



INDEX DATA	RPS INFORMATION
Scheme Title A650 Bingley Relief Road.	Details Archaeological Excavations 1999 Overall summary
Road Number A650	Date March 2000
Contractor Boubie	
County West Yorkshire	
OS Reference SE13	
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4172

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**Highways Agency**

## **A650 Bingley Relief Road**

### **Archaeological Evaluations, 1999**

Overall summary of results

BTI 004383 March 2000

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**Highways Agency**  
**A650 Bingley Relief Road - Archaeological Evaluations, 1999**

Overall summary of results

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## Introduction

- 1.1 A DMRB Stage 2 Archaeological Assessment (the Stage 2 Report), carried out by Babtie in 1996 on behalf of the Highways Agency (HA), identified 48 sites of archaeological interest which could be affected by the new road. Further consultation with West Yorkshire Archaeology Service - Advisory Services (WYAS-AS) identified five more sites (Sites 49-53). WYAS-AS run the County Sites and Monuments Record and are the archaeological advisers to the local planning authority.
- 1.2 There was insufficient information in respect of several sites to determine the need for and appropriate scope of any mitigation works. Field evaluation works were undertaken at these sites in August to October 1999 by Babtie Group and their subcontractors. The results are fully described in four separate reports. This document provides an overall summary, with general conclusions and recommendations for mitigation works.
- 1.3 Separate works to record two historic buildings were also undertaken. These are not summarised here, as they constitute mitigation rather than evaluation works, and therefore do not lead on to recommendations in respect of any further stages of work.

## The Evaluation Works

- 2.1 Evaluation works were undertaken at eight sites (see below), with between 1 and 3 different methods being applied at each site. Earthwork/topographic survey was undertaken directly by Babtie; geophysical survey by GSB Prospection; palaeoenvironmental sampling by the Centre for Wetland Archaeology, and sample excavation by Archaeology Services WYAS. The following works were undertaken:

- Site 6 Geophysical survey and sample excavation
- Site 13 Palaeoenvironmental Sampling
- Site 37 Palaeoenvironmental Sampling
- Site 38 Earthwork/topographic survey and sample excavation
- Site 49 Earthwork/topographic survey
- Site 50 Earthwork/topographic survey, geophysical survey and sample excavation
- Site 51 Earthwork/topographic survey, geophysical survey and sample excavation
- Site 52 Sample excavation

- 2.2 The nature and scope of the evaluation works for each site were agreed by consultation with WYAS-AS and English Heritage in 1996, and confirmed by further discussion with WYAS-AS in 1999. Briefs were prepared and subconsultants selected by Babbie Group. Works by subcontractors were managed by Babbie Group, who subsequently reviewed the reports on each category of work.

## Results of Evaluation Works

### 3.1 **Site 6 (Flint scatters and other finds along the River Aire) - Figure 2**

- 3.1.1 Flint axes, scatters of flint artefacts and Roman coins have been found in the valley bottom of the River Aire in this vicinity (NGR SE 12023770), suggesting the potential presence of contemporary settlement or other archaeological remains. The site is part of the flat floodplain of the River Aire, and at the time of the evaluation was heavily overgrown with tall rank weeds. The north end of the site, adjacent to Rye Loaf Hill, had formerly been part of a road protesters' camp. Three piers for the proposed Aire Valley Viaduct will be constructed within the site, between the foot of Rye Loaf Hill and the river. One of these piers will be located in an area of recently reworked gravels, but construction of the other two could affect any archaeological remains in their vicinity. It is unclear as to whether there will be impacts associated with the construction process between the piers.
- 3.1.2 Geophysical (gradiometer) survey over an area of about 0.5 hectares identified large areas of ferrous disturbance at the north-west and south-east ends of the survey area, with smaller patches of ferrous responses scattered throughout the area. A small group of amorphous anomalies in the centre of the survey area, close to one of the viaduct piers, were tentatively identified as of possible archaeological origin. No clear interpretation of the anomalies was possible, and it is equally likely that they were of natural origin.
- 3.1.3 Sample excavation of two trenches totalling 120m<sup>2</sup>, one located at each viaduct pier, failed to identify any archaeological remains. Topsoil and subsoil were stripped by mechanical excavator, followed by hand-cleaning of the exposed surfaces. No archaeological remains were identified at this level. Mechanical excavation in smaller sample areas demonstrated that the subsoil of undifferentiated fine alluvial deposits continued to at least 1.5m below ground level in each trench, well below the maximum depth at which gradiometer survey would be expected to detect archaeological remains.

