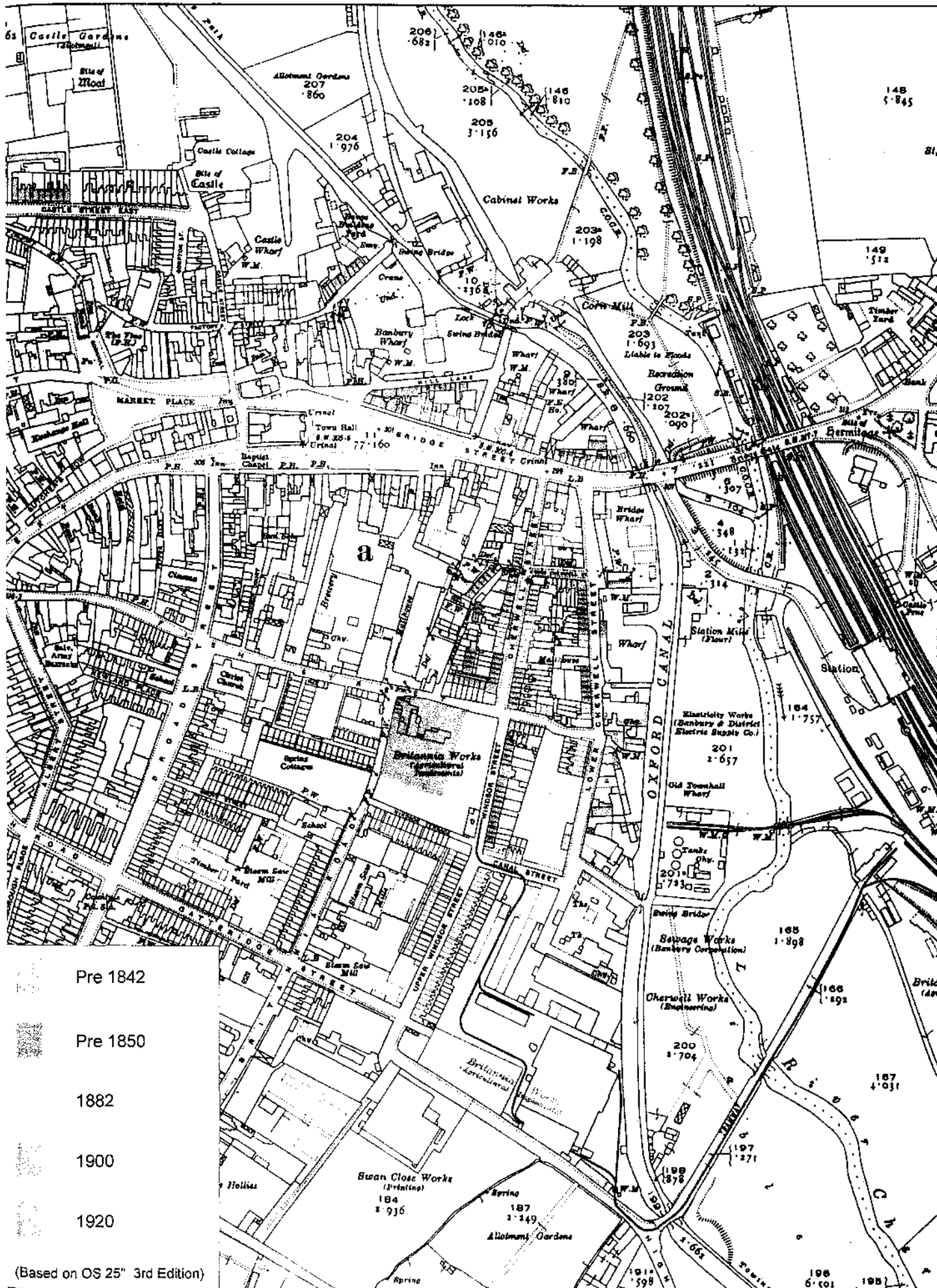
