

Archaeological Monitoring during redevelopment of The Bridge Restaurant, Norwich Road, Wroxham, Norfolk



Prepared on behalf of
Wroxham Bridge Developments Ltd

Giles Emery
June 2017

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Job Ref: NVC16/332

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NORVIC archaeology

 www.norvicarchaeology.com

 01603 494685

 giles.emery@norvicarchaeology.com

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Archaeological Monitoring during redevelopment of The Bridge Restaurant, Norwich Road, Wroxham, Norfolk.

Location:	Wroxham
Grid Ref:	TG 3028 1812
NHES Event No:	ENF141255
Dates of fieldwork:	14 th September to the 10 th November 2016

1.0 Introduction

Norvic Archaeology was commissioned by Mark Eames of Wroxham Bridge Developments Ltd., to undertake archaeological monitoring during the redevelopment of the riverside site (new building footprint of c. 300m² within a c. 0.1-hectare plot) of the former Bridge Restaurant.

The site is directly adjacent to the Scheduled Monument of Wroxham Bridge (NHER 8425), the core of which is a 17th-century brick structure with stone face work, itself a rebuild of a 16th century bridge. A bridge may have existed at this site since medieval times, possibly the antecedent of an earlier crossing point, and any groundworks here have the potential to elucidate on post-medieval and earlier land use history.

The archaeological monitoring was undertaken in accordance with a brief issued by the Historic Environment Service (HES Ref: CNF46776_4) on behalf of the Broads Authority (Planning Ref: BA/2016/0213/FUL) and in consultation with Historic England. The aim of the monitoring was to assess the presence/absence, date, nature, and extent of any buried archaeological remains and features. This report presents a brief description of the methodology followed, the results and an archaeological interpretation of the monitoring works.

2.0 Summary of Results

The groundworks were minimal and upper deposits exposed by the work consisted of 19th to 20th century make-up. Driven piles encountered harder ground at depth of c.6m but the nature of the subsurface deposits specific to the site remain unknown.

A 19th century building contiguous to the north-western side of Wroxham Bridge was demolished, which partly exposed the fabric of the bridge. The function of the demolished building remains uncertain, although it pre-dates the former timber sheds which formed the bulk of the restaurant by as much as a century – appearing on the tithe plan of c. 1840. The building was erected upon a well-constructed brick raft and may have served as a storage building. It has been referred to by a local resident and former landowner as an ice-house. It may also have once served as a toll or watchmen's house; a blocked arched 'window' or low doorway in the upper story of the structure looked directly down the approach to the bridge and its aspect and dimensions mimic that of a probable tollman or watchman's shelter up the River Bure at Meyton Bridge.

The bridge fabric was observed to be of mostly 19th century brick, with some ashlar (refaced) and modern cement render scored to mimic ashlar joints (which may mimic weathered stone behind). This suggests that this section of the bridge was subject to a significant phase of rebuilding and remedial work in the 19th century, which pre-dated the widening of the bridge in 1897, with modern remedial work undertaken to repair/disguise the surviving limestone facing. Just above the waterline, earlier bricks and several neat ashlar blocks may be part of either the original early 17th century fabric or relate to 18th century remedial work.

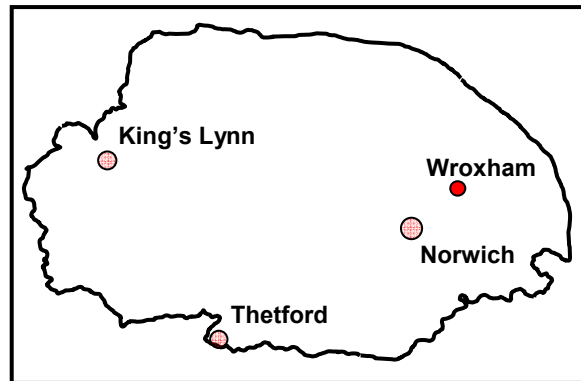


Figure 1. General Site Location Plan.

3.0 Geology and Topography (Figure 1)

The site is located against the western side of the River Bure, where it runs through the town of Wroxham. A riverside restaurant has existed on this site for many years within single storey timber buildings that extend off a smaller brick building contiguous to the bridge itself.

The deep underlying geology is Upper Chalk bordered by Crag Group sands and gravels of the Quaternary period. Superficial deposits of the immediate river channel are Breydon peat formations, formed up to 2 million years ago in the Quaternary Period, overlain by historic peat and riverine deposits.

A data review of localised borehole archives includes logs on the riverside of Station Road, (c. 150m north) which record up to 2m of made ground and silty rich and peat deposits sealing sandy and chalky gravels, with hard chalk reached at c. 6 to 8m below the modern ground level - Geology of Britain Viewer at a scale of 1:50 000. (<http://mapapps.bgs.ac.uk/geologyofbritain/home.html>).

