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Stage 2 Archaeological Assessment  
A650 Bingley Relief Road  
West Yorkshire

July 1996

Highways Agency  
COD  
Birmingham

Babtie Group Ltd.  
Wakefield

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Highways Agency

BTI 004383

August 1996

Stage 2 Archaeological Assessment Report  
A650 Bingley Relief Road, West Yorkshire

This report is approved for issue outwith the Company

  
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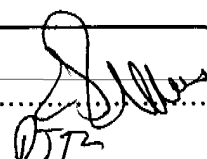
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## BABTIE GROUP

## REPORT CHECK LIST

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 Date JULY 1996  
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3. Are conclusions/recommendations clear and acceptable? (Y or N)	Y	/
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6. Have parameters been clearly recorded and correctly used? (Y or N)	-	-
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Author:  (signature) date 29.7.96

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**BINGLEY RELIEF ROAD**

**STAGE 2**

**ARCHAEOLOGICAL ASSESSMENT**

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## SUMMARY

A stage 2 assessment was carried out in accordance with *The Design Manual for Roads and Bridges Vol.II* , by the Babbie Group along the proposed route of the Bingley Relief Road (A650) on behalf of the Highways Agency. The walkover survey was carried out between June 17th-21st 1996 and identified 48 sites of archaeological interest along the proposed route .

## **(A650) Bingley Relief Road, West Yorkshire**

### **Stage 2 Archaeological Assessment**

#### **1. INTRODUCTION:**

##### **1.1 Background**

A Stage 2 assessment was undertaken by Babbie Group along the proposed route of the Bingley Relief Road (A650) on behalf of the Highways Agency. The walkover survey was carried in accordance with Chapter 8 of the *Design Manual for Roads and Bridges* (DMRB) Volume II- Cultural Heritage during June 1996. Forty-eight sites of archaeological or cultural heritage interest were identified along the route which extends for approximately 4.2 kilometres. Its western limit is a junction with the current A650 near Crossflats from where it follows the course of the British Rail's Airedale line until it reaches Bingley station. From here it diverges from the railway northwards, towards the Leeds and Liverpool Canal, before looping south and re-crossing the railway at Dowley Gap. The road then crosses the River Aire and finally terminates at a proposed roundabout at Bankfield Hotel (Cottingley), in the east, where it re-joins the A650. The aims and objectives of the walkover survey were to identify and record new, as well as existing sites, of archaeological importance which were visible within a 200 metre corridor along the proposed road.

The walkover identified 48 sites of archaeological interest, most of which were not recorded on either the Sites and Monuments Record (SMR) or contained in the entries for listed buildings (HB30). New sites included industrial buildings, bridges, culverts, domestic buildings and historic agricultural field-systems.

##### **1.2 Assessing the cultural heritage**

The purpose of the study was to collate the existing information on the known archaeological remains within the corridor with the potential sites identified during field-work. This information was used as the basis for assessing the impact of the road scheme upon the archaeological features and to propose measures to mitigate those effects.

###### **1.2.1 Grading the sites and the impact of the development**

The following criteria were applied to help to assign an archaeological grading for each site. These are based on the criteria explained within Annex 4 (Secretary of State's Criteria for Scheduling Ancient Monuments), the Department of the Environment's PPG 16 (1990).

- (i) **Period:** Each site is categorised according to its archaeological/historic period.

- (ii) **Rarity:** It should be noted that sites which portray the typical and common-place as well as the rare are important within a national and regional context.
- (iii) **Documentation:** The archaeological significance of each monument may be enhanced by the existence of supporting documentary evidence.
- (iv) **Group Value:** The value of a single monument may be greatly enhanced by its association with related contemporary monuments.
- (v) **Survival/Condition:** The survival of each monument is important in order to assess the archaeological potential both above and below ground and its interpretation value.
- (vi) **Diversity:** This is a measure of the archaeological diversity of the features present in terms of period and typology.
- (vii) **Impact:** This classification recognises sites which are considered vulnerable and/or fragile and are at risk of development.

As a result of this process the archaeological value of each site was assigned according to the categories: national (A), regional (B), local (C) or sites of minor importance (D). Sites requiring evaluation have been categorised as E (see Appendix 1 for individual sites).

#### 1.0.4 The impact of the development

The impact of the proposed development on each site was assessed according to the following criteria:

- (i) **Severe impact** sites which will be directly affected by the route and completely lost.
- (ii) **High impact** sites which would be affected by the route and where the greater part of the site would be lost or severed.
- (iii) **Moderate impact** sites which would be affected by the route and where there would be loss of part of the site or an effect on setting.
- (iv) **Slight impact** sites where there would be a minimal affect on the site or the setting of the site.

