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CREETS BRIDGE, KIRKBY MALZEARD.

REPORT ON AN ARCHAEOLOGICAL WATCHING BRIEF.
OSA REPORT No: OSA02WB26.

JUNE 2002.



OSA

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Report Summary.

REPORT NO: OSA02WB26.**SITE NAME:** Creets Bridge.**COUNTY:** North Yorkshire.**PARISH:** Kirkby Malzeard.**NATIONAL GRID REFERENCE:** SE 241 745.**PLANNING APPLICATION No:** N/A.**ON BEHALF OF:** North Yorkshire County Council
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YO10 3EP*tel* (01904) 411673*fax* (01904) 414522*mobile* (07767) 385766*e-mail* mail@onsitearchaeology.co.uk.**PERIODS REPRESENTED:** 18th century onwards.NYE1967
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1.0 Abstract.

An archaeological watching brief was carried out by On-Site Archaeology on Creets Bridge, Kirkby Malzeard, North Yorkshire (NGR SE 241 745) on behalf of North Yorkshire County Council. The bridge, a grade II listed structure, had been damaged during floods in the autumn of 2000 that had caused the east abutment to fail. A watching brief was required during the installation of a support system for the bridge, the dismantling of the stonework of the eastern portion of the bridge, and the removal of the fill lying beneath the road surface.

The watching brief took place at relevant times between 20/5/02 and 17/6/02. During the installation of the support system for the bridge, no evidence was found for any structures pre-dating the present bridge. However, during this work a stone bearing the date 1749 together with the builders' names, was found in the bed of Kex Beck. The stone may originally have been part of the bridge parapet. What appeared to be a cruck timber was also found some 10m downstream from the bridge. It may well have been taken from a demolished dwelling and reused as part of the timber formwork for the construction of the bridge. No mason's marks, or other items of interest were observed during the dismantling of the parapet and the masonry of the spandrels and abutment. However the arch itself was of interest, several of the stones appearing to be reused copings from an earlier structure – possibly a masonry bridge that preceded the present one.

Beneath the modern road surface, the fill of the bridge appeared to have been undisturbed since the 18th century. A greater proportion of this fill consisted of 'fines' than the engineers had expected. Although large cobbles were concentrated adjacent to the arch, a far greater proportion of large pieces of masonry would have been predicted to counteract the thrust of the arch.



Figure 1. Site Location Plan (NGR SE 241 745)

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