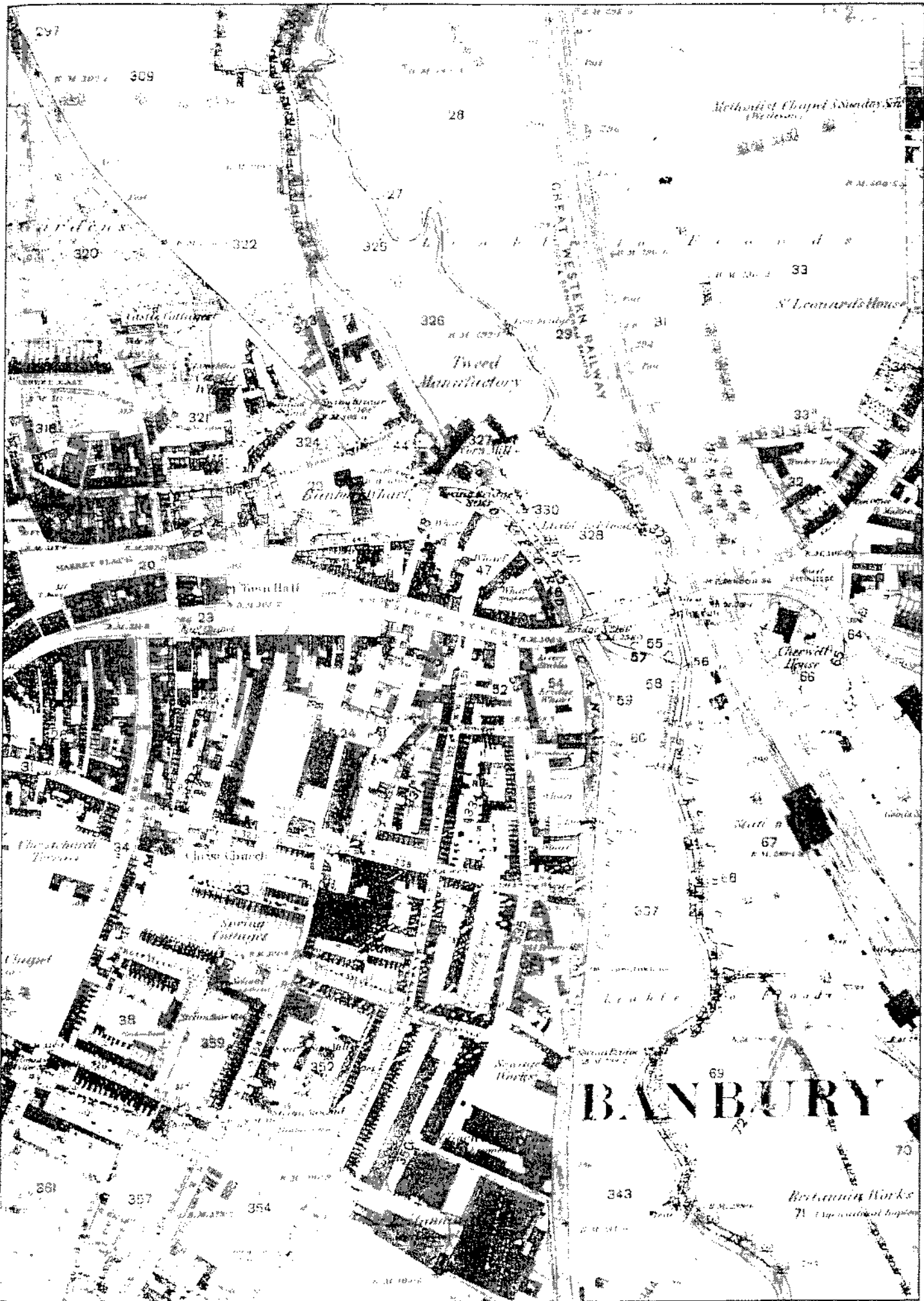