4.0 Brief Archaeological and Historical Background (Figures 1 & 2)

Wroxham is a parish located c.10km to the north-east of Norwich in the Broadland Local Government District, situated on the southern bank of the River Bure. The village of Wroxham is a relatively large settlement located within the Norfolk Broads on the southern side of a loop in the middle reaches of the River Bure. It blends with the village of Hoveton on the northern side of the river.

The now demolished buildings which served as The Bridge Restaurant were subject to a Level 2 Historic Building Record (Callaghan 2016) as a requirement of the planning application, which focused entirely on two conjoined early to mid-20th century single storey timber sheds. The building date was suggested to be sometime after 1906 as both buildings appear in their current plan on the OS map from 1938. They were not traditional boat sheds and it is likely that they may have been constructed for the boating/tourist industry such as storage or boat hire administration.

The small brick building which is contiguous to the north-western side of Wroxham Bridge (a Scheduled Monument: Norfolk SMR 268, Historic England entry No 1003966; NHER 8425) pre-dated these sheds and appears on the c.1840 Tithe plan and on the 1st Edition OS plan of 1882.

Wroxham Bridge is a single arch red-brick-built bridge, partly faced on both sides with stone which replaced an earlier structure (possibly entirely of wood), which is believed to have stood from c.1576 when county levied funds were raised to rebuild a pre-existing bridge here. Date stones on either side of the existing bridge are now near illegible but bore the date 1619. The south-east side of the bridge appears to have been significantly widened using dark brick in 1897, with the stone facing having been reset. Brick parapets appear to date to the 19th century phases of work. A bailey bridge (i.e. a prefabricated truss bridge) was erected over the original in 1969, itself replaced by the current umbrella bridge in 1992.

A search of HER entries recorded within a 500m radius of the site returns 20 records. The site is located at the margins of medieval peat cuttings that formed the Bridge Broad (NHER 13518) and possible prehistoric activity may be indicated by the occurrence of a human skull with cut marks recovered from the peat close by (NHER 13158). Local rumours of bog bodies within the riverside peats have been noted, which may have been encountered during the mid-20th century works for the footbridge (NHER 41908). WWII pillboxes are also recorded along the riverside, marking the bridge crossing (NHER 32579 & 49167).

Sites in the immediate proximity or of particular relevance or interest which fall in close proximity to the site include:

The following information has been sourced from the Norfolk Historic Environment Record (NHER)

NHER 8425: Wroxham Bridge - Scheduled Monument - 268. This is a single arch brick-built bridge with a now illegible datestone of 1619, faced in stone on each side. Parts of the original brickwork remain on the northwest side, but black brickwork on the southeast suggests an 18th or 19th century widening of the structure, the stone facing on that side being reset. Further work was carried out in the 19th century. A Bailey bridge was erected over the original bridge in 1969, this itself being replaced by an umbrella bridge in 1992.

A single arch brick built bridge with a date on it of 1619. The structure itself is probably originally of that date, but it may have been partly rebuilt early in the eighteenth century. Information from (S1).

J. Allen (NLA), 17 April, 2002.

September 1982. Visited.

Faced in stone on each side in vaguely classical style. On keystone to southeast is an illegible date said on schedule (S2) to be 1619. Underside of arch is in red brick to northwest but black brick to southeast; former seems original of 1619, latter is probably part of 18th century widening suggested by Department of the Environment, the stone facing on this side being reset. Traces of 18th or 19th century brick parapets but modern iron ramp now covers top and footbridge alongside on southeast.

E. Rose (NAU), September 1982.

A country rate was levied in 1576 to rebuild the bridge according to D. Diamond (UEA lecturer). Story that the stone came from St Benet's Abbey, and that the parapets bore a date in the 1890s, recounted in (S3); chairman of parish council states that council minute books show clearly that bridge was widened in 1897 at a cost of 300 pounds, and not in 18th century. Coping stones now in Broadland District Council depot.

E. Rose (NAU), 23 March 1984.

(S4) and (S5) in file.

Since the construction of the new footbridge further away to the southeast and the replacement of the ramp, a closer inspection is possible of the southeast face. The date is now completely weathered away. The present brick parapet on this side is totally 19th century. Some of the coping stones have been reset on top of it.

E. Rose (NLA), 31 May 2005.

(S1) Scheduling Record: Corbishley, M.J.. 1983. AM107.

(S2) Scheduling Record: English Heritage. Scheduling Report.

(S3) Article in Serial: Millican, P. 1938. The Rebuilding of Wroxham Bridge, 1576. Norfolk Archaeology.

(S4) Newspaper Article: Eastern Daily Press. 1984. Old bridge stones sought. 26 January.