**3.2 Sites 13 and 37 (Bingley South Bog and North Bog)**

**3.2.1** Two waterlogged peat-bogs will be affected by construction. Both were considered to have considerable palaeoenvironmental potential (i.e. they were likely to contain preserved pollen and other biological materials which would provide detailed information on environmental change and human activity in the area over long periods of time). South Bog, which is an SSSI, has been subject to a previous study which confirmed its palaeoenvironmental potential, but did not analyse the upper 2.5m of deposits in detail. North Bog is much deeper, but had not been subject to any previous study. A programme of coring and sampling was therefore commissioned.

**3.2.2** Previous geotechnical work had shown that the maximum depth of North Bog is about 20m below ground level; the maximum depth reached in this programme, using only hand-held equipment, was 14.8m. The general sedimentary sequence consisted of about 10m of lake muds ('gyttja') overlain by up to 3m of brown, fibrous fen peat, with a thin upper layer of peaty topsoil. Analysis of pollen samples indicates that the bog possesses the potential to provide a near-complete vegetation history of the immediately surrounding area from the end of the last ice age (about 8000 BC) up to at least the medieval period, including evidence for human interference with the environment. Preservation of pollen was particularly good in the gyttja deposits; in the peat there were areas of poor preservation suggestive of episodes of drying-out. The rate of sediment accumulation has been relatively rapid, giving the potential for very high-resolution analysis.

**3.2.3** There are no comparable sequences known in Yorkshire, while throughout the United Kingdom there are very few comparable sequences on the lowland/upland fringe. The deposits could therefore be assessed as being of at least Regional and possibly National importance.

**3.3 Site 38 (Dry-stone walled landscape north of Bingley North Bog) - Figure 3**

**3.3.1** The Stage 2 Report had identified an area of dry-stone walls and earthworks, including some features with boulder footings, to the north of Bingley North Bog. Some of the features were potentially of Romano-British origin, although there was no clear dating evidence. The land is pasture, sloping unevenly from north-east to south-west, with a very abrupt transition to the flat land of Bingley North Bog on the south side of the site. There are very steep natural scarps at the south-east and, to a lesser extent, south-west corners of the site, with some

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similar scarps within the site. The area would be affected by the construction of the new road, with part also being affected by the construction of an access road to Sleningford Road.

**3.3.2** Earthwork survey, combined with digitisation of features from aerial photographs and maps, recorded a number of drystone walls and lynchets, together with natural scarps. The area of earthwork survey extended beyond the area of impact, to enable the features to be recorded in their wider context, as is essential in this type of work.

**3.3.3** Some features showed more than one phase, for instance where walls were built on the face of existing lynchets, while some lynchets had boulder revetments at their bases. There was no direct dating evidence, although some of the boundaries were shown on 1<sup>st</sup> or 2<sup>nd</sup> edition Ordnance Survey maps and others were not. A small rectilinear stone structure located in a hollow, of which only the basal course survived, was shown on a map of 1894 but not on one of 1852; this may have been a small field barn or other agricultural building. There was no evidence to suggest an ancient date for any features, although most remained undated.

**3.3.3** Sample excavation of three trenches totalling 115m<sup>2</sup> examined the largest lynchet in the affected area, together with adjacent areas to the north and south. The lynchet had a collapsed stone wall at its foot and a hedgerow growing on its face, and stands at the boundary between the sloping uneven land to the north and flat ground on the fringe of Bingley North Bog to the south. The trench to the north of the lynchet lay on the summit of a small plateau, while that to the south lay on flat ground.

**3.3.4** The 'lynchet' was shown to be a steep natural scarp, although its line was continued to the north-east (outside the area of impact) by an artificial lynchet. The earliest man-made deposits were dumps containing slag and 17<sup>th</sup> century pottery, overlying peat at the base of the slope. These had been cut by a drain, which was overlain by two phases of stone wall. The sample excavation report raises the possibility that pottery manufacture could have taken place in the near vicinity, although this is unlikely to have been within the survey area. The other trenches identified no archaeological features.

