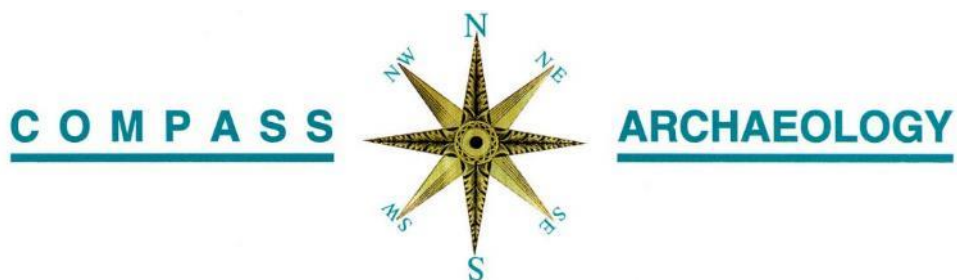


NEW RIVER, MYDDLETON ROAD, LONDON BOROUGH OF HARINGEY, N22

AN ARCHAEOLOGICAL WATCHING BRIEF AND LEVEL 2 HISTORIC BUILDING RECORD



JANUARY 2019

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Abstract

Compass Archaeology was commissioned to undertake a Level 2 Historic Building Record and a watching brief on the removal of brick bridge footings in the New River, just north of Myddleton Road, London Borough of Haringey, N22, between the 29th August and the 9th October 2018.

The archaeological works were commissioned by Mark Watts (Ivor King Ltd) based on advice from Claire Hallybone (Eight2o Archaeologist, Thames Water) and requirements set out by the Greater London Archaeological Advisory Service (GLAAS). This advice was given due to the sites location within the Bowes Park Conservation Area and the probable historic origins of the footings.

The Level 2 Historic Building Record took place prior to the removal of the footings. It involved taking photographs of the structures and making a measured plan of the footings. The footings were positioned on the eastern and western banks of the river, and both comprised of two sections: one landward and another waterside (below the water level). The landward portion on the eastern bank comprised two upper courses of red brick, below which was a cambered slope down to the river. The waterside section appeared to have been laid in two phases, with an upper and lower block of bricks. The edges of the earlier phase were angled NE-SW, similar to the alignment of the original bridge for Lascotts Road. The landside section on the western bank comprised a rectangular block of red brick. The block was bounded to the east by the timber wharfing along the riverbank and appeared to sit on the top of the waterside masonry. The waterside masonry on the western bank appeared to comprise a single phase of construction also orientated NE-SW along the same alignment as Lascotts Road. Despite this similarity, the waterside footings on both banks were not quite on the same alignment resulting from a construction error or relating to the repurposing of the bridge into a footbridge.

The bridge was constructed in the late 1850s to carry Lascotts Road over the river after it was rerouted to the current channel. The bridge was aligned NE-SW, echoed in the waterside footings on both banks. The southern extent of the upper landward masonry on the eastern bank also reflects this alignment. From the visible remains little can be inferred regarding the design of the bridge for example if it was arched or how it was constructed. It is possible that there was an invert constructed along the river bed to strengthen the bridge but this has not been verified. There is also little evidence of the replacement of this road bridge with a footbridge in the 1890s. It is possible that the apparent second phase of brickwork on the waterside of the eastern bank is related to this reconfiguration of the bridge but again it has not been verified. All the brick samples were made of the same fabric and they all displayed shallow frogging. The date assigned to the bricks was 1750-1900, commensurate with the date of bridge construction indicated by the cartographic and documentary evidence.

The footings were removed via machine fitted with a mechanical breaker to first break up the structure into more manageable chunks, which were then lifted out with a toothless bucket. No further evidence of the bridge construction or design was made evident during the footing removal. Several medium and large timbers were encountered though their origin and use cannot be identified. The tapering ends of the majority of the timbers would imply that they were used as fence posts or in the construction of the bridge, rather than as structural elements.

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1 INTRODUCTION

- 1.1 This document forms a summary of the results of an archaeological watching brief carried out during the removal of bridge footings from the New River, north of Myddleton Road, N22, and a Level 2 Historic Building Record of the bridge footings, carried out between 29th August and 9th October 2018 (fig. 1).

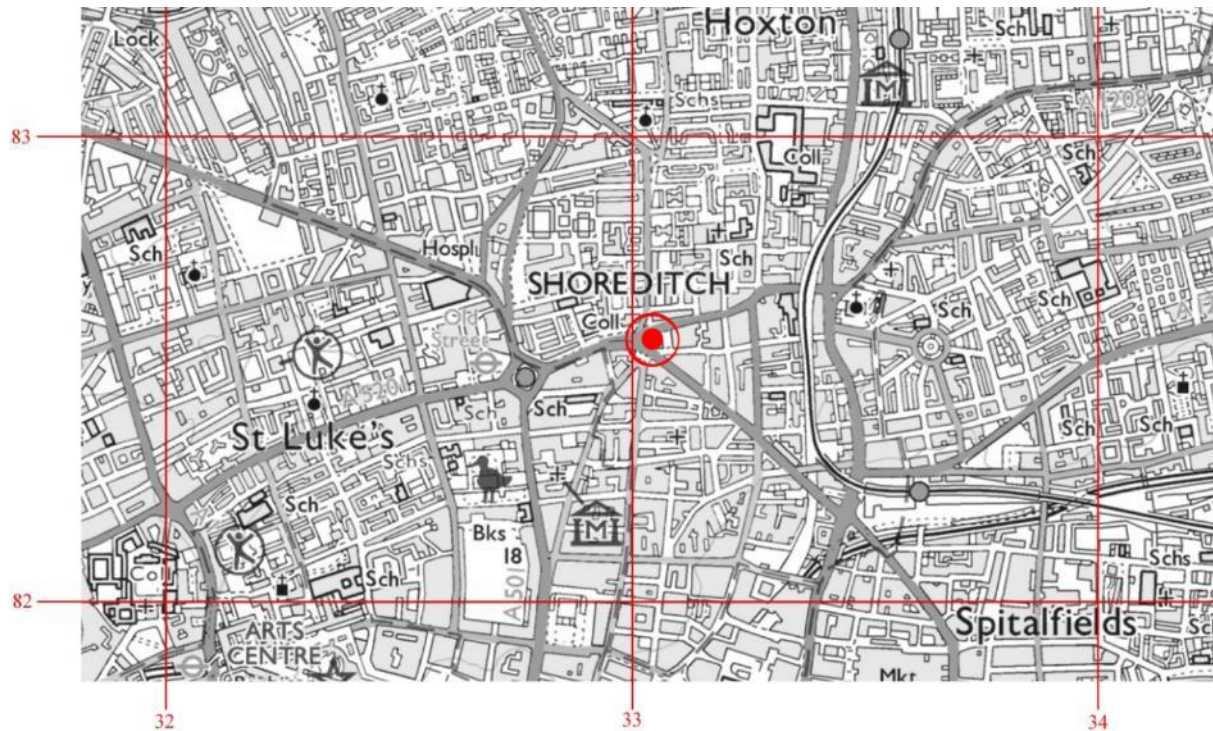


Figure 1: Location of the site marked in red.

- 1.2 The archaeological works were commissioned by Mark Watts (Ivor King Ltd) based on advice from Claire Hallybone (Eight2o Archaeologist, Thames Water) and requirements set out by the Greater London Archaeological Advisory Service (GLAAS). This advice was given due to the sites location within the Bowes Park Conservation Area and the probable historic origins of the footings.

