

SITE LOCATION AND DESCRIPTION

Knaresborough

The market town of Knaresborough is situated on a outcrop of Magnesian Limestone that forms an area of relatively high ground on the 76 metre contour on the western side of the Vale of York. The town is situated approximately four miles to the north east of Harrogate and eighteen miles west of York. The settlement is located on the eastern side of Knaresborough gorge a natural fissure cut by the River Nidd.

High Bridge

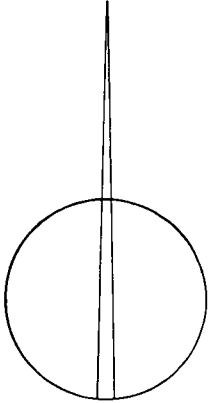
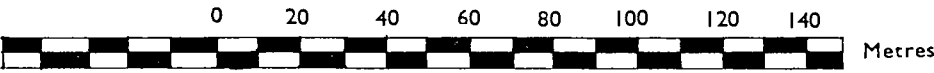
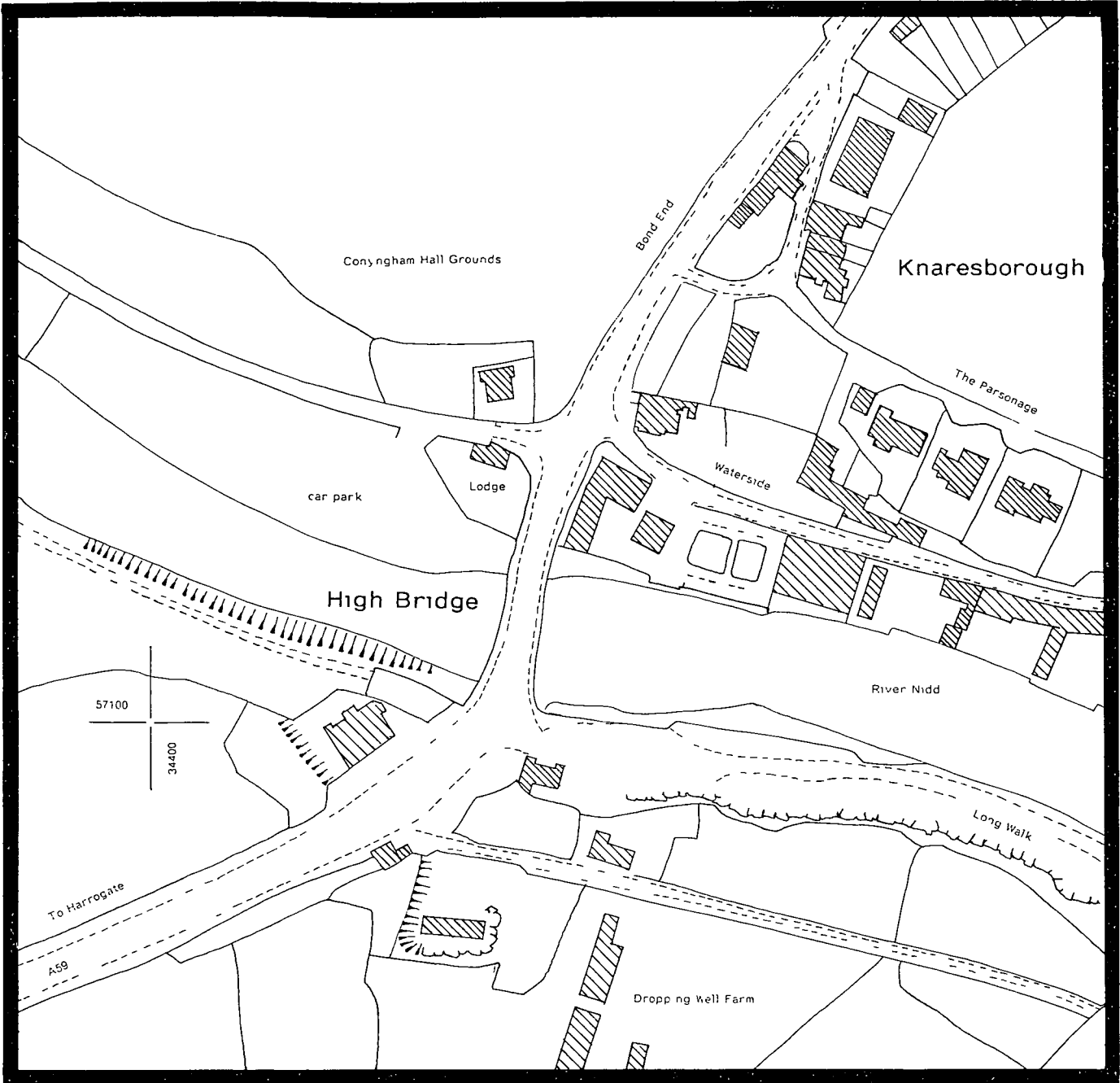
High Bridge is located on the south western fringe of the developed area of the settlement and situated within Knaresborough Gorge at 44 metres above sea level, at the foot of Bond End / Tentergate and Forest Lane Hill.