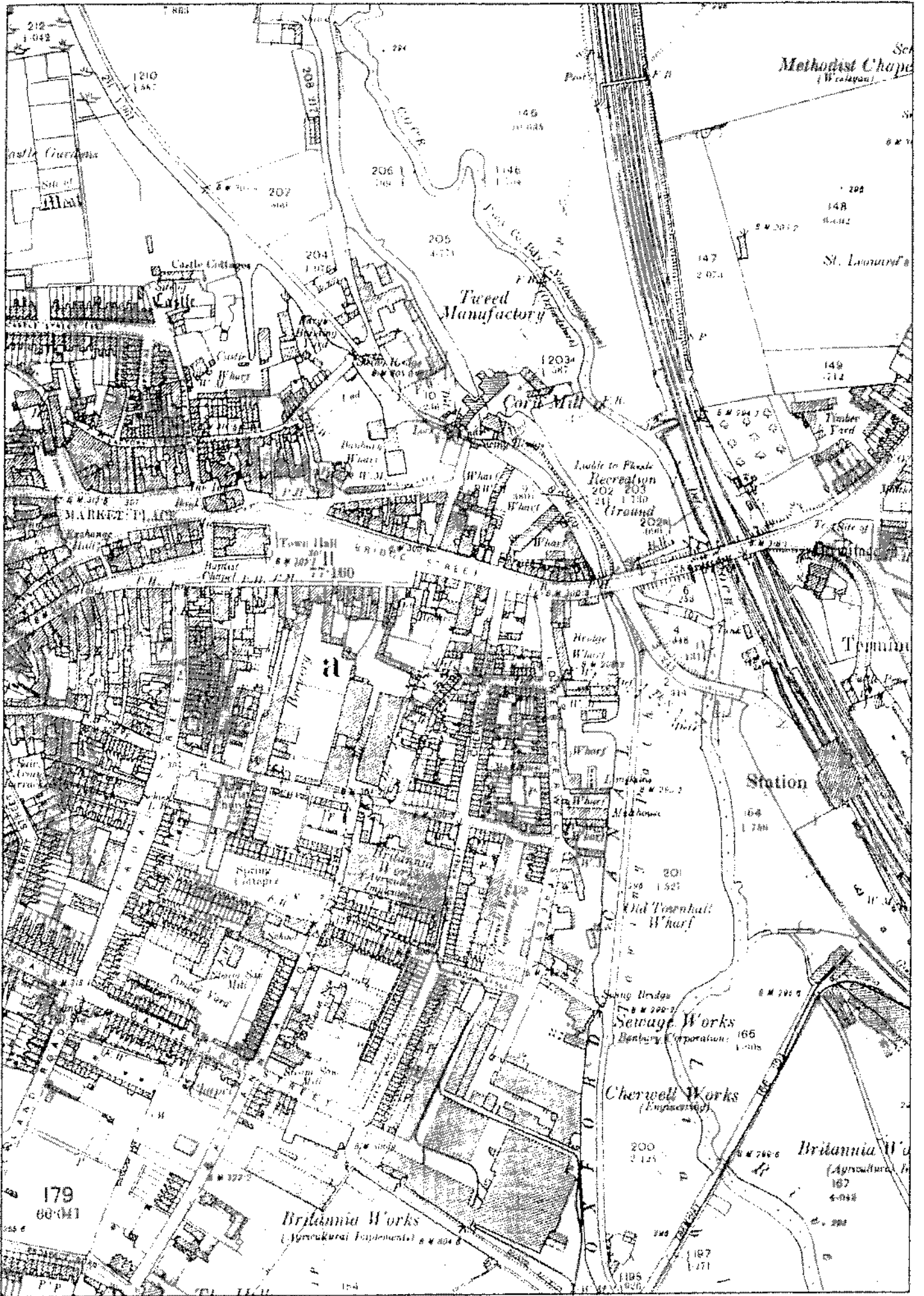