2 ACKNOWLEDGEMENTS

- 2.1 Compass Archaeology would like to thank Mark Watts and Steven Coulter and the rest of the team from Ivor King Ltd for their help and support on site during the watching brief, and to Mark Watts for commissioning the works.

3 SITE LOCATION, GEOLOGY AND TOPOGRAPHY

- 3.1 The site was situated within the New River, just north of Myddleton Road, London Borough of Haringey, N22.
- 3.2 According to the British Geological Survey (Sheet 256: North London), the site overlies a large area of London Clay. An area of Kempton Park Gravels and alluvium lies to the

north of the site, and smaller areas of superficial Head deposits lie within the London Clay around the site.

3.3 The site lies level at approximately 32mOD.

4 ARCHAEOLOGICAL AND HISTORICAL BACKGROUND

4.1 The archaeological and historical background of the site has been thoroughly covered in the preceding Written Statement of Investigation (WSI; Compass Archaeology 2018) and therefore will not be discussed at length here. Instead, a short summary of the background of the site will be presented chronologically by period below.

4.2 Prehistoric – Saxon

4.2.1 There is little evidence for any activity prior to the medieval period in the area around the site. Prehistoric finds including early Stone Age implements and a Bronze Age flint dagger have been found in Hornsey, c.2.4km south of the site, indicating some low level of occupation of that area during this period. Findspots of Roman coins have been made elsewhere in the area, though not within the surrounds of the site. Tottenham (c.4.2km to the south-east) has potentially Roman origins, developing along the Roman road know as Ermine Street, but the area immediately surrounding the site appears to have been in a hinterland. There is also a significant lack of evidence for Saxon activity in the area, though the manor of Hornsey into which Wood Green would have fallen did exist by the 11th century.

4.3 Medieval

4.3.1 Neither Hornsey nor Wood Green were mentioned in the Domesday Survey (1086), the closest settlement at this time appears to have been Tottenham, then a large town of 66 households. It is probable that the land to the west of the settlement was woodland and therefore unoccupied. In the mid-13th century several manors were recorded around the area, one known as Ducketts was thought to have been situated c.1.7km south-east of the site. The manor and estate was replaced by the Noel Park estate in the late 1880s. By c.1400 many wealthy Londoners had established themselves around Hornsey, buying land and constructing houses. Due to the influx of wealth brought to the area by the incoming Londoners, the population grew fairly rapidly, with the manor Hornsey housing 63 tenants.

4.3.2 Bowes Manor was also among those established around the 15th century, first mentioned in a deed of 1397 the house lay to the north of the site though the estate covered the whole area between Palmerston Road and Wood Green High Road. The manor was moated and a small Archaeological Priority Area (Green Lanes APA), designated by Haringey Council indicates its position (fig. 2). The manor of Bowes was purchased and conveyed to Henry IV in 1411 who granted it to the chapter of St Paul's in 1412. It remained in the hands of the church and was leased to individual cannons of St Paul's from the 15th century. Part of the estate and the manor house was sold to Thomas Sidney in c.1866, and in 1899 it was sold for building land. The remainder of the estate met with the same fate later, in 1913 and 1923. The first mention of Wood Green was in 1502 when it was described as a clearing on the edge of Tottenham Wood,

evidently still unsettled despite the growing population elsewhere. Wood Green High Road was a medieval route, likely connecting the manor of Bowe with others in the surrounding area.

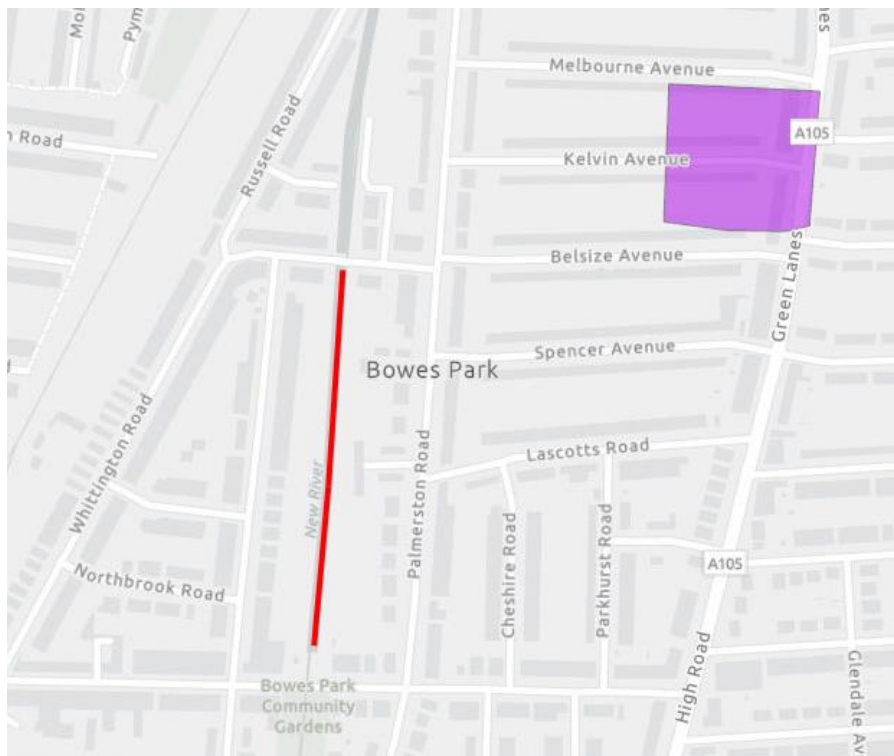


Figure 2: Location of the site (red) in relation to the Green Lanes APA (purple)

4.3.3 No archaeological evidence for medieval activity has been found in the surrounding area.

4.4 Post-medieval

4.4.1 The post-medieval period was fairly eventful in this area, the record dominated by the construction of the New River. Wood Green was recorded in a survey of the Tottenham Manor to have only 16 houses with 50 inhabitants, a minor settlement within what was still a very rural area.

4.4.2 The New River was constructed in 1609-13 as a way of supplying clean drinking water to the City of London. It would tap the River Lea and springs and wells along its course for clean water, supporting the conduit system laid by Henry III around the City which could not keep up with demand. First conceived of by Edmund Colthurst in 1602, the New River received Royal charter from James I to begin the excavations. Colthurst managed to survey the route and dig the first two-mile-long stretch before running into financial difficulties. After this, Sir Hugh Myddleton took over. He was a rich goldsmith and first Alderman of Denbigh, often credited with the whole design and construction of the New River.

4.4.3 The New River required a feat of engineering, relying on gravity to draw the water into London, it followed the 100ft contour from its source between Hertford and Ware to the New River Head in Islington. The slope was so gradual that the drop in level amounted to only 8cm per km; 5.4m in total, spread over its 64.3km length (40 miles).

Some alterations were made to the original course, straightening the route and cutting out meandering loops later in the mid-19th century, including the section on which the watching brief was carried out.

- 4.4.4** The New River was opened on 29th September 1613 and The New River Company was incorporated by Royal charter in 1619. Under the charter it became an offence to throw rubbish or carrion into the river or to contaminate it in any way. The river terminated in the so-called Round Pond in Islington, now known as the New River Head. The pond was lined with oak boards and surrounded by a brick wall, the remains of which is the Grade II Listed Inner Pond revetment. Pipes made from elm trunks took the water from here to various places around London including Smithfield and Cheapside. By the end of 1618 around 1500 premises were connected and eventually the entirety of the City of London was supplied. The network was expanded in the late 18th century to Covent Garden, Piccadilly and Whitehall. As the population of London grew, along with the demand for fresh water, further reservoirs were excavated along the New River just north of Stoke Newington (1830-33). Wood from the old London Bridge (which was being rebuilt at the time) was used to line the reservoirs. The New River Company was taken over by the Metropolitan Water Board in 1904 though the river has remained in use as a drinking water source to this day, operated by Thames Water since 1973.