The site has been chosen as a crossing point so as to take advantage of the relatively shallow gradient of the sides of the gorge which are otherwise precipitous. The River Nidd at this point measures up to 40 metres wide and flows relatively deep, making the site unsuitable as a fording point. Upstream of the bridge the banks of the River Nidd are wooded and have been incorporated into the grounds of Bilton and Conyngham Hall. Downstream the eastern river bank is situated below the magnesian limestone cliffs and support the Waterside development which originally grew up around the mills but is now dominated by landing stages and tourism. The western river bank is wooded and largely undeveloped other than the ancillary buildings associated with the Dropping Well complex.

The bridge is a double span stone structure with a central pier, supporting the A59 main Harrogate to York road. The bridge is aligned north north east and measures a total length of 80 metres and up to 23 metres in width, the surface of the carriageway is elevated approximately 4.5 metres above the River Nidd. The existing composite structure contains fabric that dates back to the 14th Century, with subsequent alterations and extensions that have continued up to the mid 20th Century. This sequence of building works can be most easily identified from the inspection of the underside of the bridge.

The earliest structure a double span pack horse bridge constructed out of dressed magnesian limestone is well concealed by more recent alterations and is situated east of centre of the existing structure. This rib-vaulted structure with segmental arches measures approximately 3 metres wide and is aligned north south askew to the existing structure. The masonry of this bridge is heavily weathered and has deteriorated as a result of water seepage through this structure throughout the centuries.

FIGURE 2 SITE PLAN



The central section of the existing structure is an 18th Century extension cladd onto the western side of the medieval bridge. This structure has twin rounded arches and is constructed out of dressed sandstone, the width of the structure measures up to 4 metres. It is suspected that this phase of works relates to the 1773 repairs and enlargement of the bridge.

The existing elevations, parapets and angled piers of the bridge were constructed out of dressed sandstone during the 1920's. This the last phase of major construction work on the bridge involved the addition of a 4 metre wide extension to the western side of the late 18th Century structure, together with the addition of a 1 metre wide extension to the eastern elevation of the medieval structure, along with the reinforcement of the central piers of the bridge.

Since these major alteration works the surface of the bridge has been subjected to a series of modifications relating to the re-alignment of the carriageway and the construction of footways.

HISTORICAL AND ARCHAEOLOGICAL BACKGROUND

Knaresborough

The origins of the settlement of Knaresborough are relatively obscure. The first reference to the town is in 1086 in the Domesday Book, where it is recorded as Chearesburg, this place name evidence would suggest that the site may have been fortified and may date back to Anglo Saxon period, 'burg' meaning defended enclosure. There is however no physical evidence of the pre-Norman settlement at Knaresborough, and from references within the Domesday book it would appear that the 11th century settlement if not deserted was greatly reduced.

It seems likely that the settlement began to develop during the first half of the 12th century, when it is known that both the Castle and the parish church were in existence, both structures continued to develop well into the late medieval period.

By the 13th century Knaresborough was acting as the centre of an iron-working industry, processing the ironstone mined from the Forest of Knaresborough.

During the 14th century the settlement continued to develop and expand, largely as a result of it being ideally situated as a catchment focus for the trade and exchange of goods between the Pennine economy to the west and that of the Vale of York to the east. The documentary evidence confirms that by 1307 Knaresborough had been granted a weekly market and an annual fair and the inhabitants of the town were made free burgesses. Trade and industry during the later medieval period would appear to have centred around the woollen industry, but also included a wide variety of other trades such as cobblers, brewers, butchers, tanners, metalworkers and blacksmiths.

The post medieval period witnessed a transition from the woollen to the linen industry. This industry continued to grow during the 18th and early 19th centuries and the town benefited from this boom. However during the second half of the 19th century this industry contracted and Knaresborough was eclipsed by the growth of the new, regional administrative centre at Harrogate.