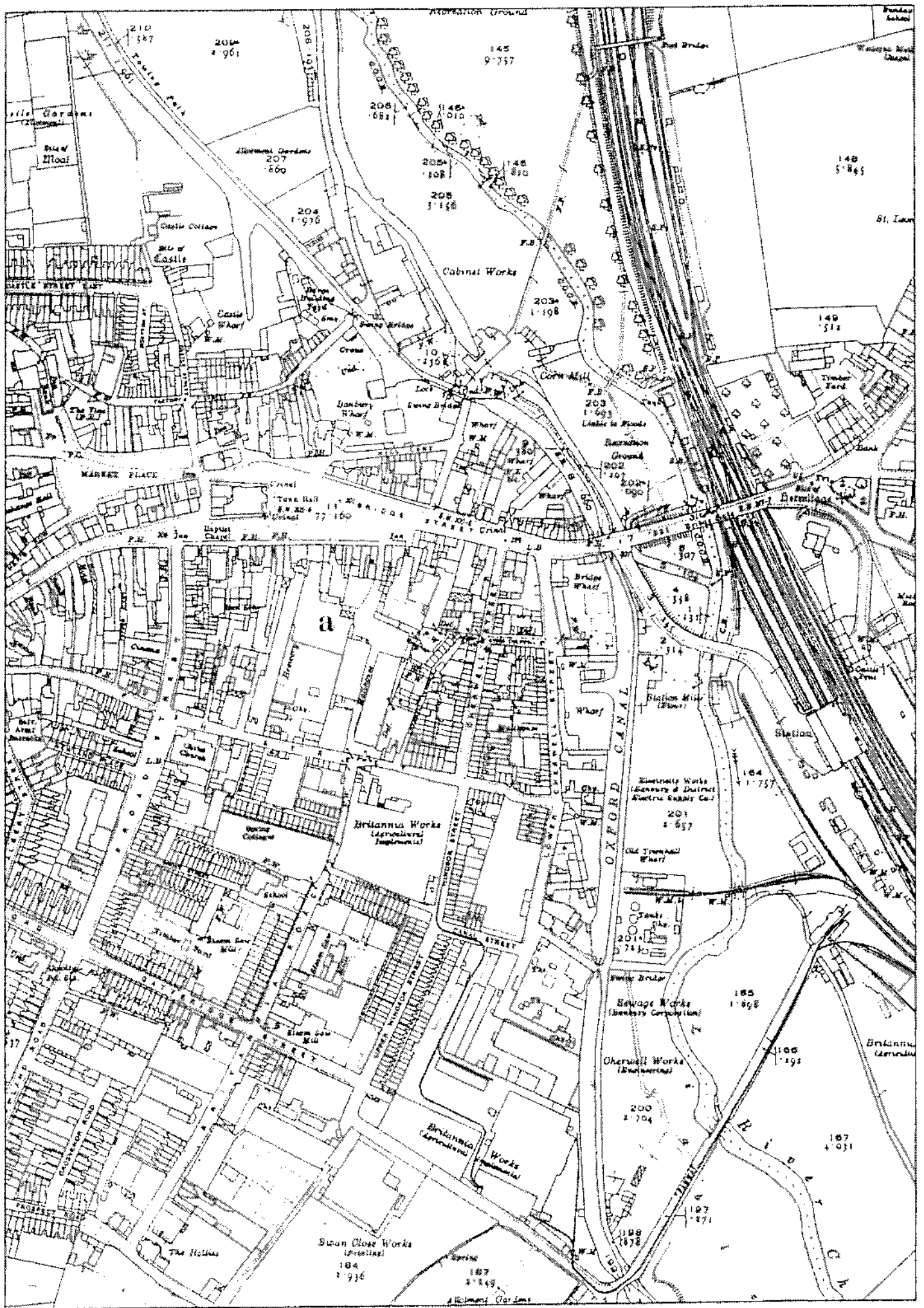