(S5) Newspaper Article: Eastern Daily Press. 1984. [Article on the history of the Wroxham Bridge].

NHER 41908: 'Bog bodies' at Wroxham Bridge footbridge. Local rumour has it that when the footbridge beside Wroxham Bridge (NHER 8425) was built, 'bog bodies' were found. [c. 25m S]

NHER 8424: Human remains. In 1959 a human skull with cut marks was discovered around 1m deep in a peat in the bank of the River Bure. Its date is uncertain. [c. 40m N]

NHER 13518: Bridge Broad, medieval peat cuttings. This broad was partially filled in for the railway embankment that now cuts it, but is known to have been a medieval peat working. It is referred to as 'Little Broad' on Bryant's map of 1836. [c. 100m W]

NHER 32579: Site of a World War Two pillbox. This is the site of a World War Two pillbox, probably of the common type 22, once situated to the southwest of the bridge. It was demolished in 1944. [c. 40m S]

NHER 14927: Part of post-medieval watermill, Hoveton St John, north of Wroxham bridge. A small red brick building and a long single storey building, now a chip shop, running to the road. It is probably the remaining fragment of a larger 19th century watermill set over a mill run which formerly passed through an arch underneath. A 19th century photograph of Wroxham Bridge shows a large mill-like building in the back-drop with lucams on two elevations (i.e. over the river and road) and a tall chimney. It would appear that the present building is simply a fragment of the original. [c. 80m ENE]

NHER 49167: Site of a World War Two pillbox. A World War Two pillbox is visible adjacent to the River Bure on 1946 aerial photography. It appears to have been a common hexagonal type 22 pillbox and had been demolished by 1963. [c. 100m S]

NHER 56149: Site of 19th-century hollow post drainage windmill. This is the site of a timber hollow post drainage windmill marked on late 19th century maps, located on the south-western edge of Bridge Broad (HER13518). [c. 300m W]

NHER 15938: Site of post-medieval brick kiln. This is the site of a post-medieval brick kiln adjacent to the River Bure marked on the 1836 Ordnance Survey map and a map of 1826 in the area of Staithe Way Road. [c. 325m S]

NHER 32921: Bronze Age flint find. An Early Bronze Age flint barbed and tanged arrowhead was found in a garden of a property off Horning Road in about 1967. [c. 325m NE]

NHER 29148: Prehistoric flints & Medieval pottery. Prehistoric flint flakes and a scraper, a Neolithic arrowhead and a fragment of late medieval pottery were found in a garden off the B1354 in 1992. [c. 400m NE]

5.0 Methodology (Figure 2 &3)

The objective of the archaeological monitoring was to record any archaeological evidence revealed during the groundworks and removal of extant structures immediately adjacent to the Wroxham Bridge.

Spoil, exposed surfaces and features were scanned with a metal detector (Minelab XTerra 705). All metal-detected and hand-collected finds were retained for inspection, other than those which were obviously modern.

All archaeological features and deposits were recorded using Norvic Archaeology *pro forma* sheets. The trench location, plans and sections were recorded at appropriate scales and digital images were taken of all relevant features and deposits.

All levels were calculated from a detailed topographic survey supplied by the client (Plandescil consulting engineers, drwg ref: 20759/001).

Following demolition and clearance of the former restaurant buildings to ground level, Norpile Ltd. began driving piles (to depths of c. 6m), with minor ground scraping (maximum of 300mm) across the rear part of the site. Ring beam depths were limited to between 200mm to a maximum of 500mm (at the rear of the site) to stay at or above the subsurface water table.

During the programme of pile works, retention of the 19th century brick structure was reviewed, which was revealed to be in a poor state and in danger of collapse. The remains of this brick building were subsequently demolished and the pile plan extended into its former footprint (Planning Variation Ref: A/2016/0354/COND | Variation of conditions 2 and 9 of permission BA/2016/0213/FUL). Clearance of both the main building and the 19th century structure revealed part of the north-west elevation of Wroxham Bridge down to the waterline. The brick building was subsequently rebuilt in modern brick in the same general form as part of the new development.



Plate 2: Completed footings (looking NE)

6.0 Results (Figures 3 & 4) (Appendix 1a)

- **19th to 20th century make-up**

The ground scrape and shallow ring beam trenching work encountered a gravel rich dark-grey clay-silt (01) with lenses of clinker and moderate quantities of 19th to 20th century brick and pan-tile fragments. At the front area of the footprint this deposit became silt-rich and more heavily waterlogged.

- **19th century brick building**

Following demolition of the 19th century brick building (see Plate 1) reduction of the footprint of this structure partly revealed a fine-silt covered brick floor (02) directly below the modern concrete floor. The bricks were unmarked and unfrogged of standard Norfolk-red type and the fine-silt layer above (03) can be interpreted as a flood deposit. Further groundworks here showed that the floor was part of a brick platform or raft which made use of a calcareous off-white mortar (04). The platform was four thick and was much cracked and warped.