Archaeological background and previous excavation within the town

Knaresborough is a historic town of interest and importance, and as there has been only a limited amount of modern development within the town centre, there is a high potential for the survival of historical standing structures and there is a high potential for the preservation of buried archaeological deposits

Archaeological investigation within the town has been largely confined to a number of small research excavations within the castle grounds. These have taken place, intermittently, over the last sixty years, unfortunately the record for these works are incomplete and sketchy. Recently a three year programme of ground investigation has concluded, these excavations, located immediately adjacent to the north and east elevations of the keep were conducted by Harrogate Museums and Art Galleries. These works were undertaken as a support to the ongoing programme of repair to the standing structures

Within the town centre, over the last number of years, a series of watching briefs have been maintained on local authority trench excavations and private developments in an attempt to locate and examine the nature and form of the town defence's. Unfortunately these works have failed to identify any evidence of this defensive structures

Other entries in the archaeological record are from the declared chance finds, records for this information has been noted since the 18th century. The finds range from a Bronze Age perforated stone axe that was found at Blind Lane Farm, to a Roman urn or cooking pot of Antonine date that was recovered from south of Tentergate Avenue. The greater majority of these finds are isolated coins dating from the Roman period onwards

High Bridge and it's environs

Medieval References

From the Stuteville Charter it is evident that a main thoroughfare passed over a bridge on or near the existing site leading to Bilton as early as 1200. This same road is mentioned in the foundation Charter of the Trinitarian House of St Robert's in Knaresborough in 1256

In 1284 (and possibly as early as 1211) there is documentary reference to a fulling mill, which was situated on the north bank of the River Nidd above the High Bridge, the industry was eventually transplanted during the early 16th Century to Spital Croft. During the 13th Century the area around High Bridge had become the centre of the woollen cloth industry, and by the 15th Century the area had become known as Tentergate (now Bond End), the name being directly associated with the woollen cloth industry (tenters being the racks on which the cloth was hung out to dry). By the mid 15th Century the structure was referred to as Danyell Bridge when the Friars of the Trinitarian House of St Robert's acquired a house at the south end of the bridge.

Post-medieval References

In the early 18th Century High Bridge was a feature in a scenic ramble along the southern banks of the River Nidd known as The Long Walk which was laid out by Sir Henry Shingsby between 1738 and 1740.

In 1754 in a field by the side of High Bridge some silver and copper coins, spurs, cannon balls and musket shot were found, it is thought that this hoard was associated with the 1642 Parliamentary siege of Knaresborough castle.

In 1752 the Trustees of the Harrogate Turnpike branch were empowered to set up toll gates on the Forest Lane - High Bridge and Belmont - Low Bridge routes into Knaresborough. During 1754 the road builder and surveyor "Blind" Jack Metcalfe constructed the Turnpike road between Knaresborough and Harrogate, stretches of this structure were paved in stone.

It is recorded that High Bridge was repaired and enlarged in 1773.

METHODOLOGY

High Bridge is a Scheduled Ancient Monument of both regional and national significance, and it was felt that the proposed works on this structure would have a level of impact that would require archaeological provision incorporating into the scheme of works. The archaeologist would be engaged to oversee and monitor the proposed excavations across this structure.

The scheme of works indicated that the intended ground disturbance would be largely confined to ground levels that had been subjected to a high level of disturbance associated with the installation and repairs on existing services. However, it was anticipated that there was a very real possibility that the proposed trench excavations could reveal previously unrecorded fabric or surfaces relating to this medieval transport structure.