4.5 The Bridge

- 4.5.1** In the late 1850s the New River was rerouted in several places, streamlining the waterway to increase efficiency. The section of the New River where the bridge footings were located was one such section, cut through the lands of the Dowager Baroness Truro, Augusta Emma Wilde. The new cut was accompanied by a tunnel heading south towards Wood Green and by the construction of a bridge. The bridge was constructed to be '18 feet span and 16 feet wide' (5.5m span & 4.8m wide; London Metropolitan Archive, Contract 15, 1858) made from brick and concrete. The bridge was to replace one visible in the original channel of the river, for a small footpath or road called Lascotts Road by 1908 but may have had a different name/ had been unnamed before then (fig. 3).
- 4.5.2** By the 1890s development in the area meant that Lascotts Road no longer crossed the river, instead ending at a junction with Palmerston Road. The bridge however remained in the same place, though according to maps from the time its orientation changed somewhat (from NE-SW to E-W) and was potentially made smaller.

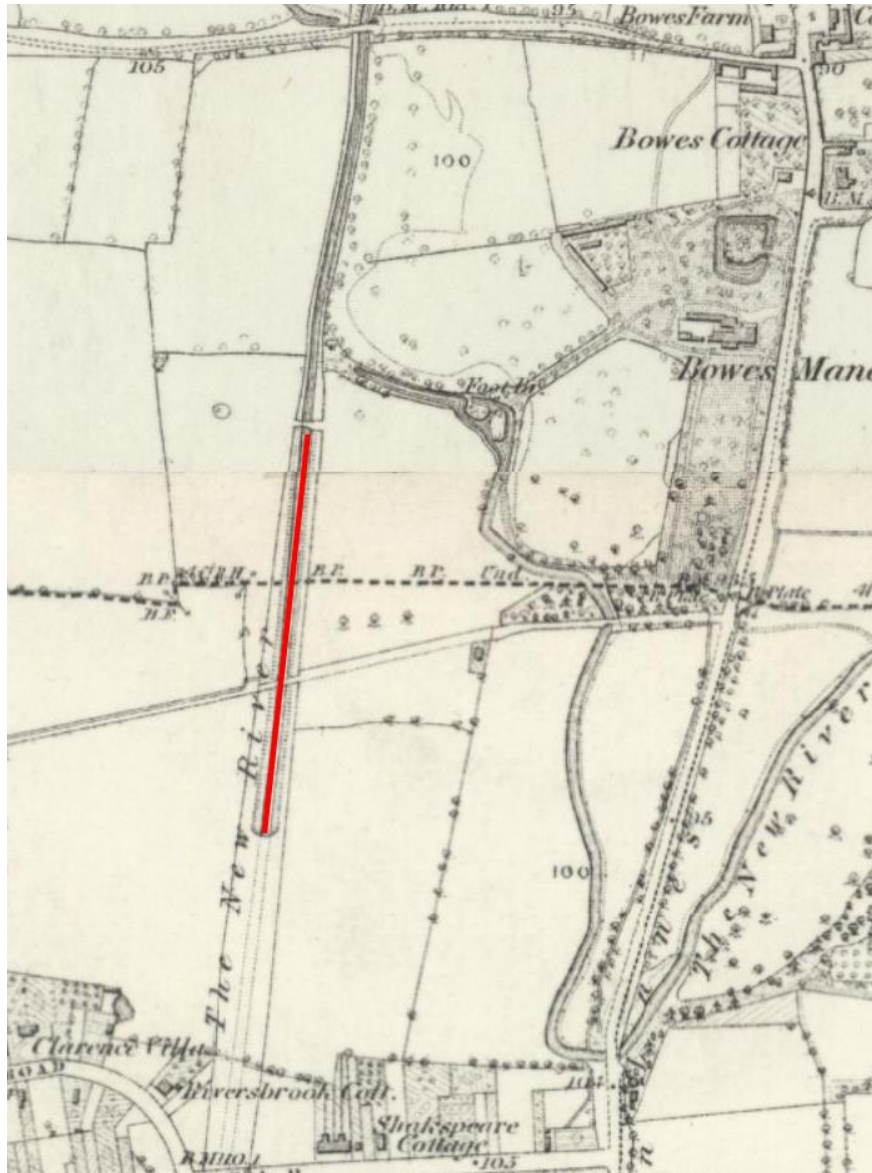


Figure 3: Extract from OS 6-in, 1863-9 with the site marked in red. Lascotts road can be seen crossing both the original channel to the east and the new channel

5 OBJECTIVES

- 5.1 The objectives of the archaeological watching brief were to contribute to heritage knowledge of the area through the recording of the archaeological remains exposed as a result of excavations in connection with the groundworks.

6 METHODOLOGY

6.1 Standards

- 6.1.1 The field and post-excavation work was carried out in accordance with Historic England guidelines (*Greater London Archaeology Advisory Service: Standards for Archaeological Work, 2015*). Works also conformed to the standards of the Chartered Institute for Archaeologists (*Standard and guidance for archaeological field*

evaluation, 2014). Overall management of the project was undertaken by a full member of the Chartered Institute.

6.1.2 Fieldwork was carried out in accordance with the Construction (Health, Safety & Welfare) Regulations. All members of the fieldwork team hold valid CSCS (Construction Skills Certificate Scheme) cards, and wore hi-vis jackets, hard-hats, steel-toe-capped boots, etc., as required.

6.1.3 The Client and Claire Hallybone (Eight2o Archaeologist) were kept informed of the progress of fieldwork and any finds.

6.2 Fieldwork

6.2.1 The fieldwork took the form of a Level 2 Historic Building Record and a watching brief to observe the removal of two areas of brick bridge footings.

6.2.2 The main objectives of the works was to define the character, extent and significance of the observable remains, and to recover dating and environmental evidence.

6.2.3 Archaeological deposits and features were investigated and recorded in stratigraphic sequence, and finds dating evidence recovered.

6.2.4 Archaeological contexts were recorded as appropriate on *pro-forma* sheets by written and measured description, and drawn in plan, generally at scales of 1:20. The investigations were recorded on a general site plan and related to the Ordnance Survey grid. Levels were taken on the top and bottom of any archaeological features and deposits, transferred from the nearest Ordnance Datum Benchmark. The fieldwork record will be supplemented by digital photography, in .jpeg and RAW formats.

6.2.5 The recording system followed the procedures set out in the Museum of London recording manual. By agreement the recording and drawing sheets used are directly compatible with those developed by the Museum.

6.3 Post-excavation

The fieldwork was followed by off-site assessment and compilation of a report, and by ordering and deposition of the site archive.

6.3.1 Assessment of finds was undertaken by appropriately qualified staff. Finds and samples were treated in accordance with the appropriate guidelines, including the Museum of London's *Standards for the Preparation of Finds to be permanently retained by the Museum of London*. All identified finds and artefacts were retained and bagged with unique numbers related to the context record, although certain classes of material (slag, CBM) will be discarded after an appropriate record has been made.

6.4 Report procedure

6.4.1 This report contains a description of the fieldwork plus details of any archaeological remains or finds, and an interpretation of the associated deposits. Illustrations have

been included as appropriate. A short summary of the project has been appended using the OASIS Data Collection Form (Appendix IV).