The brick platform was built upon an imported layer of mid orangey-yellow clay-rich sand (05) of 0.3m depth, which contained occasional chalk lumps and flints. This make-up sealed a waterlogged make-up deposit of mid-grey silty-clay with occasional 19th century brick fragment inclusions (06).

The small 19th century brick building measured c.4.8m by 8.8m and appears on the 1840 Tithe plan. Its brick construction on the very edge of the riverside required considerable ground consolidation – including the investment of large numbers of bricks to provide a raft-like platform to support the structure. The function of this building remains unclear, although it has been mentioned by a former owner of the site that it was usually referred to as a former ice-house. Although the form of the building could lend itself to any type of secure storage, the height means it could have worked as an imported ice store or cold-store for perishable produce such as fish or meat. On the tithe plan of c. 1840 it is coloured a dark-grey i.e. indicating an uninhabited building.

A brick blocked arched ‘window’ in the upper part of the building measured over 1.5m in height and could have served as an upper access into this relatively high building (c. 4m with a penticed roof). Alternatively, the aspect of this opening and its position immediately adjacent to the bridge is suggestive of a possible toll or watchman’s house. Meyton Bridge at Little Hautbois, further up the River Bure (c. 6km north-west) was photographed by George Plunkett in 1965, (image ref: [4916]1965-07-31). The current brick bridge (NHER 7685: EH SM listing: 1003694) may have been standing from c.1630 but the western brick parapet terminates at each end with a post-medieval alcove covered by a tiled roof, and formerly containing a seat, described by Plunkett as possibly for the use of toll-collectors or watchmen (<http://www.georgeplunkett.co.uk/Norfolk/bridges.htm>). The dimensions and



Plate 3: Blocked ‘window’
Looking ENE [1x1m Scale]

relative position of this shelter at Meyton Bridge echoes that of the building and portal opening at Wroxham Bridge.



Plate 4: Brick Raft (04) below C19th building (looking SE) [1x2m Scale]



Plate 5: Exposed bridge fabric (looking SE) [1x2m Scale]

- ***The north-western elevation of Wroxham Bridge***

Prior to any structural assessment for remedial works by the Highways Agency or their agents, the partly exposed north-western elevation of Wroxham Bridge was examined and rapidly recorded as part of this monitoring brief, in consultation with Historic England and the Historic Environment Service. The 19th century building line was shown to be just 100 to 150mm from the 19th to 20th century bridge fabric (unattached).

The 19th century brickwork was shown to include two well corroded iron ties similar to those elsewhere on the bridge. A large portion of the upper (parapet) area of the brickwork showed signs of outward bowing and cracking (as wide as 80mm), with the area above rebuilt with modern brick with cementitious mortar. This is conjectured to be repair work following a vehicle impact to the bridge.

The 19th century bricks are a particularly hard-fired form of sandy red brick common to the region, laid in English cross-bond with heavily bleeding mortar (this elevation was constructed tight against the pre-existing brick building). Bricks generally measured 230mm by 105mm with a thickness of 650mm.



Plate 6: Exposed bridge fabric (looking SE) [1x2m Scale]

Just above the current waterline were three courses of brick and stone which included hard-fired estuarine-clay, 17th to 18th century brick and neat ashlar blocks with traces of a hard lime mortar, which are suggested to include part of the 1600s fabric. A square void for a possible putlog was also noted. Ashlar work above this level had been re-faced in modern times to repair the weathered stone, with a cement render obscuring much of the facework but scored to imitate ashlar.

7.0 Finds Analysis *(Appendix 2a)*

• Glass and Pottery collected from make-up deposit (01)

Three finds were collected from the make-up deposit (01), which contained 19th to 20th century brick and tile fragments and spreads of clinker:

- The broken pointed base of a Victorian glass ‘torpedo bottle’ (159g) also known as a Hamilton-type bottle (named after their inventor William Francis Hamilton). Such 19th century thick walled bottles held double or triple carbonates soda water, the shape of the bottle meaning that it has to be stored on its side, thus keeping the cork wet and swollen to maintain a good seal for the pressurised contents.