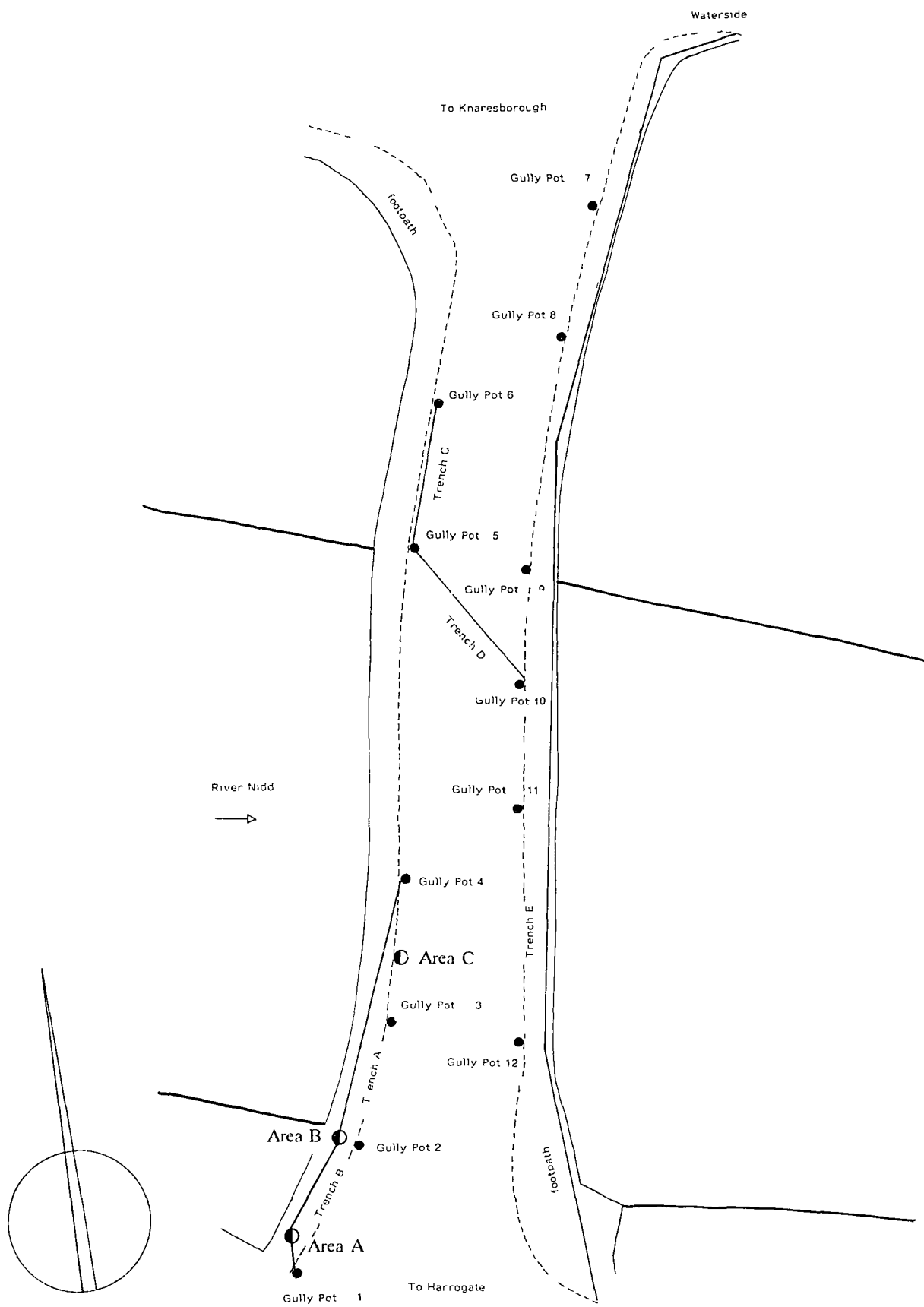
It was felt that there was a need to maintain a watching brief during all trench excavations and ground disturbance associated with the replacement of drainage chambers, it was agreed that there was no reason to extend this provision to include the lifting and reinstatement of the existing footways.

The watching brief condition makes provision for an archaeologist to be present on site, to witness the excavation processes, allowing the archaeologist a reasonable length of time to satisfactorily record any archaeology encountered. By following this procedure it is hoped that information can be compiled to establish the presence or absence, extent, condition, character, quality and date of any archaeological features or deposits which might exist within the area affected by the proposed improvement works.

THE BRIEF OF WORKS

It was agreed that the works would involve three phases, each of which would require an archaeologist to be in attendance.

- i The excavation of drainage trench's beneath the east and west footways and across the highway in order to replace the existing clay sewer pipes.
- ii The excavation of a trench across the full length of the bridge, adjacent and running parallel to the eastern parapet wall of the structure.
- iii The demolition of brick built drainage chambers and necessary ground disturbance around these structures in advance of the installation of replacement concrete chambers.



Scale 1 400

SUMMARY OF EXCAVATIONS

In total 12 drainage gulleys and up to 50 metres trench were hand excavated with a remaining 84 metres of trench being machine excavated

The stratigraphy identified within the exposed sections of these excavations was inspected and it was confirmed that the ground levels across the bridge had been heavily disturbed and displaced during the installation of services during the last 100 years. Although the depth of these excavations was largely confined to the upper and more recent deposits, it would appear that this disturbance had resulted in the destruction of all but the most robust features within the archaeological record

The works exposed a number of previously unidentified archaeological features. These included the remains of what is suspected to have been a large magnesian limestone structure which was situated to the immediate south of the bridge and is suspected to be part of an 18th Century Toll Gate. Other more recent, but previously unrecorded features were noted that included road surfaces and drainage features

A small assemblage pottery was recovered from these excavations, this was entirely made up of modern and nineteenth century porcelain. These stratified and unstratified finds were retrieved from all those deposits inspected and merely confirms their recent deposition and disturbance

The works provided a useful opportunity to make a detailed inspection of the fabric of the bridge

It was noted that the western side of the structure was in a reasonable state of repair although it had been recently subjected to a high level of water of action, the source of which emanated from a leaking water main. The fabric and foundations of the western parapet wall appeared to be sound with the exception of a dislocation in one section of the masonry that can be attributed to or resulting from an earlier breaching of the wall and the insertion of a cast iron drainage pipe. Furthermore, it was noted that the arches on the western side of the bridge were sealed with a bitumen membrane