Fig.4 Detailed Chronological Development

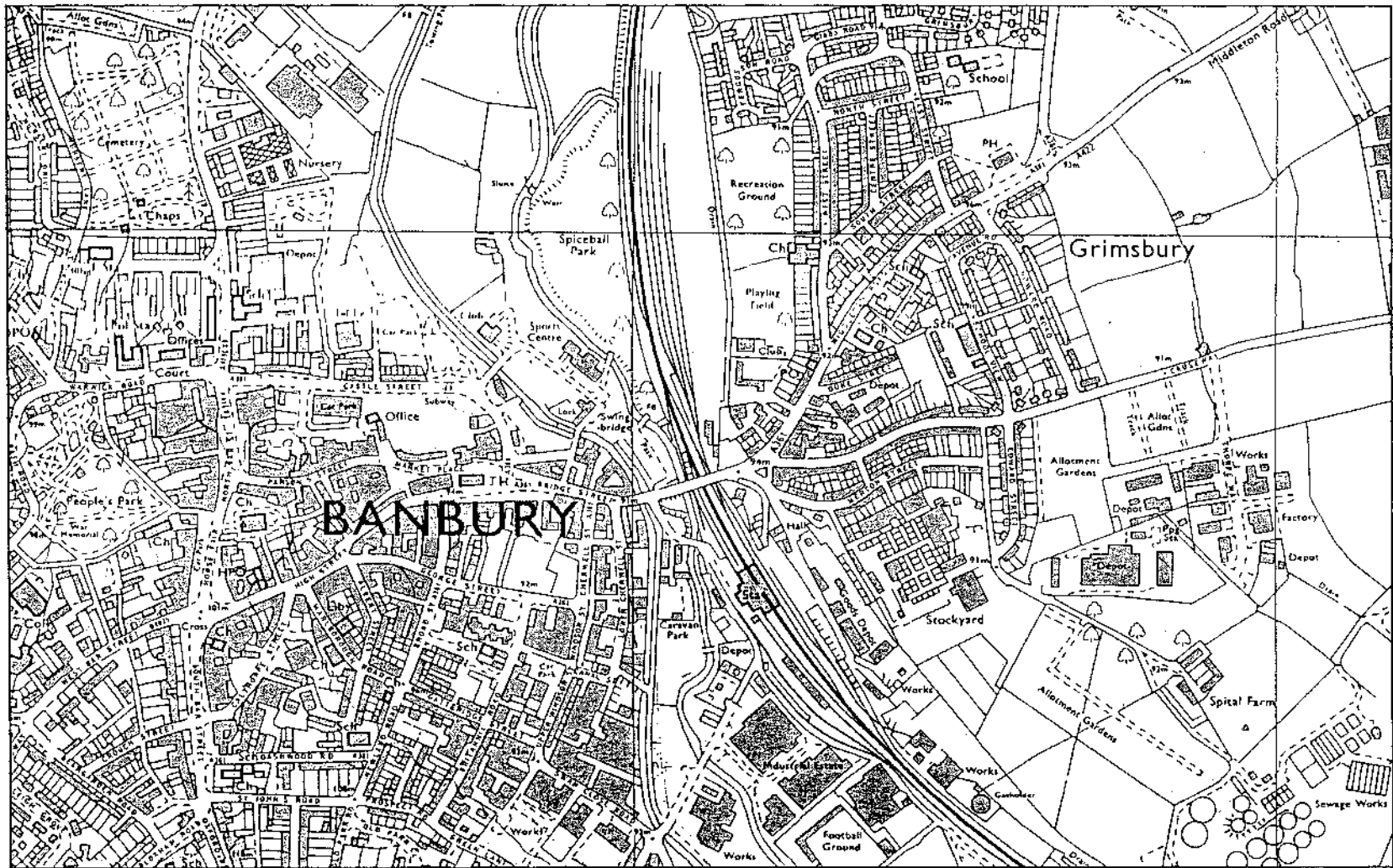








1955



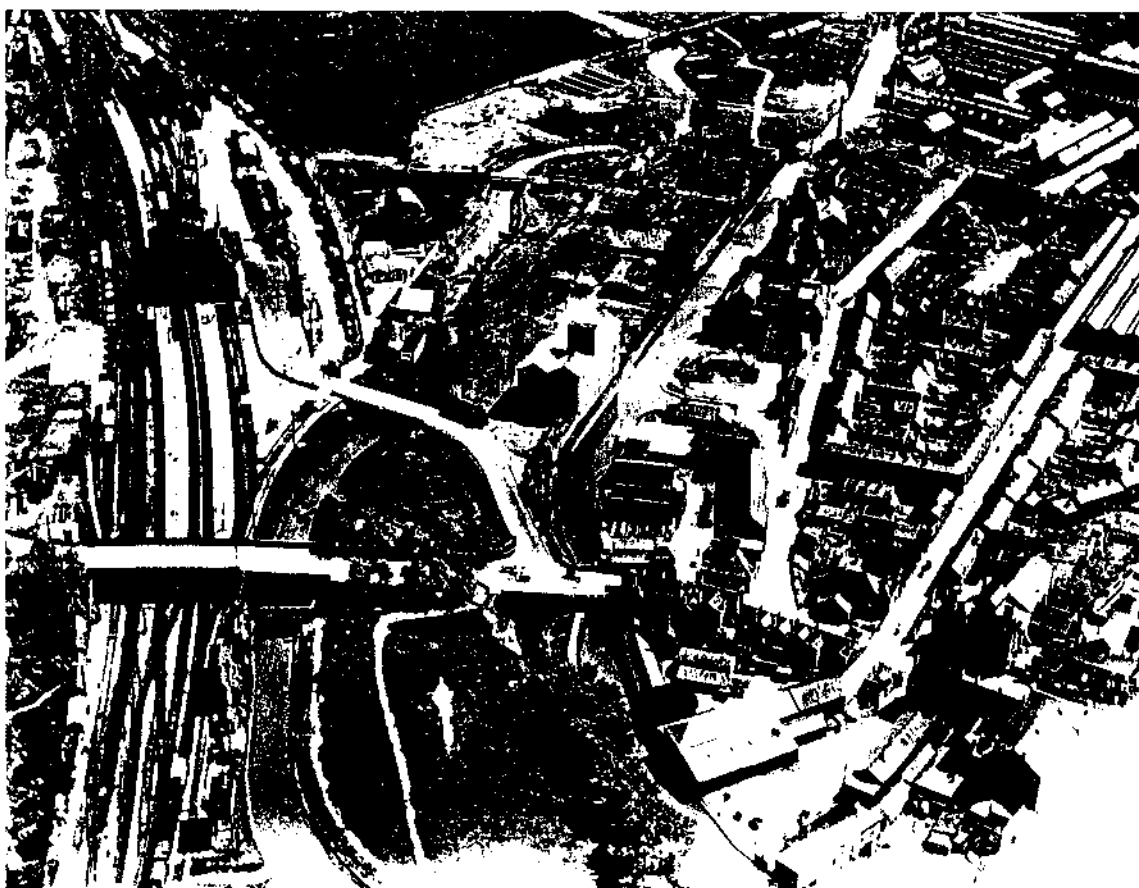
1978



AP.1



AP.2 1920



AP.3 1924