#### **3.4 Sites 49, 50 and 51 (earthworks near Bankfield Hotel) - Figure 4**

**3.4.1** This group of sites, added by WYAS-AS after completion of the Stage 2 Report, is located on a steep valley slope south of the River Aire. Site 49 is a prominent lynchet on the break of slope at the top of the valley side, still forming the modern field boundary. There is a relatively level area at the base of the lynchet, originally identified as a terraced trackway.

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Site 50 was identified as a group of terraces, wall footings and scattered rubble on the steep valley slope itself. Site 51 was a former water channel running parallel to the river, in the narrow level area between the river and the bottom of the valley slope. The channel was interpreted as an artificial feature indicating the presence of a water-control or water-power site in the vicinity. The sites would be affected by the construction of a viaduct, with the southern abutment located on Site 49, one pier in Site 50 and one in Site 51. It is unclear as to whether there would be impacts associated with the construction process between or around the piers.

**3.4.2** The lynchet was recorded by earthwork survey. It was up to 1.2m high and 2.7 - 3m wide, orientated approximately east to west with a modern fence and hedge on its top edge and face. It is marked as a boundary on the Ordnance Survey map of 1852. Stone is visible in the face of the lynchet, and it has a break of slope on its face. Dumps of dressed stone are visible on this feature, but do not appear to be directly associated with it. The trackway was recorded as a relatively level area at the base of the lynchet. It is unclear whether it is of man-made origin, although it could have been partially terraced into the slope; its up-slope edge is obscured by the presence of the lynchet. The 'trackway' is partially overlain by a modern access ramp into the field. After consultation with WYAS-AS, no sample excavation was undertaken in Site 49.

**3.4.3** In Site 50, earthwork survey identified the remains of a low grass-covered stone bank, 0.3m high and 1m wide orientated south-west to north-east with stone visible. An oval depression is located 8m to the west of this feature. Although individual pieces of large rubble are scattered around the field, no other terraces or wall footings were present. Gradiometer survey identified two magnetically strong anomalies which could represent burnt or fired structures, although they were more likely to result from modern ferrous objects. Two larger areas of magnetic disturbance and some weak linear trends could also have archaeological origins, although again they were considered more likely to have modern or natural origins. Resistivity survey identified two large areas of high resistance in the southern (up-slope) part of the site. These anomalies were likely to be caused by topographic changes, although one was partly bounded by a band of low resistance and coincided with an area of magnetic disturbance, and could therefore be of archaeological origin.

**3.4.4** The proposed pier location in Site 50 did not coincide with any earthwork features, but did overlap with an area of magnetic and resistivity anomalies. Sample excavation of one trench of some 24m<sup>2</sup> at this location identified no archaeological remains, although 5 sherds of 17<sup>th</sup> to 19<sup>th</sup> century pottery were recovered.

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- 3.4.5 The channel in Site 51 was 6m wide, 0.7m deep and approximately 100m long. Orientated east to west, it has a gentle U shape in profile and at its western end it has been eroded away by the river and cut by a drain. The channel could not be traced beyond this point. To the east the feature becomes wider and shallower and appears to peter out near the east edge of the field. Resistivity survey identified a band of low resistance flanking one of high resistance which could relate to the channel.
- 3.4.6 The proposed pier location in Site 51 lay partly in an area where erosion has partly destroyed the earthwork features. Trial excavation of one trench totalling 20m<sup>2</sup> adjacent to the east end of the pier examined the surviving features, showing them to have been heavily disturbed by previous erosion episodes and filled with dumped material containing 44 sherds of 17<sup>th</sup> to 19<sup>th</sup> century pottery. No evidence for a man-made origin for the feature was found. Parts of the feature lying further east, away from the area of impact, appear from the earthwork remains to be better preserved.
- 3.5 **Site 52 (Three Rise Allotments) - Figure 5**
- 3.5.1 Site 52 was identified by WYAS-AS as a possible part of the early medieval core of Bingley. The site is located in an area of allotment gardens between the Airedale railway line and the Leeds and Liverpool Canal, just east of the late/post-medieval core of the town. Current land use meant that non-intrusive surveys were not suitable. Sample excavation of 6 trenches (A to F) totalling 210m<sup>2</sup> identified only minor features, largely of post-medieval date, with no evidence for urban occupation.
- 3.5.2 Trench A, at the south end of the allotments, was excavated to a depth of 3m. The base of the sequence consisted of thin layers of natural peat, subsoil, topsoil and buried turf, totalling approximately 0.5m in thickness and overlying natural clays. Because of health and safety considerations at this depth, only a very small area of these deposits was exposed. The buried turf and topsoil contained 18<sup>th</sup> to 20<sup>th</sup> century pottery. These basal deposits were overlain by a sequence of dumped deposits totalling a least 2.5m in thickness, probably associated with the construction or maintenance of the adjacent canal (opened 1775) and/or railway (opened 1846/7).
- 3.5.3 In Trench B, some 23m north-west of Trench A, topsoil directly overlay undisturbed natural, which occurred at an elevation 2.7m higher than the equivalent deposit in Trench A. Several features of modern or natural origin were identified, together with two post-holes which could