6.4.2 Copies of the report will be supplied to the Client, and Claire Hallybone (Eight2o Archaeologist).

6.4.3 There is no provision for further analysis or publication of significant findings. Should these be made the requirements would need to be discussed and agreed with the Client and with respective authorities.

6.5 The site archive

Assuming that no further work is required, an ordered indexed and internally consistent archive of the evaluation will be compiled in line with MoL *Guidelines for the Preparation of Archaeological Archives*, and will be deposited in the Museum of London Archaeological Archive under site code MDD18. The integrity of the site archive should be maintained, and the landowner will be urged to donate any archaeological finds to the Museum.

7 LEVEL 2 HISTORIC BUILDING RECORD

7.1 Prior to their removal, a Historic Building Record was made of both areas of footings. This followed the guidelines set by Historic England, *Understanding Historic Buildings: A Guide to Good Recording Practice* (2016). A Level 2 Record is a descriptive record and generally should follow these parameters:

- Inclusion of a drawn record (either sketched or measured),
- Extensive photographs of the structure,
- A written record to analyse the development and use of the structure.
- No attempt should be made to discuss in detail the evidence upon which the analysis is based.

The banks will be discussed separately, moving from east to west.

7.2 East bank



Figure 4: Overall view of footings on eastern bank. Looking E, scale 1m

7.2.1 The footings on the eastern bank comprised two parts, landward and waterside (figs. 4 & 5). The landward portion comprised two upper courses of red brick laid with headers to the E and W and a line of stretchers in the centre (fig. 6). It measured 0.66m E-W and 2.12m N-S. They were bonded with two types of mortar, an orange bricky mortar and an off-white sandy mortar, though the orange was more prevalent. The bricks were frogged and some stamped with 'S'. A line of three curved stretchers was visible at the southern end. Below the upper courses was a cambered slope down to the river comprising 10 rows of red bricks in a stretcher bond, laid on edge. This measured 0.76m E-W and 2.24m N-S. These bricks were also frogged and stamped with an 'S', and bonded with an orange mortar. The cambered section was bounded to the west by the wooden planks that could be seen supporting the banks along the length of the river section.

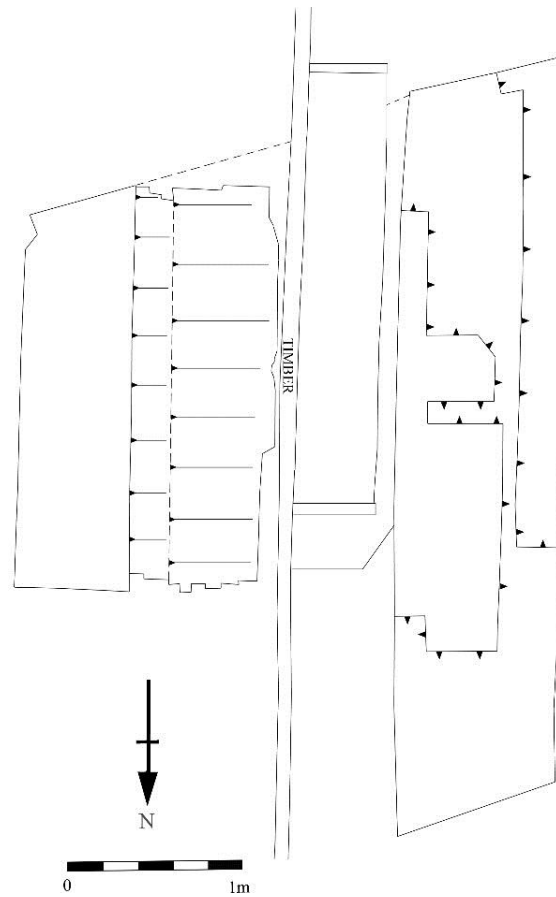


Figure 5: Plan of eastern bank. Original drawn at 1:20



Figure 6: Landward portion of eastern footings. Looking S, scale 0.5m

7.2.2 The waterside section appeared to have been laid in two phases, with an upper and lower block of bricks. As this section was underwater it was more difficult to record in detail. The upper block of red bricks were arranged in a mix of headers and stretchers, bonded with a thick, very compact white lime mortar (fig. 7). It measured 0.46m E-W and 2.58m N-S. These bricks were frogged, and the lower two courses were stepped out. Below this was a larger red brick platform, arranged with a mixture of headers and stretchers, and bonded by the same very compact, thick, white lime mortar. It measured 0.9m E-W and 4.12m N-S, and was approximately 0.85m tall measured from the base of the river (fig. 8). The edges of this earlier phase were angled NE-SW, similar to the alignment of the original bridge for Lascotts Road. The total number of courses was not visible, however the lower three were stepped out. The bricks were again frogged and at least one of the brick samples from the waterside section was stamped 'S', indicating that they were likely laid at the same time as the landward section.



Figure 7: Upper block of waterside bricks in eastern bank. Looking S, scale 0.5m



Figure 8: Lower block of waterside bricks in eastern bank. Looking E, no scale. Note three stepped courses visible at base of block.

7.3 West bank



Figure 9: Overall view of footings on western bank. Looking SW, scale 1m

- 7.3.1** The footings on the western bank also comprised a landward section and a waterside section (figs. 9 & 10). The landside section comprised a rectangular block of red brick bonded with a very compact, thick off-white lime mortar in alternating stretchers and headers, though this was somewhat obscured by the mortar (fig. 11). There was evidence of the same orange mortar seen on the eastern bank on the brick samples, underlying the lime mortar. This upper section measured 0.76m N-S and 0.7m E-W with 7 visible courses, c.0.51m tall. The bricks were shallowly frogged as on the eastern bank, but there was no evidence of any maker's stamp. The block was bounded to the east by the timber wharfing along the riverbank and appeared to sit on the top of the waterside masonry.

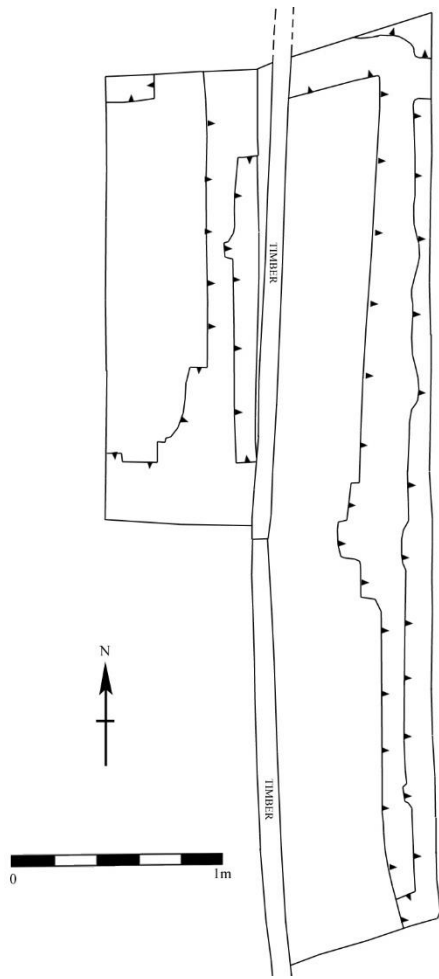


Figure 10: Plan of the western bank footings. Original drawn at 1:20



Figure 11: Landward masonry block on western bank. Looking N, scale 1m

7.3.2 The waterside masonry on the western bank appeared to comprise a single phase of construction. It comprised red brick arranged in alternating headers and stretchers bonded with a thick, white to light-brown mortar with no evidence of the orange mortar seen elsewhere in the footings. It measured 4.26m N-S and 0.68m E-W with 7-8 visible courses, c. 0.65m tall. The masonry was shaped like a parallelogram, orientated NE-SW (fig. 12) along the same alignment as Lascotts Road and the waterside footings on the eastern bank. Some bricks in the upper courses were missing, and many had a coating of green algae on the outer faces. There was no evidence on this side that the bricks were stepped out at the base.