## **1.3 Sources and methodology**

### **1.3.1 Background**

Information concerning the archaeology of the area has been obtained through a number of sources and follows the recommendations set out by DMRB, Volume 11, Section 3, Cultural Heritage. Sources used within the Phase 2 assessment include the following:

- **West Yorkshire Archaeological Services Sites and Monuments Record (SMR)**

The SMR was consulted between 1991 and 1996 as well as the HB30 entries for the area. No listed buildings were identified within the route of the proposed road.

- **Local Historical Sources**

Data has been obtained from various local publications as well personal comments from residents of the area.

- **Cartographic Information**

Information concerning the identification and location of old and newly discovered sites has been recorded from previous editions of the Ordnance Survey maps (principally the OS First Edition 6" map surveyed between 1847 and 1848).

## **2. RESULTS**

### **2.1 Introduction**

The results of the walkover survey combined with the information contained in the Sites and Monuments Record are summarised by period. This presents a useful framework within which to discuss the archaeological merits of each site likely to be impacted by development.

### **2.2 The Prehistoric period (35,000 B.C -55 B.C.)**

Major Prehistoric sites within the area occur mainly on the higher ground to the north of the 200 metre corridor of the proposed A 650 and for this reason the presence of valley bottom lithic concentrations is seen as a high research priority. Within the corridor the existing evidence for prehistoric activity is restricted mainly to two areas: the flood plain of the River Aire, where it is crossed by the proposed road (site No. 6) near Cottingley, and the undisturbed

area around Rye Loaf Hill (site No 9), both of which have revealed activity from the Prehistoric period onwards in the form of stray finds.

However, the presence of Palaeolithic remains cannot be discounted and it is likely that significant paleo-environmental material is preserved within the anaerobic conditions present in the areas of the North (site No. 37) and South Bogs (site No. 13).

The SMR also records the presence of several double boulder walled features within the Upper Aire valley which have been seen as indicative of the Iron Age/Romano-British periods. However, although the excavation of a similar site at Crosley Wood Bingley in 1964/5 (Mayes 1967) tentatively determined the function of the site as a cattle enclosure, it has been suggested that they may also have had various other functions as field enclosures, occupation sites, or defensive sites.

### **2.3 The Roman period (55 BC - AD 450)**

A study of West Yorkshire (Faull & Moorhouse 1981) indicates a large concentration of Roman coins within the Bingley area as well as the possibility of a villa site at Gawthorpe. Roman material, in the form of stray finds, within the area of the proposed road are also recorded by the SMR within upper Airedale although few Roman settlement sites are known locally. Excavation of the boulder walling site at Crosley Wood, Bingley suggested a date within the late third century or early fourth century A.D. and a function as a cattle enclosure. The drystone-walled landscape to the west of Bingley North Bog (site No. 38) may include similar remnants of earlier field boundaries.

A number of Roman coins (PRN 1842 and 1843) have been found along the banks of the River Aire and in addition evidence from early nineteenth century maps describe a nearby field at Rye Loaf Hill (site No. 9) as 'Castel Hill' (PRN 4343). It has been suggested that this probably indicates the former status of the area as a defended site and the coins found are perhaps religious offerings related to the nearby site at 'Castel Hill.'

### **2.4 The Saxon, early Medieval and Medieval periods (c.450-1600)**

The centre of Bingley has gradually shifted southwards over time from the Castelfields area, to the north of the town, towards the All Saints Church where it became located, in the Saxon and early Medieval periods. The growth of Bingley is attested by the grant of a market licence in 1212 A.D. The Medieval borough developed to the south of Ireland Bridge (site No. 45) in the thirteenth century when the market hall (site No.17) is believed to have been centred between Market Street and Main Street. The Medieval period saw later extensions southwards along the River Aire indicated by the change of the alignment of the tenement boundaries at this point along Main Street.

## **2.5 The Post-Medieval period (1600-1950)**

The most significant period of the post-Medieval era in West Yorkshire occurred with large-scale change and upheavals associated with the Industrial Revolution in the eighteenth and nineteenth centuries when West Yorkshire saw the growth of the textile industry. These burgeoning industries were served by a rapidly expanding transport system which brought in raw materials and exported the finished articles.

The decline of these industries during the post-industrial era has seen the disuse and dereliction of many industrial buildings and associated technological remains. For this reason the preservation and recording of the Industrial heritage is seen as an archaeological priority in West Yorkshire.