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be of archaeological origin, but were not dated. All artefactual finds were unstratified and post-medieval in date.

**3.5.4** Trench C was located 35m north of Trench B. The only features found were a large stone-capped drain and an apparent alignment of very large cobbles of unclear origin. There was no direct dating evidence associated with the features, but unstratified material in the trench included pottery of 13<sup>th</sup>-14<sup>th</sup>, 16<sup>th</sup>-17<sup>th</sup> and 17<sup>th</sup>-18<sup>th</sup> century date.

**3.5.5** Trench D, located some 25m north of C, contained no identified archaeological remains.

**3.5.6** Trench E, a further 11m to the north, identified two small stone-capped drains containing 18<sup>th</sup> century and residual 13<sup>th</sup>-14<sup>th</sup> century pottery. One of the drains was subsequently incorporated into a crudely-built wall of possible 18<sup>th</sup> century date, whose collapse scattered rubble across the area. The rubble was subsequently covered by a thin silty deposit, which was itself cut by another stone- and brick-lined drain.

**3.5.7** Trench F, located 10m north-west of E in the north-western corner of the allotments, identified peat deposits forming the south edge of Bingley North Bog. The peat was overlain by a clay make-up deposit containing 17<sup>th</sup>-18<sup>th</sup> century pottery, itself overlain by a silt deposit containing pottery and clay pipe bowls of a similar date. Although the excavator suggested that the pottery in the clay could be residual, the presence of similar material in the overlying silt makes this less likely. These layers were cut by a linear feature filled with lime plaster, sandstone fragments and clay, containing 17<sup>th</sup>-18<sup>th</sup> century pottery; the plaster itself is of a probable pre-19<sup>th</sup> century type. This feature appears to have been a foundation trench for an insubstantial structure, probably of 18<sup>th</sup> to early 19<sup>th</sup> century date.

## Summary and Conclusions

### 4.1 Site 6

4.1.1 The sample excavations indicated that it is unlikely that any archaeological remains are present at the locations of the viaduct piers. While there were some magnetic anomalies of possible archaeological origin in the area, nothing was recognised in the trenches. A larger area of magnetic disturbance in the southern part of the site could be of industrial or natural origin; it was not investigated by sample excavation as it lay away from the viaduct piers.

4.1.2 The only known impact from road construction would be at the viaduct piers; it is unclear as to whether any wider impact would occur as a result of temporary works associated with the construction process, but the risk of any such works affecting archaeological remains is very low.

### 4.2 Sites 13 and 37

4.2.1 Both bogs were shown to be of considerable palaeoenvironmental importance, Site 37 in particular being of national importance. Despite variable preservation in parts of the sequence, the uppermost deposits were as significant as the lower ones.

4.2.2 Although the works would result in the removal of some deposits, the deepest and wettest parts of the bogs would not be directly affected. An assessment of the impact on the hydrological regime suggested that the most likely outcome would be no effect, while the worst-case scenario is that the water table would be depressed by about 0.7m in Site 13 and 0.5m in Site 37. There is therefore only a small risk that the upper deposits would be degraded, but if any such damage occurred it would be of considerable significance.

### 4.3 Site 38

4.3.1 The 'lynchets' were shown to be a mixture of natural and man-made features. The only dated features were post-medieval, while some other features are shown on 19<sup>th</sup> century maps, but could be earlier in origin. Nothing was found to suggest the presence of significant remains between the earthwork features. The features potentially of most interest lie mainly outside the road corridor.