The fabric and foundations of the eastern parapet wall were in a poor state of repair, it was noted that the sandstone foundations of this wall had been disturbed and largely removed to accommodate the installation of electricity cable, an attempt to rectify this weakness had been made by laying a rough concrete footing against the base of the wall, the concrete was removed during the excavation of Trench E. It was noted that the arches on the eastern side of the bridge had not been treated with a bitumen seal, the absence of such a membrane would almost certainly account for the increased permeation through underside of the bridge at this point. It is envisaged that the improvement to the drainage works on the bridge will alleviate this water retention and be directly beneficial to the wellbeing of the monument.

EXCAVATION RECORD

AREA A

Type hand excavation
Class exploratory sondage
NGR SE 34492 57105

Planform rectangular
Profile U shaped
Aligned north west

Length 120 cm
Width 80 cm
Depth 45 cm

Features -
Fig Nos 3
Plate No -
Film/Frame No 1/5,7

Comments

an exploratory sondage was excavated to expose the nature and alignment of the existing services and drainage. The excavation was situated at the southern extent of the footway on the western side of the bridge.

It was revealed that the area had been subjected to a high level of disturbance associated with the laying of four services including a cast iron gas pipe and three, ceramic, foul water drains. These services were all situated within 26cm of the existing paved footway.

No features of archaeological significance were identified during these excavations.

A small assemblage of 19th century and modern pottery sherds were recovered from the layer of loamy clayey sand, no other finds were identified.

AREA B

Type hand excavation
Class exploratory sondage
NGR SE 34495 57113

Planform rectangular
Profile U shaped
Aligned north west

Length 120 cm
Width 180 cm
Depth 80 cm

Features -
Fig Nos 3
Plate No -
Film/Frame No 1/6-8

Comments

an exploratory sondage was excavated to expose the nature and alignment of the existing services and drainage. The excavation involved the demolition of the existing brick chamber of drainage gully no 2 situated at the southern end of the footway on the western side of the bridge.

It was revealed that the area had been subjected to a high level of disturbance associated with the laying of five services including a cast iron gas pipe and three, ceramic foul water drains together with a sheathed electricity cable. These services were all situated within 26cm of the existing paved footway. A single cast iron drainage pipe was identified running from the drainage chamber in a western direction passing through the foundations of the western parapet wall and projecting beyond the elevation of the bridge.

The foundations of the parapet wall consisted of dressed blocks of sandstone (comparable in size and form with the parapet wall), two courses deep and projecting eastwards from the base of the parapet wall up to 40cm. A number of these foundation stones had been damaged and displaced during the installation of the cast iron drain.

A small assemblage of 19th century and modern pottery sherds were recovered from the layer of loamy clayey sand, no other finds were identified.

AREA C

Type hand excavation / Yorkshire Water
Class exploratory sondage
NGR SE 34500 57130

Planform rectangular
Profile U shaped
Aligned north west

Length 160 cm
Width 120 cm
Depth 90 cm

Features C, D
Fig Nos 3
Plate No 6
Film/Frame No 1/18-22, 25-26

Comments

an exploratory sondage was excavated by Yorkshire Pipelines on behalf of Yorkshire Water Services Ltd in order to locate a water mains pipe and identify a source of leakage. The excavation was situated to the south of the centre of the bridge and adjacent the kerbline on the western side of the structure.

It was revealed that the area had been subjected to a high level of disturbance associated with the laying of a cast iron gas pipe which was identified at 30cm beneath the existing carriageway and this was found to be overlying the water mains pipe. The cast iron water pipe was aligned north south and situated at 65cm below the existing carriageway. The point of leakage was identified and the sondage was enlarged to afford access and enable the repair work on this section of pipe. The repairs were made over two day period and during which time the sondage was flooded with water, this water action resulted in both the deepening of the test hole and the under-cutting of it's sections. Within the west facing section of the sondage this erosion exposed and cleaned the previously concealed western elevation of the 18th Century bridge (Feature C) and butted against this structure the remains of an early 20th Century road surface of sandstone setts (Feature D). The excavation of this sondage also revealed the nature and make up of the core of the 20th Century extension to the bridge which consisted of sandstone rubble fragments less than 40cm in size bedded and suspended within a pink brown coloured sandy clay. A small assemblage of 19th century and modern pottery sherds were recovered from the layer of sandy clay, no other finds were identified.