The evidence of industrial activity and the wealth it brought to the area in the eighteenth and nineteenth centuries is attested by features such as transport links (canals and railways), industrial buildings and housing, and the large houses funded from the profits. The vast majority of the sites identified by the walkover date from this period, but special mention needs to be made of the area around Dubb Lane and Ferrand Street in Bingley. Here a largely nineteenth century street and the associated buildings of the cotton industry survive, albeit in a form which is greatly altered. These include a terrace of three-storey houses (site No.22), an industrial building and dwelling (site No. 23), a Georgian dwelling (site No.24), an early nineteenth century steam-powered cotton mill (site Nos. 25), a coal yard (site No. 27) and a group of terraced worker's cottages (site No.28).

## **3. THE POTENTIAL IMPACT OF THE PROPOSED RELIEF ROAD**

### **3.1 Introduction**

The severity of the impact upon the archaeological features has been assigned to one of four categories in accordance with section 1.0.4:

- (i) Severe:** there are 11 sites which would be directly affected by the proposed route and completely lost.
- (ii) High:** there are 5 sites would be affected by the route and which would be significantly damaged or severed.
- (iii) Moderate:** there are 8 sites which would be affected by the route and where there would be minor loss of part of the site or an effect on its setting.
- (iv) Slight:** there are 24 sites where there would be a negligible effect on the site or its setting.

### 3.2 Sites affected by development

The 48 sites identified have been categorised thus:

- 2 sites as grade A, national importance
- 5 sites as grade B, regional importance
- 22 sites as grade C, local importance
- 19 sites were graded D, minor importance

Three of these sites are also included within the category E which identifies a need for further evaluation.

#### SEVERITY OF IMPACT

GRADE	IMPACT			
	Minimal	Moderate	High	Severe
A	34	33		
B	17	6,37	9,13	
C	1,3,5,14,28,29,30, 31,35,41,42,44		36,38,45	2,16,22,23,24, 25,43
D	8,11,12,18,19,20, 32,40,47,48	4,7,10,15,39		21,26,27,46
Totals	24	8	5	11

Table No.1 showing each site's relative importance and the level of impact upon it.

#### 3.2.1 Sites which will be severely impacted

All of the 11 sites which will suffer a severe impact from development are considered to be of either grades C or D of archaeological importance. The impacts include the demolition of a terrace of three-storey houses (site No.22), an industrial building and dwelling (site No. 23), a Georgian dwelling (site No.24), a cotton mill (site Nos.25, 26), a coal yard (site No. 27) and a group of terraced worker's cottages (site No.28).

Further demolition will be necessary at the late nineteenth century Bankfield Lodge (site No.2), the former Blacksmith's (site No.16), the single storey outbuilding on Sleningford Road (site No.44), and two late nineteenth century semi-detached buildings at No.30 King's Road (site No.47).

### **3.2.2 Sites highly impacted**

Of the 5 sites suffering a high impact from the proposed development two sites are considered to be grade B and these are Rye Loaf Hill (site No.9) and South Bog (site No.13).

The remaining 3 sites which will be highly impacted are all graded C. These consist of the early nineteenth century Keighley road bridge (site No.46) over the railway line (which will lose the northern-most of its three arches) an area of drystone walling and footpaths (site No.36) and the drystone walled landscape to the west of the bog (site No.38) will be highly impacted.

### **3.2.3 Sites moderately impacted**

Of the 8 sites which will be moderately affected by the proposed development the Leeds and Liverpool Canal is considered a site having a grade A archaeological importance. However the impact on this site is only on the setting of the canal (site No.33).

Two of the remaining sites are categorised as grade B and consist of the Bingley North Bog (site No.37) and the area of recorded flint scatters along the River Aire (site No.6). The proposed road will cross the North Bog on a structure. The remaining sites are grade D.

### **3.2.4 Sites minimally impacted**

Of the 24 sites minimally impacted only The Three Rise Locks (site No.34) is considered to have grade A level archaeological importance. The setting of this site may be affected. The site of the Old Market Hall is considered to have a grade B, but the proposed development will have no effect on this site.

The remaining sites which are minimally impacted are only graded C to D.

## **4. REQUIREMENTS FOR FURTHER FIELD EVALUATION TO STAGE 3 DMRB VOL.II**

### **4.1 Introduction**

In order to meet the requirements of Stage 3 of the DMRB it is necessary to supplement the results of the Stage 2 archaeological assessment with further work in order to determine with a greater degree of certainty the exact nature of the archaeological features likely to be encountered during construction.

Certain areas hold the possibility of harbouring valuable archaeological information, but need a further process of evaluation in order to assess their exact nature.