Plate 1



Plate 2



Plate 3

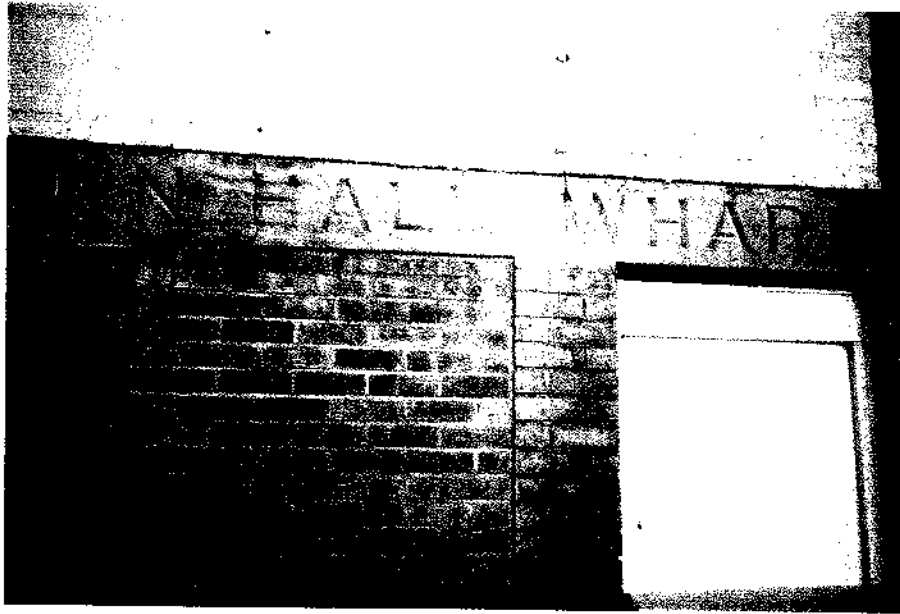


Plate 4



Plate 5

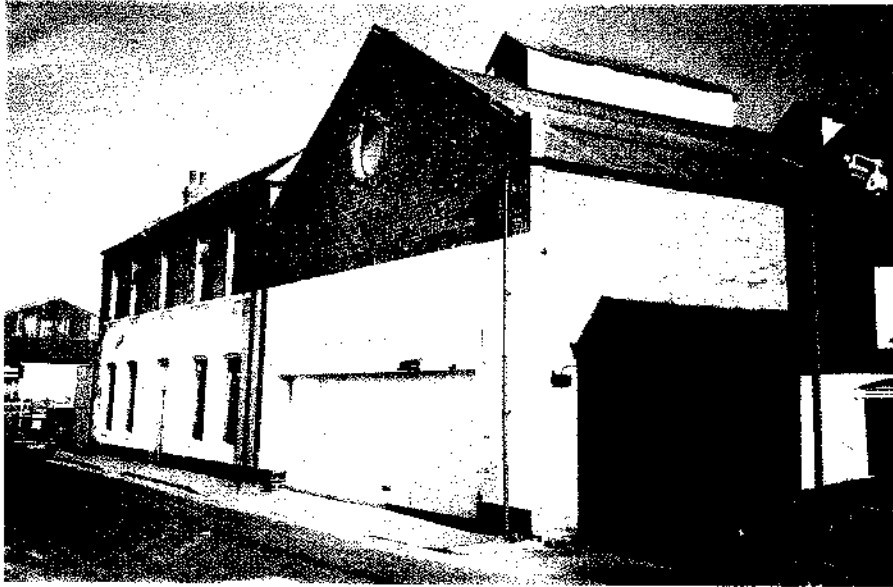


Plate 6

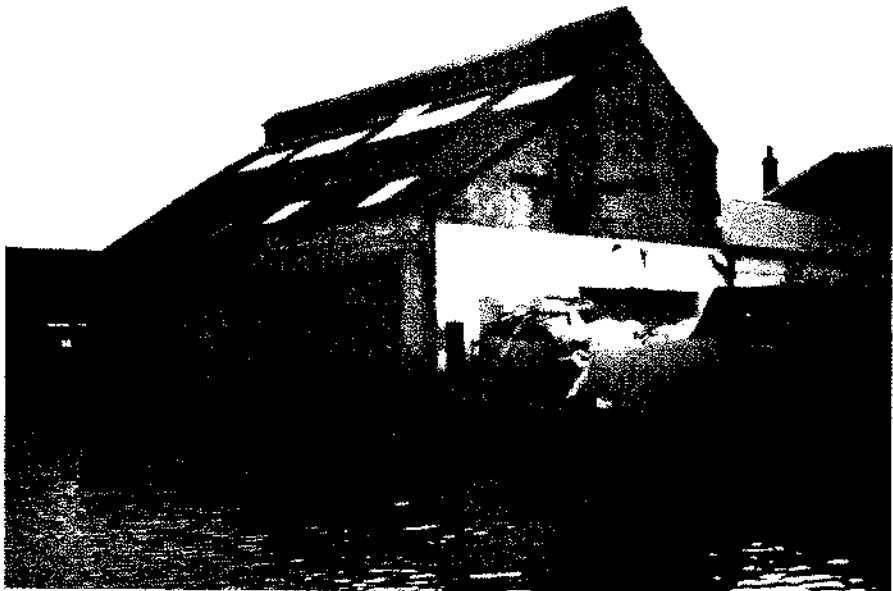