TRENCH A

Type hand excavation
Class pipe trench
NGR SE 34499 57133

Planform curvilinear
Profile flat bottomed U
Aligned north east

Length 14.7 metres
Width 40 cm
Depth 65 cm

Features -
Fig Nos 3
Plate No -
Film/Frame No 1/9

Comments

the pipe trench was excavated from area B in a north easterly direction, parallel and immediately adjacent to the existing kerb, the excavation terminated within the drainage gully chamber no 4. The trench was excavated through made up ground levels directly beneath the former footway. The depth of the excavation was determined by an electricity service cable that ran parallel with kerb. The base of the trench fell on a very shallow angle of slope to the south south west.

The trench excavation exposed a number of existing services including a cast iron gas pipe, ceramic surface water drains and a sheathed electricity cable.

No features of archaeological significance were identified during these excavations.

A small assemblage of 19th century and modern pottery sherds were recovered from the layer of loamy clayey sand, no other finds were identified.

TRENCH B

Type hand excavation
Class pipe trench
NGR SE 34493 57109

Planform curvilinear
Profile flat bottomed U
Aligned north east

Length 14.5 metres
Width 45 cm
Depth 78 cm

Features -
Fig Nos 3
Plate No -
Film/Frame No 1/14

Comments

the pipe trench was excavated from area B in a south westerly direction, parallel to the existing kerb, the excavation terminated within the drainage gully chamber no 1. The trench was excavated through made up ground levels directly beneath the former footway. The base of the trench fell on a very shallow angle of slope to the south south west.

The trench excavation exposed a number of existing services including a ceramic surface water drain and an sheathed electricity cable.

No features of archaeological significance were identified during these excavations.

A very small assemblage of 19th century and modern pottery sherds were recovered from the layer of loamy clayey sand, no other finds were identified.

TRENCH C

Type hand excavation
Class pipe trench
NGR SE 34509 57154

Planform linear
Profile flat bottomed U
Aligned north north east

Length 10 metres
Width 50 cm
Depth 52 cm

Features -
Fig Nos 3
Plate No -
Film/Frame No 1/29

Comments

the pipe trench was excavated from drainage gully no 5 in a north north easterly direction, parallel and immediately adjacent to the existing kerb, the excavation terminated within the drainage gully chamber no 6. The trench was excavated through made up ground levels directly beneath the western side of the carriageway and adjacent to the kerb. The trench fell on a very shallow angle of slope to the south west.

No services were exposed during the excavation of this trench.

No features of archaeological significance were identified during these excavations.

A small assemblage of 19th century and modern pottery sherds were recovered from the layer of loamy clayey sand, no other finds were identified.

TRENCH D

Type hand excavation
Class pipe trench
NGR SE 34509 57150

Planform linear
Profile flat bottomed U
Aligned north west

Length 10.5 metres
Width 50 cm
Depth 180 cm

Feature B
Fig Nos 3
Plate No -
Film/Frame No 1/27-28

Comments

the pipe trench was excavated from drainage gully no 5 in a south easterly direction, across the main carriageway, terminating at the manhole chamber no 1. The trench was excavated through the modern road surface with its hardcore bedding and a substantial depth of disturbed ground. These made up ground levels were associated with the backfill of an earlier trench excavations relating to the installation of a brick drainage culvert (Feature B), together with a cast iron gas main identified at the south western extent of the trench aligned north east. The trench fell on a very shallow angle of slope, the gradient of which increases to the south east.

The trench excavation terminated adjacent to the 2 metre deep brick inspection chamber, the base of the chamber wall was breached to install the new drain, at 135cm beneath the existing carriageway a brick box drain (Feature B) was noted.

No features of archaeological significance were identified during these excavations.

No finds of archaeological interest were identified during these excavations.

TRENCH E

Type machine excavation
Class pipe trench
NGR SE 34516 57143

Planform curvilinear
Profile flat bottomed U
Aligned north north east

Length 84 metres
Width 100 cm
Depth 48 cm

Features E, F, G
Fig Nos 3

Plate No 7, 8, 9
Film/Frame No 2/1-19

Comments

the pipe trench was excavated immediately adjacent to the eastern parapet wall of the bridge, the machine excavation of this trench commenced at the Waterside junction and ran the full length of the bridge. The trench was excavated through made up ground levels directly beneath the former footway. The base of the trench fell on a very shallow angle of slope to the south.

The trench excavation exposed a number of existing services including ceramic surface water drains, telecom cables and a sheathed electricity cable.

A number of archaeological features dating to the late 19th - early 20th Century were identified during these excavations. These included a short section of a buried kerbline (Feature E) and road surface (Feature F) together with the apex of the northernmost archway of the bridge (Feature G). It was noted that the eastern parapet wall unlike its western equivalent lacked a foundation plinth, however, a short 320cm length of such a foundation was noted at the southern extent of the wall, this section had been subject to some disturbance and it would appear that this structure may well have continued along the full length of the parapet but had recently been removed to facilitate the installation of an electricity cable.