## **4.2 Sites for further evaluation**

Three sites have been identified for Stage 3 evaluation:

- No.6** The area around site No.6 has yielded numbers of lithic material and Roman coins and would merit a programme of geophysical survey, and if appropriate, sample trial-trenching.
- No.9** The area of site No.9, which is relatively undisturbed, has produced lithic material as well as place-name evidence for a defended site. Geophysical survey across the area followed by a 4% sample of trial trenching is suggested.
- No.38** The drystone walled landscape of site No.38 (to the west of site No.37) merits further evaluation for the survival of Iron Age/Romano-British boulder walling and settlement by geophysical survey followed by trial trenching, if appropriate .

## **5. PRELIMINARY STATEMENT OF PROPOSED MITIGATION MEASURES**

### **5.1 Mitigation strategies**

Mitigation measures are proposed for 45 of the 48 sites which will be affected by the proposed route. The extent of the mitigation is dependent on the archaeological value (determined by the grading A-D) of the site and the impact of the road scheme. The full mitigation for three of the sites (Nos. 6, 9 and 38) will be determined after evaluation. The measures to be implemented fall into five categories:

- core-sampling and test-pitting (TP)
- photographic record (P)
- full photographic record and building survey (P & S)
- retain
- no further action (NFA)

The mitigation strategies for the sites can be divided as follows:

- 2 sites require programmes of core-sampling and test-pits to retrieve paleo-environmental remains. These are sites No. 13 (the South Bog) and site No. 37 (the North Bog).

- 10 sites require a photographic survey as a mitigation measure, site No. 2,16,21,23,26,27,33,43,45 and 46.
- 3 sites require a photographic survey and building recording to RCHME level 4, including measured drawings of the layout and main features and those are site Nos. 22,24 and 25.
- 1 site should be retained if possible (site No.10)

Mitigation proposals for sites 6, 9 and 38 need to be developed.

The remaining 29 sites require no further action  
(NB See Appendix 2 for extended discussion of each site)

MITIGATION MEASURES					
GRADE	Photographic Record	Photographic & Building Survey	Core-sampling & test-pitting	Retain	To be determined
A	33				
B			13,37		6,9
C	2,16,23,43,45	22,24,25			38
D	21,26,27,46			10	
<b>Totals</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>3</b>

Table No.2 A table showing the various mitigation measures for each site

## Appendix 1:

### Proposals for further Stage 3 evaluation or mitigation by DBFO Co

<i>Site No.,Name/Description (N.G.R)</i>	<i>Class</i>	<i>Mitigation Photograph Survey(P,S) NFA</i>
1. Bankfield Hotel and grounds (SE 1220 3710)	C	NFA
2. Bankfield lodge (SE 1226 3697) <i>Mitigation:</i> An external photographic record of the exterior of the building RCHME level 1	C	P
3. Cottingley House lodge (SE 1220 3692)	C	NFA
4. Masonry Water-course (SE 1205 3702)	D	NFA
5. Cottingley Beck Culvert (SE 41204 3697)	C	NFA
6. Flint scatters, along River Aire (SE 1202 3770) Further evaluation by geophysical survey and trenching. Mitigation to be determined.	B	E
7. Early 20th/Late 19th refuse tip (SE 1190 3821 to 1195 3803)	D	NFA
8. Quarry Pit (SE 1200 3800)	D	NFA
9. Rye Loaf Hill (SE 1190 3790) Further evaluation by geophysical survey and trenching. Mitigation to be determined.	B	E
10. Dowley Gap Lane Embankment (SE 1165 3821) <i>Mitigation:</i> Retain gate-posts in situ if possible.	D	R
11. Dowley Gap Bridge (SE 1175 3825)	D	NFA
12. Railway Bridge over footpath (SE 1139 3858)	D	NFA
13. Bingley South Bog (SE 1140 3870 to 1160 3850) <i>Mitigation:</i> Watching briefs during construction in those areas impacted by the proposed viaduct following palaeoenvironmental sampling and to include peat-core sampling, test-pitting and sedimentological analysis.	B	TP

