

Feature A, dressed magnesian limestone masonry

PLATE 5



FEATURE B

Type: Class	transport structure drain:box
Naterial:	brick
NGR:	SE 34509 57150
Planform:	linear
Profile:	-
Aligned:	north west
Length:	-
Width:	45 cm
Depth:	40 cm
Fig Nos:	-
Plate No:	-
Film/Frame No:	-

Comments:

a brick vaulted box drain structure was identified at 180cm beneath the existing carriageway during the excavation of trench D. The south eastern extent of the feature was inspected, at the point at which the structure entered the brick man hole chamber. The box drain was dry at the time of inspection, and appeared to be in a state of disuse, although it is evident that the structure had originally been the main east/west drainage feature across the entire width of the bridge.

It is suspected that the structure is late 19th Century in origin.

FEATURE C

Type: Class	transport structure road surface:setts
Material:	sandstone
NGR:	SE 34500 57130
Planform:	-
Profile:	concave
Aligned:	north east
Length:	120 cm
Width:	-
Depth:	32 cm
Fig Nos:	_
Plate No:	6
Film/Frame No:	1/18-22,25-26

Comments:

an arrangement of sandstone setts, revealed in the west facing section of the exploratory sondage, area C. The setts were arranged end to end and bedded within tarmac scuffing's, and were butted to the buried west facing elevation of the 18th Century bridge. The setts had been subjected to a high level of settlement, this was compounded by more recent disturbance associated with the recent water action within sondage which had undermined this feature.

This former road surface was laid during the 1920's and associated with the most recent extension to the bridge.

PLATE 6



Features C and D, the west facing elevation of the 18th Century bridge

PLATE 7



Feature G, the apex of the northern arch of the bridge on it's eastern side, as revealed within Trench E

FEATURE D

Type:	transport structure
Class:	bridge
Material:	sandstone
NGR:	SE 34500 57130
Planform:	rectangular
Profile:	-
Aligned:	north east
Length:	120 cm
Width:	-
Depth:	50 cm
Fig Nos: Plate No:	- 6

Film/Frame No: 1/18-22,25-26

Comments:

the smoothly dressed sandstone masonry of the west facing elevation of the late 18th Century bridge were revealed during the excavation of area C. Three courses of masonry made up of dressed sandstone blocks each measuring 70 x 30cm in size were exposed in the west facing section of the elevation. Unfortunately the unstable nature of the sections of this sondage as a result of overnight water action meant that a detailed inspection of this fabric was unsafe. However it could be confirmed that the facing stones of the western elevation of the 18th Century bridge were not removed prior to the construction of the early 20th Century extension to the structure, but rather were left in situ and the hard core and clay infill of the new bridge were compacted against the elevation of the earlier structure.

FEATURE E

Type:	transport structure
Class	kerb
Material:	sandstone
NGR:	SE 34516 57143
Planform:	curvilinear
Profile:	-
Aligned:	east north east
Length: Width: Depth:	240 cm 30 cm
Fig Nos:	-

Plate No: 8 Film/Frame No: 2/1,3-6

43

Comments:

a total of four fragments of equally sized dressed sandstone blocks were identified at the northern extent of Trench E, and situated at the base of the existing parapet wall, the blocks were bedded level and arranged end to end forming a curvilinear kerb that had a different curvature to the extant parapet wall and existing kerb. The north eastern extent of this structure was not established as it was not revealed during these excavations, it's south western extent had been destroyed during the installation of electricity services.

The sandstone kerbline was heavily weathered indicating that the structure had prior to it becoming redundant been in use for some considerable length of time, it is possible that this feature is 19th Century in origin.

FEATURE F

Type:	transport structure
Class:	road surface:setts
Material:	granite
NGR:	SE 34516 57143

Planform:	rectangular
Profile:	-
Aligned:	north east

Length:	220 cm
Width:	65 cm
Depth:	10 cm

Fig Nos: -Plate No: 9 Film/Frame No: 2/1,3-6

Comments:

an isolated and small area of granite setts that had survived in situ beneath the footpath at the northern extent of the bridge, the former road surface was exposed at 12cm below the existing kerbline within Trench E. The individual granite setts were bedded level within bitumen tar and the same adhesive substance had been poured between the joints of the setts.

This former road surface was found to be in a good state of preservation and it is understood that an identical surface was recently exposed during highway maintenance works at the Bond End junction to the north east. This would suggest that this surface was extensive and not only restricted to the bridge.

It is suspected that this feature is late 19th Century in origin.



Feature E, a former kerbline on the northern side of the bridge, revealed within Trench E

PLATE 9



Feature F, granite setts bedded within bitumen, a former road surface on the northern side of the bridge, revealed within Trench E

FEATURE G

Type:	transport structure
Class:	bridge
Material:	sandstone
NGR:	SE 34516 57143
Planform:	rectangular
Profile:	-
Aligned:	north east
Length:	120 cm
Width:	80 cm
Depth:	45 cm
Fig Nos:	
Plate No:	10
Film/Frame No:	2/11-15

Comments:

the apex of the northernmost arch on the eastern side of the bridge was revealed within the base of trench E. The masonry was exposed at 32cm beneath the existing kerbline and was found to be roughly dressed sandstone that matched with the type and finish of the eastern elevation of the bridge. The size of each stone measured 44×25 cm and unlike the apex of the arch identified on the western side of the bridge (drainage gully no.3) there was no evidence to indicate that the surface of the arch was sealed with bitumen.

It is suspected that this masonry dates to the early 20th Century and is part of the most recent eastern extension to the bridge.

CONCLUSION

The recent archaeological watching brief conducted by Mr.K.J.Cale on behalf of Harrogate Borough Council at High Bridge, Knaresborough, confirmed that the present ground levels across this scheduled ancient monument had been largely formed by the deposition of recently imported sandy clays and hardcores, it is suspected that the majority of which were deposited during and following the major alterations to the bridge during the 1920's. These deposits have since been subjected to a high level of disturbance relating to the installation of an intense network of services that include major water and gas mains together with electricity and telecommunication cables and a complex surface water drainage pattern.

In light of these excavations it is recommended that as well as the required archaeological provision for monitoring any further works on, or repairs to, the structure itself, any ground disturbance immediately adjacent to the bridge should also be the subject of archaeological observation, as it has been confirmed that deposits and features of archaeological interest survive in situ beneath the existing highway.

Kevin John Cale November 1994