**4.4 Sites 49-51**

**4.4.1** The only significant feature clearly of man-made origin was the lynchet in Site 49. The 'trackway' could be of natural origin. No significant earthwork features were recognised in Site 50 and, despite the presence of geophysical anomalies, no archaeological features were found by trial excavation in Site 50. The geophysical anomalies themselves could be explained by natural phenomena. Although a water-channel was recognised in Site 51, it has undergone at least two separate phases of truncation and erosion in the area which would be affected by construction, and it cannot be shown from evidence in this area to be of man-made origin. Most of the part of the feature which would be affected has already been destroyed.

**4.5 Site 52**

**4.5.1** Only a thin scatter of minor archaeological features was identified. Although all the dated features were post-medieval, undated features were recognised, the most substantial being a stone-lined and capped drain. Assemblages of medieval pottery were found unstratified or in residual contexts in several trenches, suggesting some medieval activity in the area; this could be expected, given the proximity of the site to Bingley. Some of this unstratified medieval pottery was found in the same trench as the undated drain. There is therefore some potential for the presence of scattered medieval features, although no evidence to suggest that any part of the site formed part of the medieval core of Bingley.

## Recommendations

**5.1** The majority of the sites investigated by the evaluation programme produced little or no evidence for the presence of significant archaeological remains which would be affected by construction of the road. There are therefore no recommendations for any mitigation works to be carried out in advance of construction at Sites 6, 38, 49, 50, 51 or 52.

**5.2** At Sites 13 and 37, the results of the evaluation suggested that the upper deposits are of National importance and that they are at a small risk of being degraded through drying-out. Although the risk is small, the hazard is large, and could not be mitigated in retrospect. However, the data to be obtained from each bog would be very similar. Following consultation with one of English Heritage's Regional Scientific Advisors, it is recommended that the following mitigation measures are undertaken in advance of construction:

- collection of 1 core 1.5m deep from each bog;
- preliminary assessment to determine which contains the best-preserved pollen and other palaeoenvironmental materials;
- detailed analysis of one selected core.

5.3 In respect of the remainder of the route of the new road, the following mitigation works, which were discussed with WYAS-AS, are recommended to be carried out during the course of construction:

- Strip and Record during construction at Site 49 - this should include making a record of a section through the lynchet and 'trackway';
- a general watching brief throughout the area of the scheme.

## References

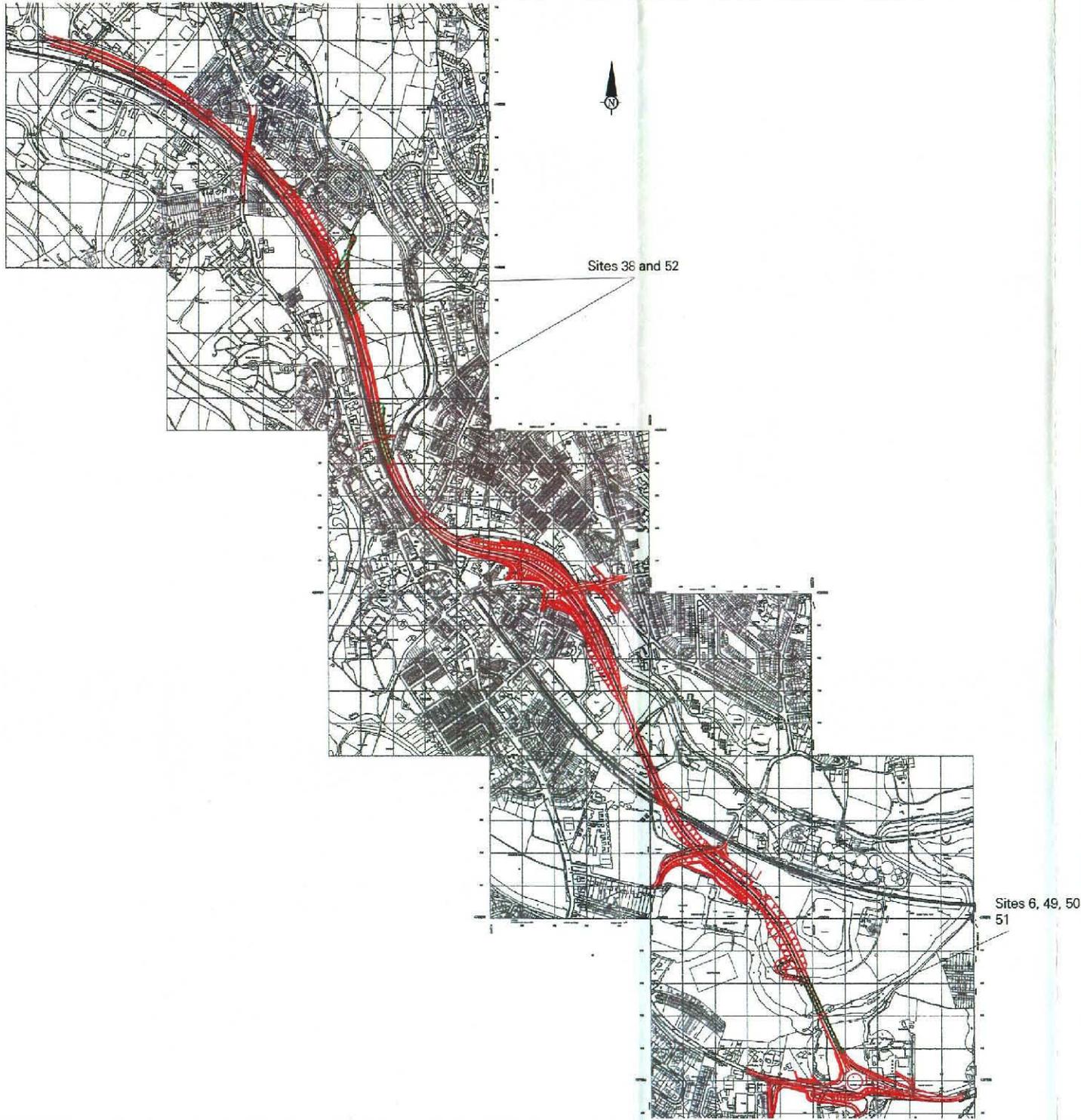
6.1 This summary is based on the following reports:

Archaeological Services WYAS, January 2000, **A650 Bingley Relief Road, Bingley, West Yorkshire: Archaeological Sample Excavations, Assessment Report**, Report No. 754.

Babtie Group, March 2000, **A650 Bingley Relief Road Archaeological Evaluations - Earthwork Survey Report**.

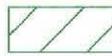
Gearey, Dr. BR and JR Kirby, December 1999, **Palaeoenvironmental Assessment of Deposits at Bingley North Bog, West Yorkshire** (Centre for Wetland Archaeology, University of Hull).

GSB Prospection, 1999, **Bingley Relief Road, West Yorkshire** (Geophysical Survey Report No. 99/95).



Drawing Number  
BTI 04383/125/17

Notes

-  Proposed Route of Relief Road
-  Identified Archaeological Site



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Client: Highways Agency

Project: A650 Bingley Relief Road

Title: Figure 1 - Location of Identified Archaeological Sites

Drawing No.	BTI 04383/125/17			
Scale	1:12500	Date	Jan 00	
	Drawn JD	Checked	Approved	



Drawing Number  
BTI 04383/125/14

Notes

-  Viaduct Pier Footing
-  Evaluation Trench
-  Geophysical Survey

MAGNETIC ANOMALIES	RESISTANCE ANOMALIES
?Archaeology 	
Area of Magnetic Disturbance 	High Resistance - Bedrock 
Linear Trend 	Low Resistance - ?Natural 
Ferrous 	High Resistance - ?Natural 