Only part of the bottles embossed legend can be read (soda) WATER MANUFACTURER and -ICH, probably referring to Norwich and -Y which may refer to Caleys of Norwich. A highly successful business that was started by A. J. Caley when he began making mineral waters in a small cellar at the back of his shop on London Street. The business expanded rapidly and went on to occupy a building at Chapelfield which led to an increasing trade in aerated and other waters, followed by ginger ale and cocoa products by 1883 (which led to the equally famous chocolate brand). Further information can be found at <http://www.heritagecity.org/research-centre/industrial-innovation/caleys.htm> accessed June 2017)

- A large sherd (29g) from a large late 19th to early 20th century marmalade jar was collected, with a partial transfer print which identifies it as a commonly found James Keiller & Son’s Dundee marmalade jar, with the legend surrounded by an oak leaf garland and part of the text reading ‘Grand medal of Merit Vienna 1873’ surviving.
- A fragment (46g) from a mid to late 19th century English ironstone willow pattern dinner plate (Staffordshire ware) was collected showing part of the typical blue transfer oriental water garden and pagoda design (this fragment shows part of the garden wall and bridge).

8.0 Conclusions

The groundworks were minimal and the upper deposits exposed by the work consisted of 19th to 20th century make-up rich in clay silts, which contained brick building rubble and spreads of clinker waste. Driven piles encountered harder ground at depth of c.6m but the nature of the subsurface deposits specific to the site remain unknown.

A 19th century building contiguous to the north-western side of Wroxham Bridge was demolished, which partly exposed the fabric of the bridge. The function of the demolished building remains uncertain, although it pre-dates the former timber sheds which formed the bulk of the restaurant by as much as a century – appearing on the tithe plan of c. 1840, as an uninhabited (i.e. non-domestic) building. The building was constructed upon a well-constructed brick raft and its height and costly brick construction at this river edge setting are intriguing. A previous owner of the site referred to this building as a former ice-house, a storage function which it could certainly have fulfilled. The building may also have initially served as a toll or watchmen’s house. An arched ‘window’ or low doorway in the upper story of the structure looked directly down the approach to the bridge and its aspect and dimensions mimic that of a probable tollman or watchman’s shelter at Meyton Bridge recorded by George Plunkett in 1965. The road is not on one of the main turnpikes out of Norwich but it is possible that a toll was levied on the bridge crossing for a time to assist in its maintenance. Although the structure may not resemble the typical ‘octagonal’ form of toll-house prevalent across much of England, surviving toll-houses across Norfolk do not follow any particular pattern and have a wide variety of forms (Taylor 2009) and its position here on a bridge-crossing would have only required a simple view down the Norwich road.

The bridge fabric was mostly observed to be of 19th century brick, with some ashlar (refaced) and cement render scored to mimic ashlar joints (which may mimic weathered

stone behind). This suggests that this section of the bridge was subject to a significant phase of rebuilding and remedial work in the 19th century, which predated the widening of the bridge in 1897, with modern remedial work undertaken to repair/disguise the surviving limestone facing. Just above the waterline, earlier bricks and several neat ashlar blocks may be part of either the original early 17th century fabric or relate to 18th century remedial work.

9.0 Acknowledgements

Thanks are due to William Glover (architect) and Mark Eames who commissioned Norvic Archaeology to carry out this work. Thanks are also due to the Norpile team for their assistance and cooperation on site.

The author is grateful to Will Fletcher of Historic England and James Albone of the Historic Environment Service. All stages of the monitoring and post-excavation analysis work were carried out by the author. NHER data was supplied by the Historic Environment Service

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- | | | |
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Appendix 1a: Context Summary

Context	Category	Brief Physical Description	Interpretation	Period
01	Deposit	Gravel rich, friable/sticky dark-grey clay-silt, occ. clinker waste layers, occ. brick rubble, wetter and siltier at riverside	Make-up	C19 th -20 th
02	Masonry	Brick floor (of the same hard-fired Norfolk-red brick as the structure), mod. wear, fine-silt covered	Brick floor	C19 th
03	Deposit	Fine pale grey silt <20mm thick	Flood deposit	C19 th -20 th
04	Deposit	Brick raft for building, stretcher laid, (4 courses), calcareous hard mortar	Brick raft	C19 th
05	Deposit	Firm, mid-orangey-yellow clay rich sand, 0.3m deep, occ. chalk lumps and flints	Make-up	C19 th
06	Deposit	Firm, sticky mid-grey silty-clay, occ, cbm	Make-up	C19 th

Appendix 1b: OASIS feature summary table

Period	Feature type	Quantity
Post-medieval (1540 to 1900AD)	Bridge	1
	Icehouse	1
	Storehouse	1
	Toll-house	1

Appendix 2a: Finds by Context

Context	Material	Quantity	Weight (g)	Comment
01	Glass – bottle	1	159	C19 th
01	Pottery	2	75	C19-E20 th