14.	Bridge, Dowely Gap (SE 1152 3833)	C	NFA	
15.	DSW landscape (SE 1150 3850 to 1170 3830)	D	NFA	
16.	Blacksmith's and outbuildings (SE 1129 3894) <i>Mitigation:</i> Photographic survey of external elevations RCHME level 1.	C	P	
17.	Site of old Market Hall (SE 1066 3926)	B	NFA	
18.	Holy Trinity School (SE 1128 3885)	D	NFA	
19.	Ebenezer Methodist Chapel (SE 1115 3895)	D	NFA	
20.	North Terrace, Leonard Street (SE 1119 3895)	D	NFA	
21.	Worker's cottages, Ferrand St. (SE 1118 3960) <i>Mitigation:</i> Photographic survey of external elevations, RCHME level 1.	D	P	
22.	Granby Hotel, Dubb Lane (SE 1115 3990) <i>Mitigation:</i> Full photographic survey of external elevations and internal fittings to RCHME level 4 and measured drawings of layout.	C	P&S	
23.	Fox's Bakery, Ferrand St.(west) (SE 1180 3910) <i>Mitigation:</i> An external photographic survey to RCHME level 1 and internal evaluation for original fittings.	C	P	
24.	Dwelling at Ebor Mills, Dubb Lane (SE 1122 3908) <i>Mitigation :</i> A full internal/external photographic survey and building record, RCHME level 4.		C	P&S
25.	Ebor Mill, Dubb Lane (SE 1117 3910) <i>Mitigation:</i> Further internal evaluation of engine house for fittings and with full external/ internal photographic and building survey, RCHME level 4.	C	P&S	
26.	Ebor Mills, Dubb Lane (SE 1120 3910 ) <i>Mitigation:</i> Photographic survey, RHCME level 2.	D	P	
27.	Old coal yard, Dubb Lane (SE 1105 3915) <i>Mitigation:</i> Photographic survey, RCHME level 1	D	P	
28.	Terraced cottages, Dubb Lane (SE 1102 3905)	C	NFA	
29.	Cotton Mills, Dubb Lane (west) (SE 1098 3908)	C	NFA	

30.	Taxi Office, Dubb Lane (SE 1099 3904)	C	NFA
31.	Bingley Station (SE 1085 3915)	C	NFA
32.	Industrial Warehouse (SE 1068 3928 )	D	NFA
33.	Leeds & Liverpool Canal (SE 10 80 3950 to 1150 3870) <i>Mitigation:</i> Photographic record of canal before development affects setting.	A	P
34.	Three Rise Locks (SE 1072 3945)	A	NFA
35.	(Damart) Industrial Buildings (SE 1080 3940)	C	NFA
36.	DSW landscape and footpaths (SE 1068 3952 )	C	NFA
37.	Bingley North Bog (SE 1060 3980 to 1070 3970) <i>Mitigation:</i> It is suggested that environmental analysis be undertaken which will include test- pitting and peat-core sampling and sedimentary analysis for paleo-environmental remains, to be followed by watching brief.	B	TP
38.	DSW landscape (SE 1070 3990 ) Evaluation for remnants of potential early boulder walled enclosures by geophysical survey and trial trenching. Mitigation to be determined.	C	E
39.	Agricultural Track (SE 1060 3988)	D	NFA
40.	DSW enclosure (SE 1055 1005 )	D	NFA
41.	Cottages on Sleningford Rd.(SE 1046 4020)	C	NFA
42.	Ivy Cottage, Sleningford Rd. (SE 1032 4034 )	C	NFA
43.	Britannia Motors,Sleningford Rd.(SE 1028 4060) C <i>Mitigation:</i> Photographic record RCHME level 1.	C	P
44.	Ireland Bridge (SE 1053 3935 )	B	NFA
45.	Keighley road bridge (SE 1026 4035 ) <i>Mitigation:</i> Photographic survey of the demolished northern arch.	C	P
46.	No. 30 King's Road (SE 1048 4011 ) <i>Mitigation:</i> Photographic record, RCHME level 1.	D	P

47.	Morton Beck culvert (SE 0976 4065)	D	NFA
48.	Morton railway bridge (SE 0977 4064)	D	NFA

## Appendix 2: Numbered Site List and Descriptions

<i>Site No., Name/Description (N.G.R.)</i>	<i>Class</i>	<i>Mitigation or Evaluation(E)</i>
--	--------------	------------------------------------

- |   |   |     |
|---|---|-----|
| 1. Bankfield Hotel and grounds (SE 1220 3710) | C | NFA |
|---|---|-----|

**Description:** A large and impressive late nineteenth century estate house dominating the land above the River Aire. The present Hotel was the centre of an estate encompassing the attached single-storey stables, Bankfield entrance lodge (to the south), the surrounding parkland and Bankfield Farm (to the north-east). The house is not shown on the OS First Edition 6" map (surveyed 1847-8) when the area was mainly covered by remnants of Nab Wood to the east.

The house is built of coursed masonry in an eclectic Tudor Gothic style with shaped gables surmounted by finials, octagonal chimney shafts, long-and-short ashlar work at the angles, mullioned and transomed windows, Tudor-style drip-moulds and embattled parapet walls. There is also a two-storey entrance porch with moulded decorative door surround, and a heraldic shield above it, a cruciform 'arrow-slit' on the second storey and a parapet wall surmounting the whole. The level of the eaves has been raised to incorporate dormer windows along the front elevation. Later buildings have been added during the latter half of the twentieth century.