Figure 12: Waterside brick in western bank. Looking W, scale 0.5m

7.4 Interpretation

7.4.1 It is clear from maps and records of the area that these footings were part of a bridge constructed in the late 1850s. This bridge was constructed to carry Lascotts Road over the river after it was rerouted to the current channel. Records from the building contract (Contract 15, 1858) list the construction materials as concrete, brickwork, and tooled York Coping. There are no designs or further description of the bridge included. The remains that were recorded in this report were substantially built, with very strong mortar bonds. The bridge was aligned NE-SW, echoed in the waterside footings on both banks. The southern extent of the upper landward masonry on the eastern bank also reflects this alignment. Although both waterside footings are aligned in a similar direction (NE-SW) they actually do not match up. The footings on the eastern bank are north of the ones on the western bank. This may be due to some slight miscalculation during construction or the design of the bridge did not require them to line up. From the visible remains little can be inferred regarding the design of the bridge for example if it was arched or how it was constructed. It is possible that there was an invert constructed along the river bed to strengthen the bridge but this has not been verified. The difference in the construction styles between the eastern and western bank might be indicative of the bridge design but has not been interpreted as is.

7.4.2 There is also little evidence of the replacement of this road bridge with a footbridge in the 1890s. It is possible that the apparent second phase of brickwork on the waterside of the eastern bank is related to this reconfiguration of the bridge but again it has not been verified. The slight overlap of this later phase of masonry displayed on the

southern side of the waterside would indicate that it was built later than the majority of the footings on this side- though for what reason is unknown.

7.4.3 Brick samples retrieved during the removal of the footings indicate that they were probably constructed contemporaneously using the same materials (Appendix II). All the brick samples were made of the same fabric and they all displayed shallow frogging. The date assigned to the bricks was 1750-1900, commensurate with the date of bridge construction indicated by the cartographic and documentary evidence but not identifying any phasing in the construction of the footings that might indicate how/if the bridge was repurposed. The two samples taken from the waterside footings in the western bank are the only bricks that did not display evidence of orange bricky mortar. This may indicate it was built either by a different constructor or a different time to the rest of the footings, although this might only indicate that the orange mortar ran out. Considering that in several instances the orange mortar was overlain by thick, off-white lime mortar that the orange mortar was initially used and found to be lacking in some aspect, and therefore a second type of mortar was applied to reinforce the structures. This theory could indicate that the western bank was constructed second, and the waterside footings were the last thing to be built.

8 WATCHING BRIEF

8.1 The footings were removed between 30th August and 9th October 2018. They were removed via machine fitted with a mechanical breaker to first break up the structure into more manageable chunks, which were then lifted out with a toothless bucket (fig. 13). The strength of the mortar used in some areas of the footings, particularly on the western bank and the waterside sections of both banks meant that this process took longer than initially thought. High noise levels which disturbed the bats living in the tunnel to the south also created delays during this process.



Figure 13: Working shot breaking up the landward section of the east bank. Facing NW, no scale.

8.2 East bank

- 8.2.1 The eastern footings were removed first, with the landward portion broken out easily. This removal revealed that the cambered area was facing for additional courses of brick beneath the top section (fig. 14). The pontoon on which the machine sat and the breaking action stirred up a great deal of silt in the river, making it very difficult to see beneath the water. Nothing unexpected was revealed during the removal of the footings on the eastern bank.



Figure 14: Eastern footing, mid-removal. Facing E, scale 1m

8.3 West bank

- 8.3.1 The landward brick structure on the western bank was very firmly mortared together. The mechanical breaker failed to break it up and it was lifted out in one piece. After its removal it became clear that the waterside structure continued beneath the landside masonry, and potentially into the riverbank itself (fig. 15).



Figure 15: Western footing, post landside portion removal. Looking N, no scale.

- 8.4** As the silt was stirred up in the river it was impossible to see the base, relying instead on what the machine brought up. Several medium and large timbers were encountered (fig. 16; Appendix III) though their origin and use cannot be identified. The materials list in the 1858, Contract 15 does not specify timbers, though mention is made of ‘lineal fixing only River Railing as before’, which may indicate the riverbank was fenced off and these timbers are remnants of that. The tapering ends of the majority of the timbers would imply that they were used as fence posts. It is also possible that they were employed as scaffolding during the construction of the bridge, and after completion were abandoned in the riverbed.



Figure 16: Timbers found in the New River. Scale 1m.

9 CONCLUSIONS

We can now look back at the original research questions set out in the preceding WSI (Compass Archaeology, 2018) and compare them with the results of the watching brief and Historic Building Record.

9.1 *Is there any evidence of the bridge that the footings may have supported?*

There was no archaeological evidence encountered that could be strictly tied to the bridge over the river.

9.2 *Does an examination of the building materials of the footings provide a date for their construction?*

The brick samples that were retrieved from the footings were given a date of 1750-1900. More precise dates can be garnered from the cartographic and documentary evidence that puts the construction of the original road bridge in 1858-9.

9.3 *Is it possible to tell if the footbridge was a repurposing of the older road bridge? Or was the road demolished and the footbridge rebuilt?*

From the archaeological evidence it was not possible to ascertain whether the original road bridge was repurposed for use as a footbridge or whether the footbridge was newly constructed. The width (N-S) of the waterside footings on both sides of the bank are similar to the measurements stated in Contract 15 (1858) therefore they were probably part of the original bridge. It is difficult to say whether the apparent second phase on the eastern bank was actually original or if it was constructed later as part of

the repurposing of the bridge. The excavations were limited to the river bank area therefore no evidence of a road or footpath was encountered.

9.4 *Can the style of footbridge be determined from the remains?*

Neither the style of the road bridge nor the footbridge can be determined from the remains encountered during the archaeological works. The cambered surface on the eastern bank might indicate a certain style of bridge (i.e. a swing bridge) was in place but this has not been confirmed.