0m 20m 40m

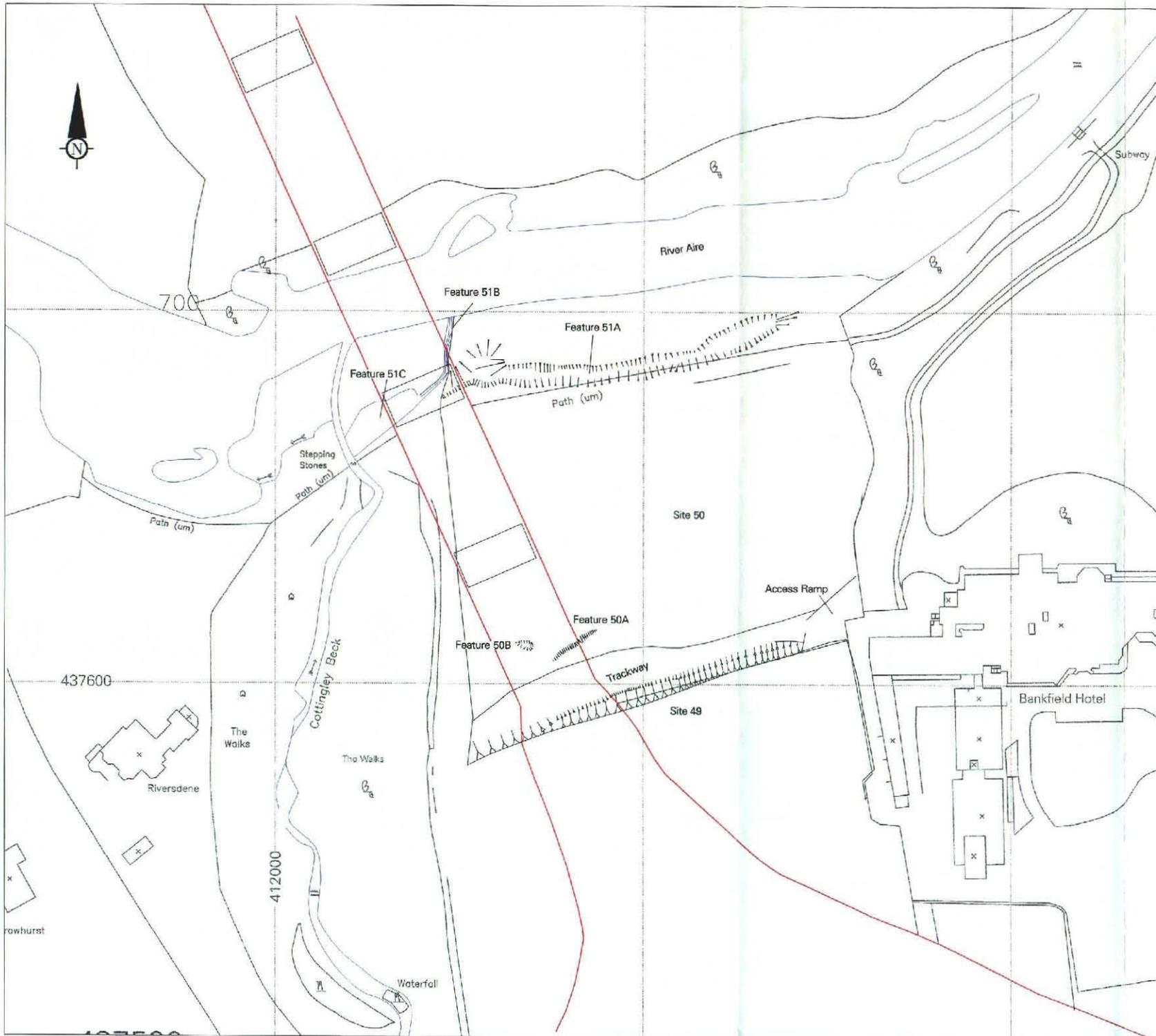
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	Figure 2 - Site 6 : Trench Locations and Geophysical Survey Results		
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	1:500	Date	Jan 00
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Drawing Number  
**BTI 4383/125/12**

Notes

- Road Scheme Boundary
- Water Course
- Man-Made Slope
- Viaduct Pier Base

0m                      40m                      80m

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Client	Highways Agency
Project	Bingley Relief Road
Title	Figure 3 - Earthwork Survey of Site 49, 50 and 51

Drawing No.	BTI 04383/125/10		
Scale	1:1000	Date	Jan 00
	Drawn JD	Checked	Approved

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Drawing Number  
BTI 04383/125/13

Notes

- Viaduct Pier Footing
- Evaluation Trench
- Area of Geophysical Survey

<b>MAGNETIC ANOMALIES</b>	<b>RESISTANCE ANOMALIES</b>	
?Archaeology		
Area of Magnetic Disturbance		
Linear Trend		
Ferrous		