The grounds include a driveway up to Bankfield Hotel which is lined with (late nineteenth/ early twentieth century) lampstands although these may be a later addition. The stables to the west have been increased in depth by the addition of a later extension to the rear and this is still visible as a straight joint.

Further to the west there is a walled garden (now overgrown) . In the adjacent field (to the west) there is an entrance gate in the walling along the A650 (to the south) to the remains of a tree-lined pathway near to site No.4.

- |                                   |   |   |
|-----------------------------------|---|---|
| 2. Bankfield lodge (SE 1226 3697) | C | P |
|-----------------------------------|---|---|

**Description:** This is the two storey entrance lodge to Bankfield Hotel which fronts onto the Bradford Road (A 650). The lodge is built within the same eclectic Gothic style as the main house (Bankfield House) and is probably contemporary with it (late nineteenth century). It is built of coursed, squared masonry with an embattled parapet wall, a high pitched roof, mullioned windows with drip moulds, and a two-storey octagonal stair-turret (tower). The lodge is not marked on the OS First Edition 6" map (surveyed 1847-8) when it was largely part of Nab Wood.

3. Cottingley House lodge (SE 1220 3692) C NFA

*Description:* A coursed masonry bungalow acting as entrance lodge to the grounds of Cottingley house. The present lodge appears to date from the twentieth-century although elements of an earlier house may exist.

4. Masonry Water-course (SE 1205 3702) D NFA

A stone revetted drainage channel runs along the top of the slope to the east of Cottingley Beck and flows down toward the River Aire along the edge of the wood. Probably nineteenth century and associated with land improvement from the nearby Bankfield Hotel (site No.1).

5. Cottingley Beck Culvert (SE 1204 3697) C NFA

*Description:* A substantial and well-built 19th century culvert below the course of the Bradford Road (A 650) for Cottingley Beck. The culvert is built of well-coursed masonry blocks with a parapet wall and a stilted arch springing from a masonry piers over the stream.

6. Flint scatters, along River Aire (SE 1202 3770) B E

*Description:* Although no surface features are visible the SMR records the discovery of Prehistoric lithic material near to, or on, the banks of the River Aire in this area. These include a partly polished flint axe (PRN 5437) and another axe (PRN 2047) actually found on the banks, possibly indicating middle to late Neolithic activity in the area. These may reflect Prehistoric activity next to the river although they could be merely re-deposited waterborne material.

Furthermore Roman coins (PRN 1842 and 1843) have been found along the banks of the River Aire in this area, possibly as a result of Romano-British settlement nearby at Rye Loaf Hill (site No.9).

7. Early 20th/Late 19th refuse tip  
(SE 1190 3821 to 1195 3803) D NFA

*Description:* The area along the southern face of the Rye Leaf Hill escarpment was used as a refuse tip (marked on the current OS as a 'Disused Refuse Tip') during the late nineteenth century and outcrops of such domestic refuse are common. The substantial amount of tipped material has extended the south-facing slope toward the river over time and the area is now wooded.

8. Quarry Pit (SE 1200 3800) D NFA

*Description:* The site marked on current OS maps as 'Slurry Pond' appears to have once been a quarry (probably late nineteenth century), as a substantial amount of hewn rock is visible in the area adjacent to it.

9. Rye Loaf Hill (SE 1190 3790) B E

*Description:* An area to the west of the Slurry Pond and Refuse Tip covered by dense vegetation, which appears to have been relatively undisturbed by modern development and has yielded some Prehistoric material in the form of flint and chert implements (PRN 3941). Place-name evidence from a nineteenth century map suggests this was a defended site by the name of 'Castel Hill' and has been suggested as the possible site of Romano-British activity (SMR).

10. Dowley Gap Lane Embankment (SE 1165 3821) D R

*Description:* An embankment on Dowley Gap Lane of with a parapet wall of uncoursed masonry built to carry the road over the Rye Loaf Hill escarpment. Near to the point at which Dowley Gap Lane is joined by Healey Lane there are also two shaped gate-stones with mortises for a wooden-barred gate (now disused and blocked), a typical form of vernacular construction in the area. These possibly mark an earlier alignment of Healey Lane. The period of construction of such features is indeterminable, but a date in the nineteenth century would seem most likely.

11. Dowley Gap Bridge (SE 1175 3825) D NFA

*Description:* The abutments of a nineteenth century masonry road bridge over the Leeds and Bradford Railway line, and marked on the OS First Edition 6" map. The line is now spanned by a modern concrete slab bridge with masonry parapet walls, but the remains of the earlier bridge consist of large squared, coursed masonry blocks graded in size from top (small) to bottom (large).