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APPENDIX I: LEVELS

Bank	Number	Reduced mOD	Description
East	1	31.07	N end upper section landward
	2	31.11	S end upper section landward
	3	30.65	N end lower section landward, bottom of camber
	4	30.69	S end lower section landward, bottom of camber
	5	30.48	Centre upper section waterside
	6	30.28	N end lower section waterside
	7	30.34	S end lower section waterside
	8	30.14	N end, base of lower section waterside
	9	30.12	S end, base of lower section waterside

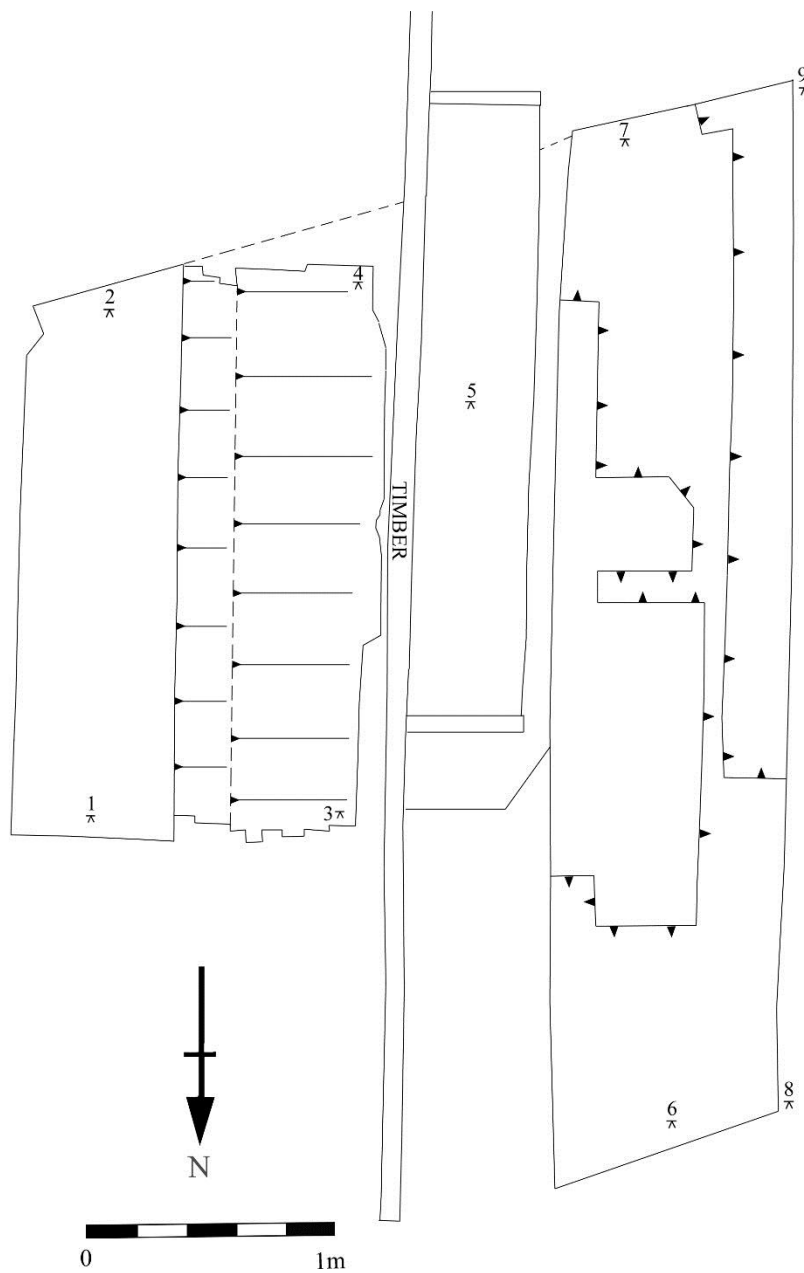


Figure 17: Plan of east bank footings with location of levels

Bank	Number	Reduced mOD	Description
West	10	30.99	N end landward
	11	31.05	S end landward
	12	30.31	N end waterside
	13	30.35	S end waterside
	14	29.91	N end, base of waterside section
	15	30.15	S end, base of waterside section

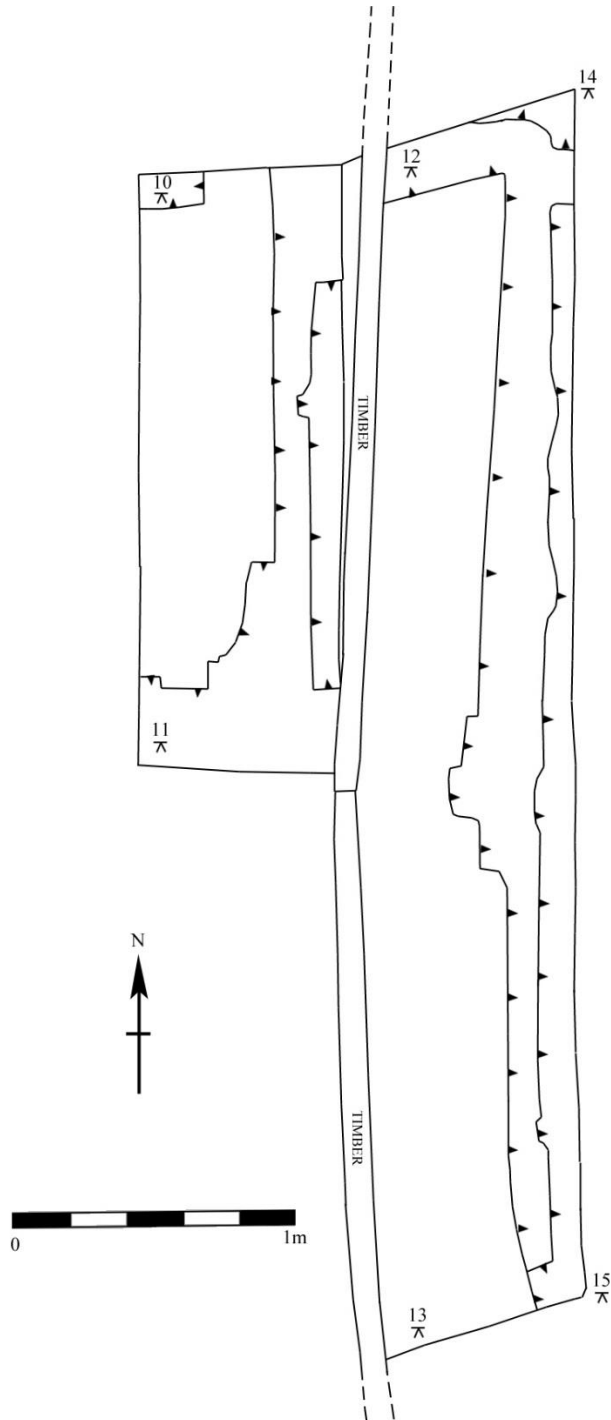


Figure 18: Plan of west bank footings with location of levels

APPENDIX II: CERAMIC BUILDING MATERIAL *by Sue Pringle and Miranda Fulbright*

Introduction

At least two brick samples were taken from each section of the footings from both bank, resulting in 11 bricks which were collected and examined off-site.

Description of material

The bricks were all recognisable and commonly found, with identifiable fabrics. They were all post-medieval and dated from the mid-18th century to the 20th century.

Groupings

The majority of the bricks, excepting one from the landward section of the western footings, were made of the same fabric. Most of the bricks also displayed a shallow frog and five of the bricks from the eastern footings were stamped with 'S'. None of the bricks from the western side were stamped, though most appeared to be frogged. This might indicate that the bricks were contemporary and therefore all parts of the footings were constructed at the same time. The presence of an orange bricky mortar on most of the bricks, even underlying a thicker off-white lime mortar in some examples from the western bank implies that the two separate footings were contemporary.

Catalogue

The assemblage was inspected at the offices of Compass Archaeology and pro forma record sheets completed and then inputted into a site database; the table below reproduces these observations. The first table concerns exclusively brick samples. The second is other CBM producing contexts.