0m 20m 40m

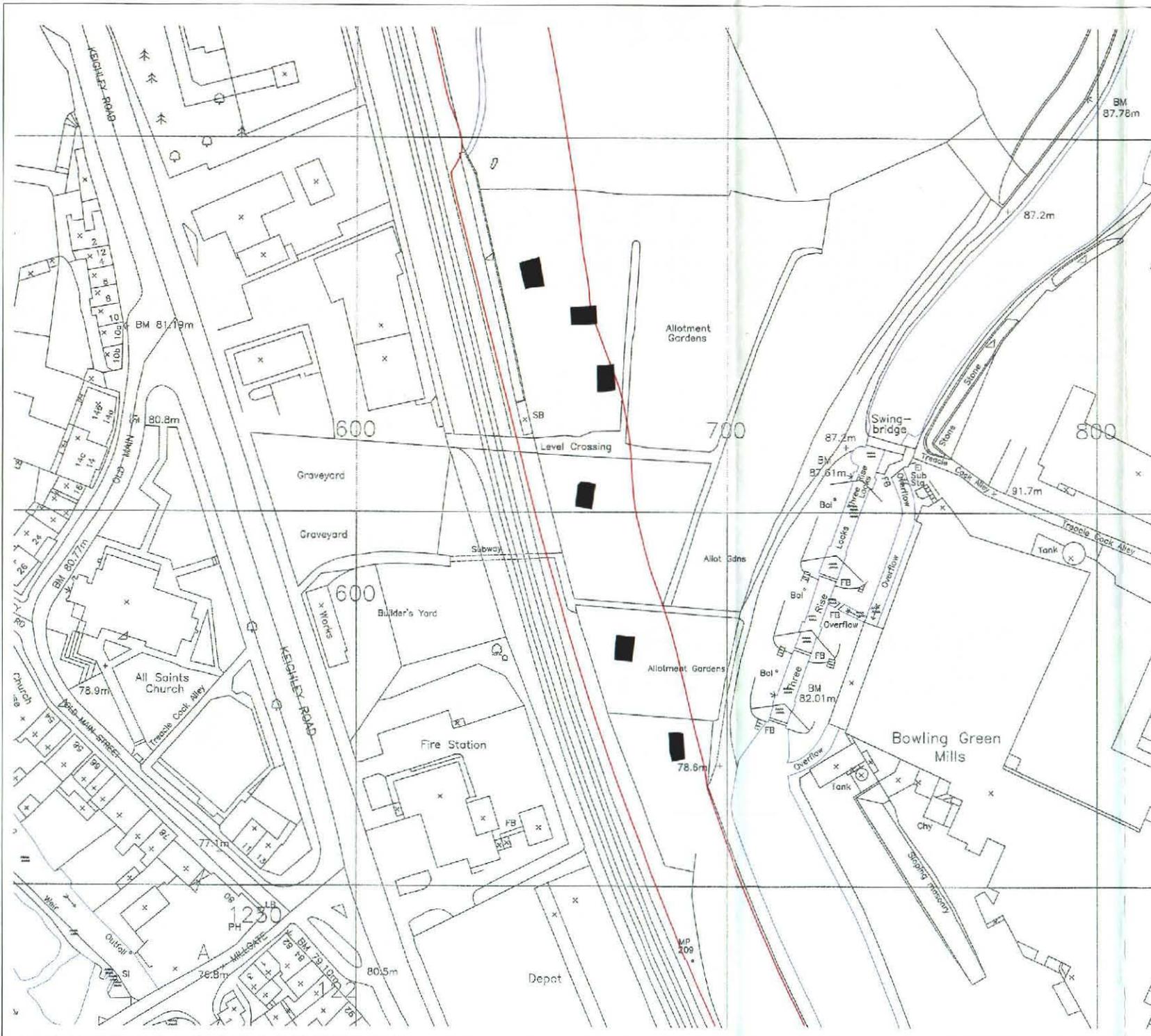
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Client	Highways Agency		
Project	A650 Bingley Relief Road		
	Figure 4 - Sites 49,50 and 51 - Trench Locations, Geophysical and Earthwork Survey Results		
Drawing No.	BTI 04383/125/13		
	1:500	Date	Jan 00
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Drawing Number  
**BTI 4383/125/16**

— Road Scheme Boundary  
— Water Course  
 Evaluation Trench

0m 40m 80m

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Client	Highways Agency		
Project	A650 Bingley Relief Road		
Title	Figure 5 - Evaluation Trench Locations at Site 52		
Drawing No.	BTI 04383/125/16	Date	Jan 00
Scale	1:1000	Drawn	JD
		Checked	DAJ
		Approved	DAJ

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