12. Railway Bridge over footpath (SE 1139 3858) D NFA

*Description:* An early nineteenth century bridge to carry the Leeds and Bradford Railway embankment over a footpath below. The bridge is contemporary with the construction of the railway line and parallels other examples along the route used to maintain earlier rights of way. It is constructed of large squared, coursed masonry blocks with curved abutments.

13. Bingley South Bog (SE 1140 3870 to 1160 3850) B TP

*Description:* An area of bog with pockets of standing-water between the canal to the north and the proposed route of the Relief Road. The layer of black humic deposits gives rise to a dark brown humic ground water suggesting that substantial paleo-environmental deposits are present. The size and surrounding terrain of the bog would suggest that it was formed through glacial action and that it therefore has an extensive paleo-environmental history. Designated as a Site of Special Scientific Interest (SSSI).

14. Bridge, Dowely Gap (SE 1152 3833) C NFA

A rubble-built bridge over a water-course which no longer flows. This structure would seem to pre-date the railway since the associated embankment has truncated the small water-course causing it to cease to flow. The bridge, which is simply constructed and in a poor state of repair, has an opening in the parapet wall apparently for access to, or inspection of, the channel below. It is possible that this had an industrial function as it is in an area marked as 'limekilns' on the OS First Edition 6" map, but 'New Laithe' is also marked nearby and it may therefore have been agricultural in origin.

The course of Healey Lane dog-legs around the bridge, possibly to avoid a property boundary at this point.

The adjacent wooded area is enclosed by dry-stone walling and a mortared wall survives on the slope above the bridge adjacent to the recent Dowley Gap Railway Bridge.

15. DSW landscape (SE 1150 3850 to 1170 3830) D NFA

*Description:* An area of pasture land around South Bog, enclosed by remnant drystone walling.

16. Blacksmith's and outbuildings (SE 1129 3894) C P

*Description:* A series of derelict buildings used most recently as a smithy. The main two-storey building (now substantially destroyed by fire) to the east is built of roughly coursed, masonry with a surviving loading door to the first-floor suggesting that it had an industrial function, perhaps as a warehouse. The roof is supported upon an iron king-post trussed roof and was probably open to the rafters. At a later date large wooden ceiling joists have been added and a skin of concrete blocks has been inserted around the inside of the walls thus dividing the building into two-storeys, possibly for domestic use. Windows and doors in the front elevation have been inserted with large wooden lintels over them; these were later partially blocked.

Further to the west is a single-storey masonry lean-to structure built against a substantial brick retaining wall to the rear. This building which is partly roofed with corrugated-iron and has been used as stables. No internal inspection of this building was possible.

Further to the west there appears to have been a series of extensive buildings built against the brick retaining wall, but have now been demolished. These are shown on the OS First Edition 6" map of 1847-8 as a mill and it is possible the buildings were originally part of this complex.

**17. Site of old Market Hall (SE 1066 3926)                      B                      NFA**

*Description:* The site of the medieval cross of five steps surmounted by a shaft, which was later roofed in 18th century. It once stood at SE 1065 3929 and possibly dates from the period of Bingley's first market charter in 1212. In 1820 the cross and the Medieval (?) stocks were moved to stand adjacent to the Market Hall of c.1753, opposite Ferrand Lane (SE 1066 3926) and were eventually moved to its present position outside the Bingley Arts Centre in 1984.

**18. Holy Trinity School (SE 1128 3885)                      D                      NFA**

*Description:* A late nineteenth century Church of England schoolhouse built around a Gothic motif incorporating a high-pitched stone tiled roof with tall four centred arched windows with six lights in the southern gable and square headed mullioned and transomed windows in the remainder. A row of single storey rooms stands to the north of the main building with hipped roofs and mullioned and transomed seven light windows. Square chimney stacks at the gable ends and a round central stack. Four-centred arch over the entrance in the southern porch. Built of coursed, squared masonry with long-and-short work at the angles, parapet walls at the gable-ends and buttressing all around.

**19. Ebenezer Methodist Chapel (SE 1115 3895)                      D                      NFA**

*Description:* Ebenezer Chapel dated 1868 perched on top of a low mound with two storeys above ground and a basement level. Built in the style of a classical temple with pedimented limestone front elevation containing a circular plaque above two separate ground floor entrances (male and female) flanked by pilasters, with a single light above them. The upper storey is lit by tall round headed windows and the lower storey has single segmental arched, six pane sash windows. Whereas the same pattern of fenestration is repeated in the return walls, the walls are built of poorer stone.