Key:

PM = Post-medieval

L = Length; B = Breadth; T = Thickness

All measurements given in millimetres, all weights in grams

A	=	Abraded
H	=	Heat-cracked
M	=	Mortar present
Rd	=	Reduced
Ru	=	Re-used
S	=	Sooted
V	=	Vitrified

Location	CBM / Context date	Period	Fabric	Form	Count	Weight	L	B	T	Condition	Comments
East bank Landward	1750-1900	PM	3032	Brick	1	2438	228	110	64	M	Frog- c.160x60mm with 'S' stamp- shallow. Sides, flat and smooth; sharp arrises. Orange bricky mortar with charcoal flecks on base and traces on stretchers and top.
East bank Landward	1750-1900	PM	3032	Brick	1	2387	225	108	65	M	Frog- 160x65mm, shallow with blurred trace of 'S' stamp. Sides flat, lightly creased, sharp arrises. Orange bricky mortar on bed faces, stretchers and 1 header. Off-white sandy mortar on other header.
East bank Camber	1750-1900	PM	3032	Brick	1	2573	230	105	70	V, M	Shallow frog in base, partly obscured by thick orange mortar. Base may have been stamped 'S' but uncertain. Sides flat with grass marks on 1 stretcher; orange mortar on other faces.
East bank Camber	1750-1900	PM	3032	Brick	1	2512	230	108	68	M	Frog- 155x60mm, partly obscured by orange mortar- also on top, headers and one stretcher. Possible 'S' stamp in top. Brick overfired. Flat faces and sharp arrises. Mortar in frog looks rust-stained.
East bank Waterside	1750-1900	PM	3032?	Brick	1	2545	234	110	70	M	Shallow frog with 'S' stamp. Frog 160x65mm- slightly irregular. 2 mortars: off-white sandy and light orange with brick dust.
East bank Waterside	1750-1900	PM	3032	Brick	1	1644	1701	105	65-70	M	Frogged by obscured by thick layer white lime mortar, also covers stretchers and surviving header. Top of brick has traces of orange bricky mortar.
East bank Waterside	1750-1900	PM	3032	Brick	1	2539	230	100	70	V, H	Overfired and distorted. Shallow frog, irregular flat sides; sharp arrises. 2 mortars: traces of off-white, overlain by thick layer orange bricky mortar, especially on top and stretchers
West bank Landward	1750-1900	PM	3032	Brick	1	2448	233	108	65	V, M	Overfired; shallow irregular frog. Flat, lightly creased sides, sharp arrises. 2 mortars: off-white lime mortar appears to overlie orange bricky mortar.
West bank Landward	1750-1900	PM	3034?	Brick	1	2208	230	107	65	Rd, M, A	Shallow frog, obscured by white sandy lime mortar. Very abraded but what remains of surface is flat and smooth with white mortar- no orange bricky mortar.
West bank Waterside	1750-1900	PM	3032	Brick	1	2680	232	107	68	M	Shallow frog, mostly obscured by light brown mortar. White to light brown mortar traces on all other faces. No orange mortar.

West bank Waterside	1750-1900	PM	3032	Brick	1	2684	232	108	62	A, M	Shallow frog, obscured by mortar and water-wear. Thick light brown lime mortar overlain by white? Plaster. Mainly on base but extending up to other faces. Green algae on lower part of brick. No orange mortar.
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APPENDIX III: TIMBERS by Alex Kerr and Miranda Fulbright

Introduction

Several timbers were retrieved from the river, though the context in which they were found is unclear, it is likely that they were buried in the clay silt on the river bed. Their association with the bridge footings and the bridge itself is unknown; it is possible that they are fence posts or were involved in the construction of the bridge, rather than being structural. No date was established for them, and little else can be construed from their presence.

Description of material

All the timbers bar one were cut from soft wood; timber 2 was made of oak, and some were better preserved than others. Several had nails or metal pins in them, and most were tapered at one end. The timbers were drawn and photographed, listed below. All drawings are not to scale and all measurements listed are in mm.



Figure 19: Timber group found in the riverbed. Numbers correspond to drawings below. Scale 1m

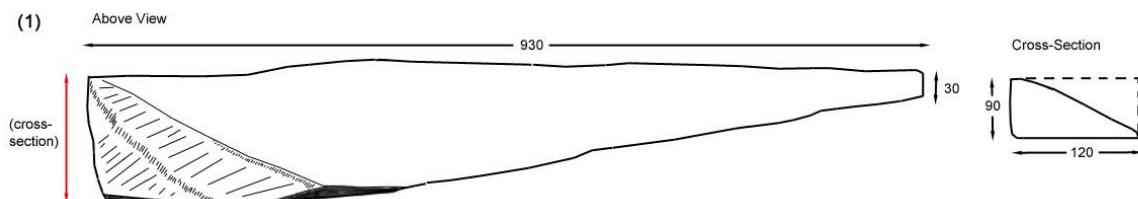


Figure 20: Timber 1. Not drawn to scale.

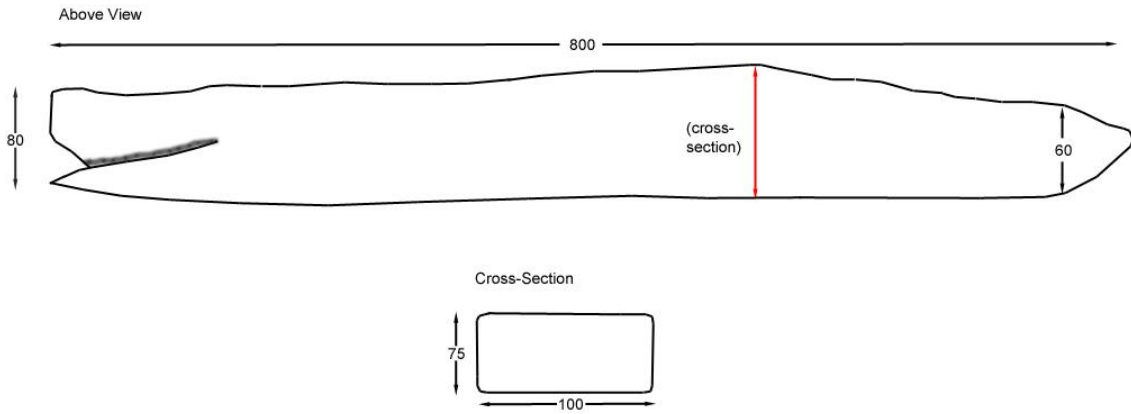


Figure 21: Timber 2. Not to scale.

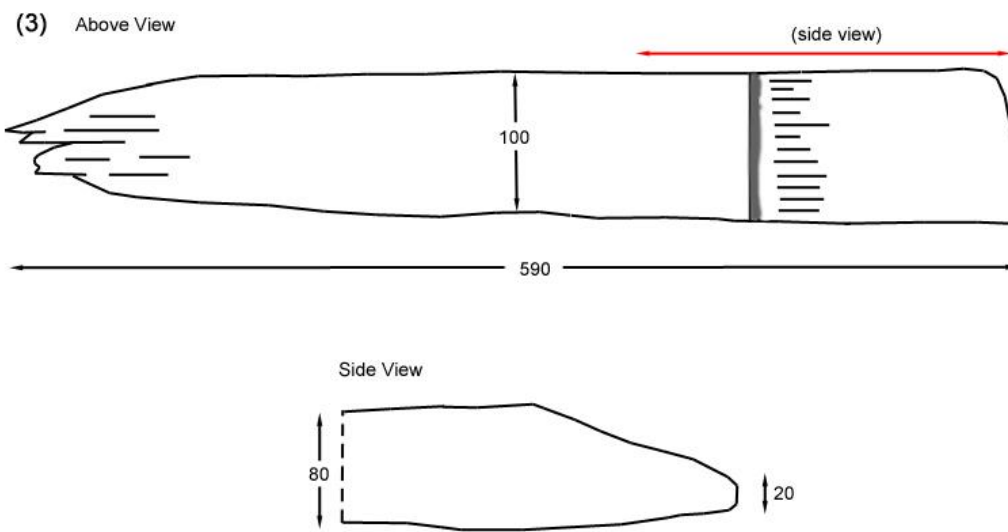


Figure 22: Timber 3. Not to scale.