A small assemblage of 19th century and modern pottery sherds were recovered from the layer of heavily disturbed loamy clayey sand, no other finds were identified.

DRAINAGE GULLY 1

Type hand excavation
Class gully chamber
NGR SE 34491 57103

Planform rectangular
Profile flat bottomed U
Aligned west

Length 85 cm
Width 92 cm
Depth 128 cm

Feature A
Fig Nos 3
Plate No 4, 5
Film/Frame No 1/10-13,15-16

Comments

the existing drainage gully situated at the southern extent of the bridge and adjacent to the kerbline was removed and the brick chamber was demolished. The stratigraphy revealed within the exposed sections of this excavation indicated that this area of ground had been heavily disturbed during the installation of the cast iron water and gas service pipes which were identified at 48 cm below the existing carriageway. These services were bedded on a layer of pink-orange coloured sandy clay that contained a relatively high quantity of inclusions which included magnesian limestone chipping's, charcoal flecking and gravel, a single fragment of clay tobacco pipe stem was recovered from this layer. Within the base of the excavation at 134cm below the existing carriageway the sandy clay layer was found to seal a magnesian limestone wall (Feature A) this small section of dressed masonry was aligned north east and was found to be in situ.

DRAINAGE GULLY 2

Type	hand excavation
Class	gully chamber
NGR	SE 34495 57109

Planform	rectangular
Profile	flat bottomed U
Aligned	west

Length	120 cm
Width	100 cm
Depth	100 cm

Features	-
Fig Nos	3
Plate No	-
Film/Frame No	1/17

Comments

the existing drainage gully situated on the southern side of the bridge and adjacent to the kerbline was removed and the brick chamber was demolished. The stratigraphy revealed within the exposed sections of this excavation indicated that this area of ground had been heavily disturbed associated with the installation of up to four services including a cast iron gas pipe and three, ceramic, foul water drains.

No archaeological features were identified within this excavation.

No finds were identified.

DRAINAGE GULLY 3

Type hand excavation
Class gully chamber
NGR SE 34499 57114

Planform rectangular
Profile flat bottomed U
Aligned west

Length 120 cm
Width 100 cm
Depth 100 cm

Features -
Fig Nos 3
Plate No -
Film/Frame No 1/23-24

Comments

the existing drainage gully situated south of the centre of the bridge adjacent to the kerbline was removed and the brick chamber was partially demolished. This former brick built chamber had been constructed directly upon the apex of the southern arch of the bridge, the surface of which had been sealed with a coating of bitumen. The west, north and south facing sides of the former brick chamber were left in situ, it was therefore not possible to inspect the nature of the stratigraphy.

No archaeological features were identified within this excavation.

No finds were identified.

DRAINAGE GULLY 4

Type	hand excavation
Class	gully chamber
NGR	SE 34503 57126

Planform	rectangular
Profile	flat bottomed U
Aligned	west

Length	120 cm
Width	120 cm
Depth	108 cm

Features	-
Fig Nos	3
Plate No	-
Film/Frame No	-

Comments

the existing drainage gully situated north of the centre of the bridge adjacent to the kerbline was removed and the brick chamber was partially demolished. The west, north and south facing sides of the former brick chamber were left in situ, it was therefore not possible to inspect the nature of the stratigraphy.

No archaeological features were identified within this excavation.

No finds were identified.

DRAINAGE GULLY 5

Type hand excavation
Class gully chamber
NGR SE 34506 57153

Planform rectangular
Profile flat bottomed U
Aligned west

Length 110 cm
Width 100 cm
Depth 100 cm

Features -
Fig Nos 3
Plate No. -
Film/Frame No 1/23-24

Comments

the existing drainage gully situated to the northern extent of the bridge adjacent to the kerbline was removed and the brick chamber was partially demolished. The stratigraphy revealed within the exposed sections of this excavation indicated that this area of ground had been heavily disturbed associated with the installation of services including a cast iron telecom duct and a ceramic, foul water drain.

No archaeological features were identified within this excavation.

No finds were identified.

DRAINAGE GULLY 6

Type hand excavation
Class gully chamber
NGR SE 34509 57162

Planform rectangular
Profile flat bottomed U
Aligned west

Length 120 cm
Width 90 cm
Depth 105 cm

Features -
Fig Nos 3
Plate No -
Film/Frame No -

Comments

the existing drainage gully situated at the northern extent of the bridge adjacent to the kerbline was removed and the brick chamber was partially demolished. The west, north and south facing sides of the former brick chamber were left in situ, it was therefore not possible to inspect the nature of the stratigraphy.

No archaeological features were identified within this excavation.

No finds were identified.