Appendix 2b: Finds summary table

Period	Material	Quantity
Post-medieval (1540 to 1900AD)	Glass	1
	Pottery	2

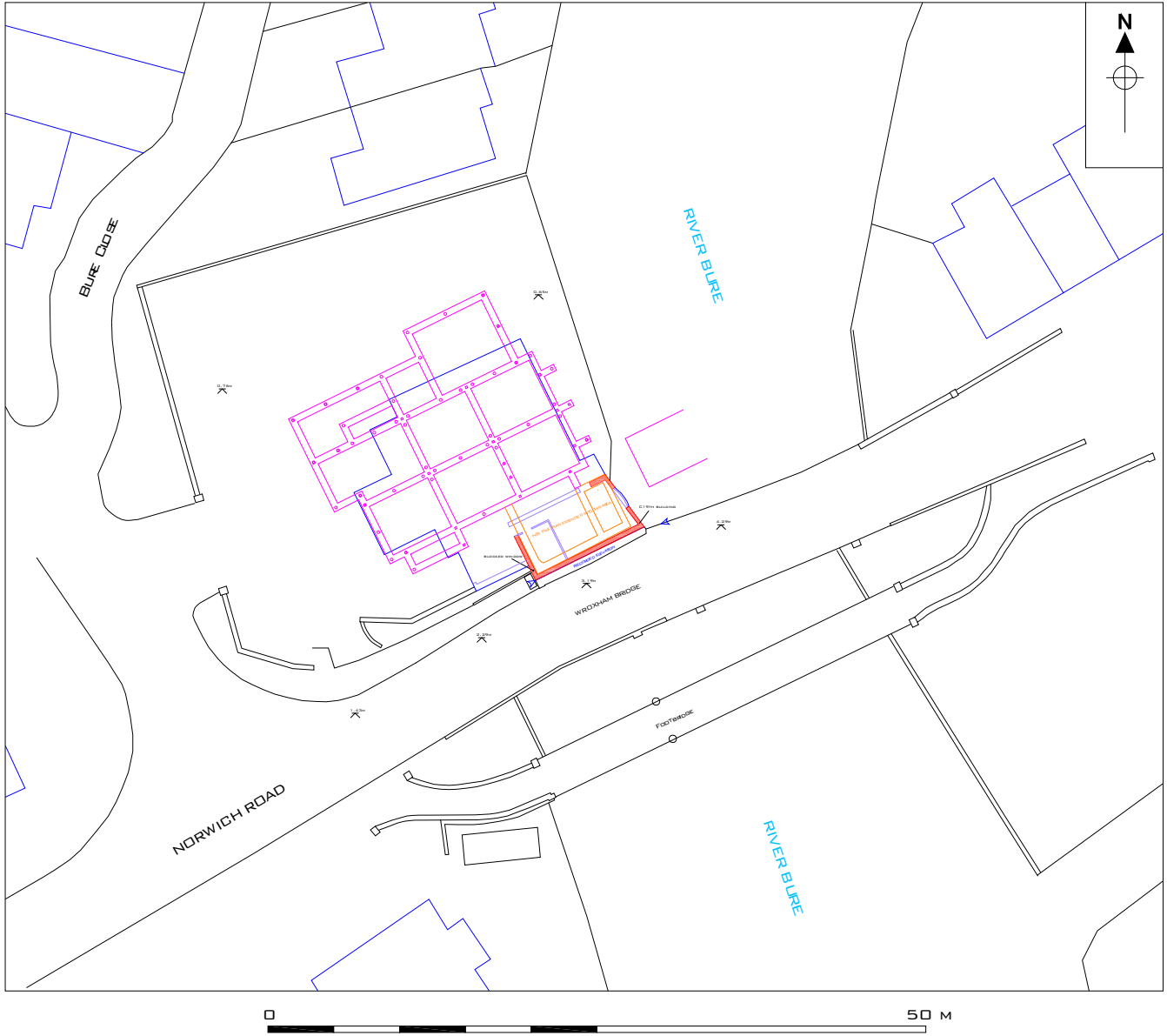


FIGURE 2. SITE LOCATION PLAN. SCALE 1:500

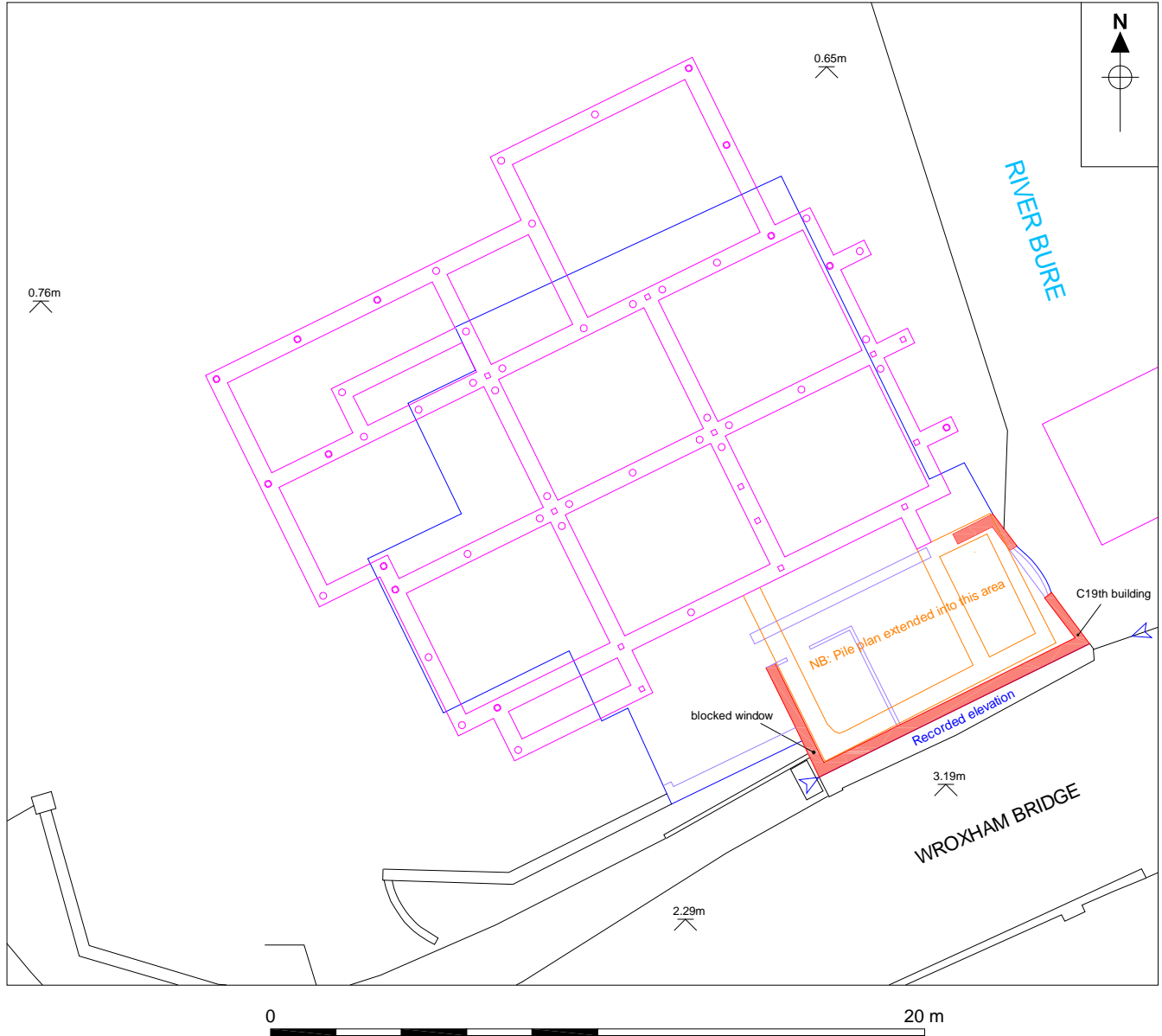


Figure 3. Groundworks Plan. Scale 1:200

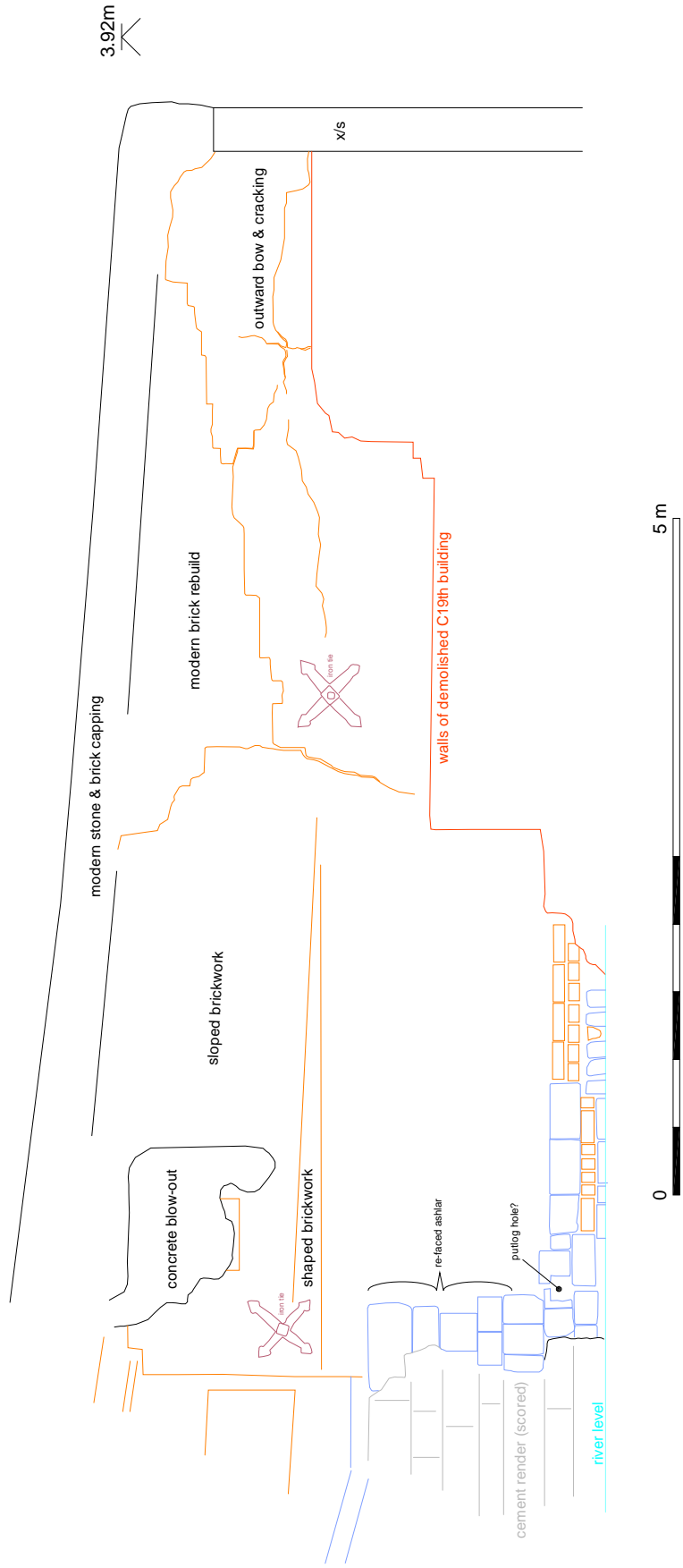


Figure 4. Schematic Elevation Record. Scale 1:50

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OASIS ID: norvicar1-294213

Project details

Project name	Archaeological Monitoring during redevelopment of The Bridge Restaurant, Norwich Road, Wroxham
Short description of the project	The results of archaeological monitoring during the redevelopment of the riverside site of the former Bridge Restaurant, Wroxham. The site is directly adjacent to the Scheduled Monument of Wroxham Bridge (NHER 8425), the core of which is a 17th-century brick structure with stone face work, itself a rebuild of a 16th century bridge. A 19th century building continuous to the north-western side of Wroxham Bridge was demolished, which partly exposed the fabric of the bridge. The function of the demolished building remains uncertain, although it predates