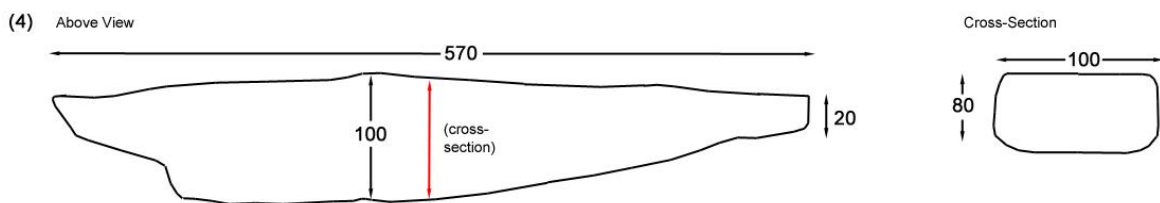


Figure 23: Timber 4. Not to scale.

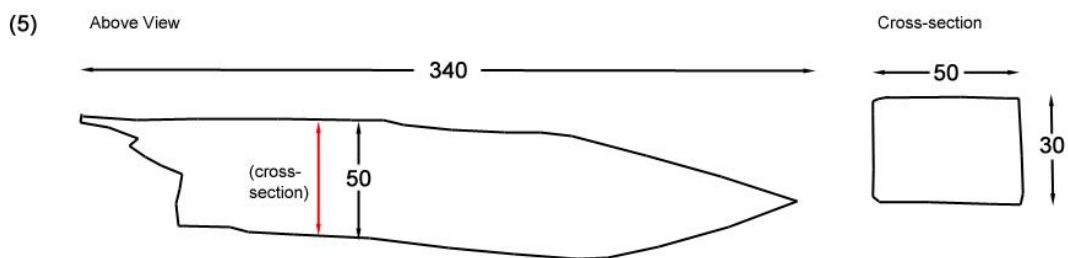


Figure 24: Timber 5. Not to scale.

(6)

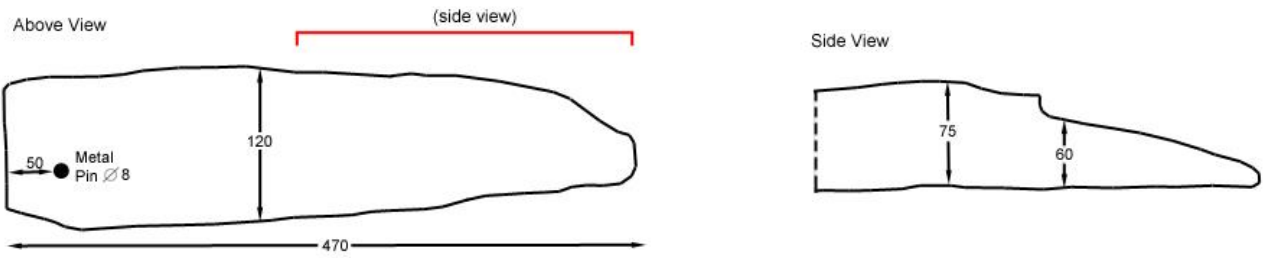


Figure 25: Timber 6. Not to scale.

(7) Above View

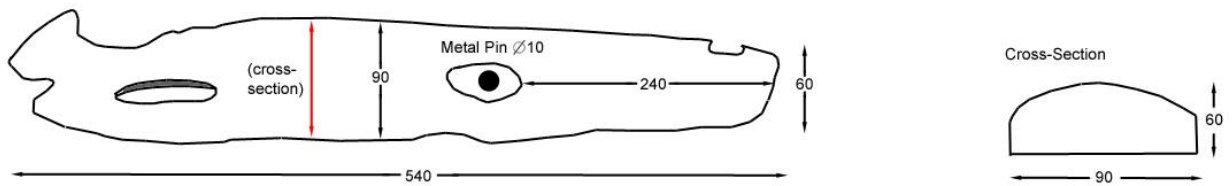


Figure 26: Timber 7. Not to scale.

APPENDIX IV: OASIS DATA COLLECTION FORM

OASIS ID: [compassa1-335174](#)

Project details

Project name	New River, Myddleton Road, London Borough of Haringey, N22
Short description of the project	Compass Archaeology was commissioned to undertake a Level 2 Historic Building Record and a watching brief on the removal of brick bridge footings in the New River, just north of Myddleton Road, London Borough of Haringey, N22, between the 29th August and the 9th October 2018. The footings were positioned on the eastern and western banks of the river, and both comprised of two sections: one landward and another waterside (below the water level). The landward portion on the eastern bank comprised two upper courses of red brick, below which was a cambered slope down to the river. The waterside section appeared to have been laid in two phases, with an upper and lower block of bricks. The landside section on the western bank comprised a rectangular block of red brick. The waterside masonry on the western bank appeared to comprise a single phase of construction. The bridge was constructed in the late 1850s to carry Lascotts Road over the river after it was rerouted to the current channel. The bridge was aligned NE-SW, echoed in the waterside footings on both banks. No other evidence of the bridge construction or design was made evident during the footing removal or the recording. Several medium and large timbers were encountered though their origin and use cannot be identified. The tapering ends of the majority of the timbers would imply that they were used as fence posts or in the construction of the bridge, rather than as structural elements.
Project dates	Start: 29-08-2018 End: 09-10-2018
Previous/future work	No / No
Any associated project reference codes	MDD18 - Sitecode
Type of project	Recording project
Site status	Conservation Area
Current Land use	Open Fresh Water 1 - Running water
Monument type	BRICK FOOTINGS Post Medieval
Significant Finds	NONE None
Investigation type	""Recorded Observation"", ""Watching Brief""
Prompt	Conservation/ restoration
Prompt	GLASS direction

Project location

Country	England
Site location	GREATER LONDON HARINGEY WOOD GREEN New River, Myddleton Road
Postcode	N22 8QP

Study area	0 Square metres
Site coordinates	TQ 530575 191565 50.950918574245 0.179271784268 50 57 03 N 000 10 45 E Point

Project creators

Name of Organisation	Compass Archaeology
Project brief originator	Eight2O
Project design originator	Compass Archaeology
Project director/manager	Geoff Potter
Project supervisor	Miranda Fulbright
Type of sponsor/funding body	Thames Water PLC

Project archives

Physical Archive Exists?	No
Digital Archive recipient	Museum of London Archaeological Archive
Digital Contents	"Wood","other"
Digital Media available	"Images raster / digital photography","Text"
Paper Archive recipient	Museum of London Archaeological Archive
Paper Contents	"Wood","other"
Paper Media available	"Context sheet","Plan","Report"

Project bibliography 1

Publication type	Grey literature (unpublished document/manuscript)
Title	New River, Myddleton Road, London Borough of Haringey, N22
Author(s)/Editor(s)	Fulbright, M.
Date	2018
Issuer or publisher	Compass Archaeology
Place of issue or publication	250 York Road, SW11 3SJ
Description	A comprehensive report comprising introductory pages with background information pertaining to the site, site location, geology and historical and archaeological background. Results section discussing the Level 2 Historic Building Record and the watching brief. Accompanied by appendices produced by relevant finds specialists.

Entered by	Miranda (miranda@compassarchaeology.co.uk)
Entered on	28 November 2018