DRAINAGE GULLY 7

Type	hand excavation
Class	gully chamber
NGR	SE 34524 57178

Planform	rectangular
Profile	flat bottomed U
Aligned	west

Length	110 cm
Width	95 cm
Depth	85 cm

Features	-
Fig Nos	3
Plate No	-
Film/Frame No	-

Comments

the existing drainage gully situated on the northern side of the bridge adjacent to the kerbline was removed and the brick chamber was demolished. The stratigraphy revealed within the exposed sections of this excavation indicated that this area of ground had been heavily disturbed associated with the installation of a Telecom service.

No archaeological features were identified within this excavation.

No finds were identified.

DRAINAGE GULLY 8

Type	hand excavation
Class	gully chamber
NGR	SE 34520 57167

Planform	rectangular
Profile	flat bottomed U
Aligned	west

Length	100 cm
Width	55 cm
Depth	30 cm

Features	-
Fig Nos	3
Plate No	-
Film/Frame No	-

Comments

the existing drainage gully situated on the northern side of the bridge adjacent to the kerbline was removed and the brick chamber was exposed, cleaned and left in situ

No archaeological features were identified

No finds were identified

DRAINAGE GULLY 9

Type	hand excavation
Class	gully chamber
NGR	SE 34516 57151

Planform	rectangular
Profile	flat bottoaed U
Aligned	west

Length	110 ca
Width	65 ca
Depth	64 ca

Features	-
Fig Nos	3
Plate No	-
Film/Frame No	-

Comments

the existing drainage gully situated on the northern side of the bridge adjacent to the kerbline was removed and the brick chamber was demolished. The stratigraphy revealed within the exposed sections of this excavation indicated that this area of ground had been heavily disturbed associated with the installation of a cast iron water mains service.

No archaeological features were identified

No finds were identified

DRAINAGE GULLY 10

Type	hand excavation
Class	gully chamber
NGR	SE 34515 57141

Planform	rectangular
Profile	flat bottomed U
Aligned	west

Length	95 cm
Width	65 cm
Depth	26 cm

Features	-
Fig Nos	3
Plate No	-
Film/Frame No	-

Comments

the existing drainage gully situated to the north of centre of the bridge and situated adjacent to the kerbline was removed and the brick chamber was exposed, cleaned and left in situ

No archaeological features were identified

No finds were identified

DRAINAGE GULLY 11

Type	hand excavation
Class	gully chamber
NGR	SE 34511 57151

Planform	rectangular
Profile	flat bottomed U
Aligned	west

Length	95 cm
Width	60 cm
Depth	35 cm

Features	-
Fig Nos	3
Plate No	-
Film/Frame No	-

Comments

the existing drainage gully centrally located on the bridge and situated adjacent to the kerbline was removed and the brick chamber was exposed, cleaned and left in situ

No archaeological features were identified

No finds were identified

DRAINAGE GULLY 12

Type	hand excavation
Class	gully chamber
NGR	SE 34509 57112

Planform	rectangular
Profile	flat bottomed U
Aligned	west

Length	105 cm
Width	72 cm
Depth	23 cm

Features	-
Fig Nos	3
Plate No	-
Film/Frame No	-

Comments

the existing drainage gully located south of centre on the bridge and situated adjacent to the kerbline was removed and the brick chamber was exposed, cleaned and left in situ

No archaeological features were identified

No finds were identified

FEATURE A

Type	transport structure
Class	bridge toll gate/booth
Material	magnesian limestone
NGR	SE 34491 57103

Planform	linear segment
Profile	-
Aligned	north east

Length	47 cm
Width	12 cm
Depth	-

Fig Nos	-
Plate No	4, 5
Film/Frame No	1/10-13,15-16

Comments

a single, dressed magnesian limestone block identified at the southern extent and adjacent to the bridge on an area of solid ground, that was revealed during excavations for drainage gully no 1. The fragment of masonry was identified in situ at the base of excavation, the single block with a rectangular planform was bedded level and aligned north east which was not parallel with the existing kerbline or with the alignment of High Bridge. The upper face of this fragment of masonry had been dressed smooth with a narrow gauged masonry chisel. The west facing aspect of the fragment was not fully exposed but it would appear that this elevation was sloping, forming a shallow chamfered aspect the surface of which had only been roughly dressed. Both of the exposed surfaces of the masonry were not weathered and were butted and sealed by a single deposit of sandy clay.

It would appear that this masonry formed part of a substantially sized, magnesian limestone structure, its close proximity to the bridge, but its differing alignment would suggest that whilst it was not part of this structure it was directly associated with the bridge. It is possible that this building was part of the Toll Gate complex that was constructed to levy and regulate traffic using the bridge during the mid 18th Century.