the former timber sheds which formed the bulk of the restaurant by as much as a century. The bridge fabric was mostly observed to be of 19th century brick, with some ashlar (refaced) and modern cement render scored to mimic ashlar joints (which may mimic weathered stone behind). This suggests that this section of the bridge was subject to a significant phase of rebuilding and remedial work in the 19th century, which predated the widening of the bridge in 1897. Just above the waterline earlier bricks and several neat ashlar blocks may be part of either the original early 17th century fabric or relate to 18th century remedial work.
Project dates	Start: 14-09-2016 End: 10-11-2016
Previous/future work	No / No
Any associated project reference codes	ENF141255 - HER event no.
Any associated project reference codes	NVC16/332 - Contracting Unit No.
Any associated project reference codes	BA/2016/0213/FUL - Planning Application No.
Type of project	Recording project
Site status	Scheduled Monument (SM)
Current Land use	Industry and Commerce 3 - Retailing
Monument type	BRIDGE Post Medieval
Monument type	ICE HOUSE Post Medieval
Monument type	STORE HOUSE Post Medieval
Monument type	TOLL HOUSE Post Medieval
Significant Finds	GLASS BOTTLE Post Medieval
Significant Finds	POTTERY Post Medieval

Investigation type "Watching Brief"
 Prompt Direction from Local Planning Authority - PPG16

Project location

Country England
 Site location NORFOLK BROADLAND WROXHAM The Bridge Restaurant, Norwich Road, Wroxham
 Postcode NR12 8RU
 Study area 0 Square metres
 Site coordinates TG 3028 1812 52.711149069213 1.409535744862 52 42 40 N 001 24 34 E Point

Project creators

Name of Organisation Norvic Archaeology
 Project brief originator Local Authority Archaeologist and/or Planning Authority/advisory body
 Project design originator Norvic Archaeology
 Project director/manager Giles Emery
 Project supervisor Giles Emery
 Type of sponsor/funding body Developer
 Name of sponsor/funding body Wroxham Bridge Developments

Project archives

Physical Archive recipient NMAS and Norvic Archaeology
 Physical Contents "Ceramics","Glass"
 Digital Archive recipient NMAS
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 Digital Media available "Images raster / digital photography","Text"
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