Plate 7



Plate 8



Plate 9



Plate 10



Plate 11

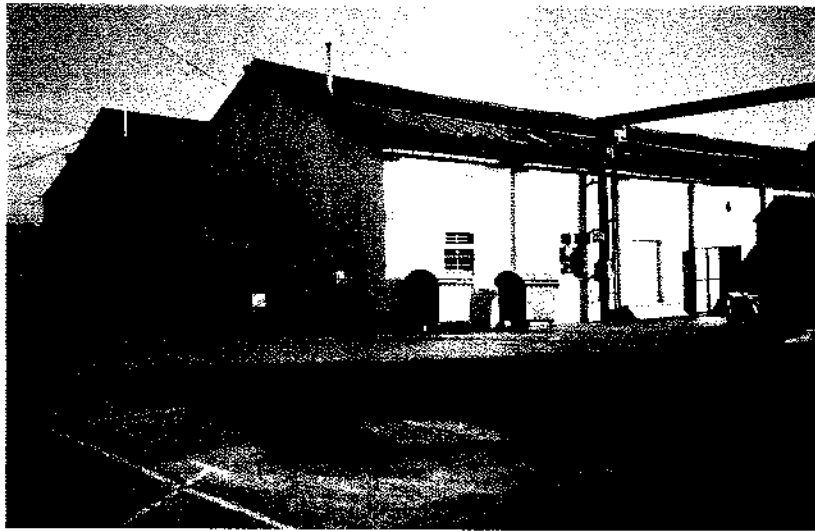


Plate 12



Plate 13

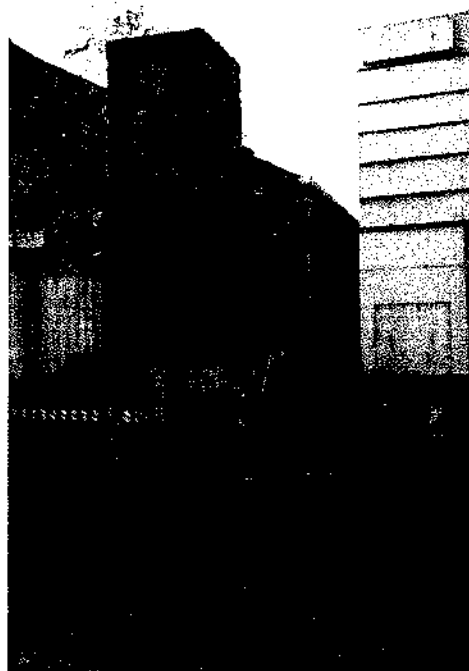


Plate 14

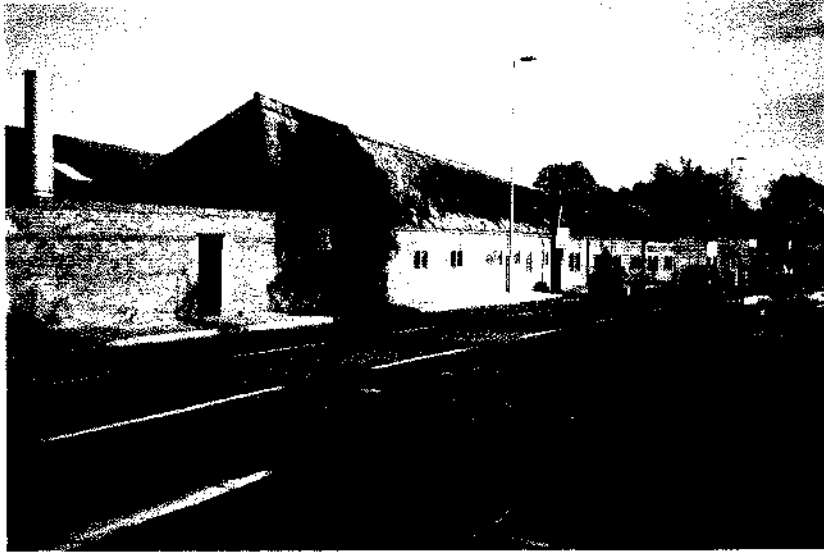


Plate 15



Plate 16

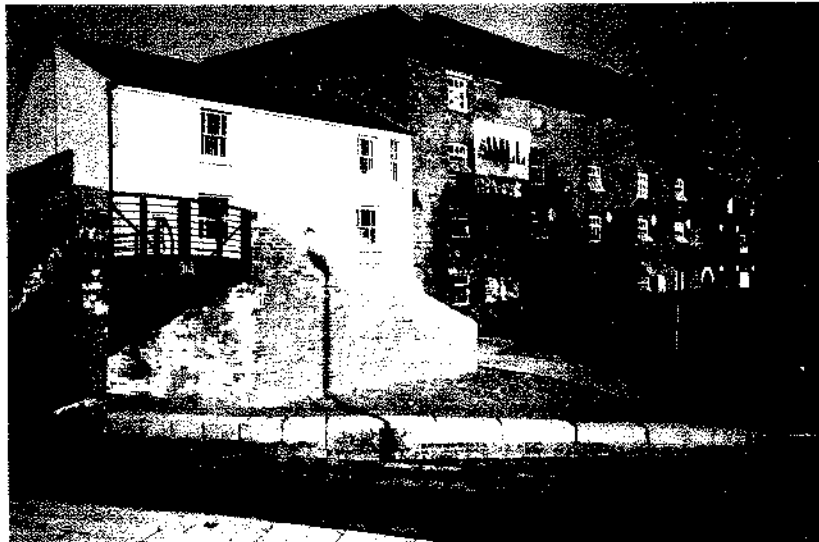


Plate 17



Plate 18



Plate 19



Plate 20



Plate 21



Plate 22



Plate 23