20. North Terrace, Leonard Street (SE 1119 3895) D

NFA

*Description:* A terrace of early/mid. nineteenth century two-storey, houses built of masonry with some pretension to polite architecture. The front elevation consists of an off-centre doorway and light above, with a pedimented porch and moulded door surround. There are two first-floor windows to each house and one ground floor window to light the house although these have been substantially modernised. The pattern is repeated in the rear elevation. There are five multi-flued stacks evenly spaced along the apex of the roof. The house at the southern end has been extended at a later date. A window in the southern gable-end appears to have lit a garret above.

21. Worker's cottages, Ferrand St. (SE 1118 3960) D

P

*Description:* The derelict shells of two small, single-fronted buildings from a terrace of late nineteenth century workers cottages which were largely demolished in 1982. Each of the semi-detached houses is two-storeys high, and built of squared, coursed masonry with two, stoned linteled windows to the upper floor and a door and window to the ground. The dwellings have pent roofs and are built against a masonry retaining wall to the rear and making them only one room deep. The roof has a dormer window (probably to light a garret) and a single, central stack. The houses may have had a separate single storey lean-to associated with them as an outside shed or toilet.

22. Granby Hotel, Dubb Lane (SE 1115 3990)

C

P&S

*Description:* A terrace of three impressive and largely unaltered three-storey town houses with a basement scullery, dating from the late nineteenth century. The front elevation (north side) is built of ashlar-work, each house having a central porched doorway flanked by two stone linteled windows. The doors were later partially blocked and converted to windows. Along the front elevation there are string courses separating each storey, but at the rear of the building, where the stone is not so well dressed, these architectural elements are absent. The only windows currently visible are along the second storey and consist of two-pane sash windows, although the north-east corner of the building is chamfered at the ground floor level and there is a window opening with decorative moulding above it. There are three separate rear doorways and four chimney stacks. On the east gable wall there is a cast-iron fire escape which does not appear to be original, but the ornamental wrought iron work around the building's cellars does survive.

23. Fox's Bakery, Ferrrand St.(west) (SE 1180 3910) C

P

*Description:* A block of buildings consisting of a coursed masonry three-storey building and a two-storey domestic dwelling probably of late nineteenth century date with later extensions to the north. The three-storey building may have been a warehouse and retains a first-floor loading door with part of the associated steel 'I' beam used for winching. The two-bay domestic dwelling attached is largely

unremarkable except for a first-floor bay window. Both buildings may retain some original features internally.

The buildings which were attached to the gable-ends have been demolished.

**24. Dwelling at Ebor Mills, Dubb Lane (SE 1122 3908) C**

**P&S**

**Description:** A late eighteenth/early nineteenth century gabled Georgian dwelling standing to the north side of Dubb Lane. This building is marked on a map of 1816/17 and predates the mill complex to the west. The building has several decorative features including a tall, round headed eastern window (probably a rear stairlight) with semi-circular fanlight and a small round headed window in the northern gable-end. In addition there is a three light window with stone surrounds in the north gable, and three similar windows in the eastern elevation. A doorway in this (eastern) elevation has been converted to a window. A door and four other windows in varying styles are found in the southern gable.

The western elevation, which may well have been the front facade, but has been incorporated into the body of the Ebor Mills (perhaps as office space), and is no longer visible. A decorative gate-stone flanks the pathway. Internally the original layout has largely been maintained although many of the architectural fittings have been removed.

**25. Ebor Mill, Dubb Lane (SE 1117 3910)**

**C**

**P&S**

**Description:** A three-storey building marked upon the OS First Edition 6" map of c.1847-8 as a cotton mill and dating from c.1820-40. Consisting of large building adjacent to the Leeds & Liverpool Canal with certain ancillary buildings to the north including a two-storey engine house and associated stack indicating a steam-powered mill. There are loading doors to the first and second floors along the west elevation and southern gable end. The building is lit by 12 pane windows with stone lintels; one decorative round headed window with well-cut voussoirs is found in the west elevation. The roof has been replaced by corrugated cement sheeting although the original trusses may remain internally.

Internally the layout of the ground floor has been adapted to later industrial re-use and steel 'I' beams have been inserted, although access to the upper floors and engine house was not possible and further evaluation is necessary to determine the survival of fittings, especially in the engine house.

**26. Ebor Mills, Dubb Lane (SE 1120 3910 )**

**D**

**P**

**Description:** A range of north/south aligned one and two-storey factory buildings which appear to have in-filled the plots between the Georgian House and Ebor Mill during the late nineteenth century and early twentieth century. Used as a mill they retain some original iron king-post trusses internally.

27. Old coal yard, Dubb Lane (SE 1105 3915) D P

*Description:* A group of three derelict single storey buildings which were used as a coal-yard, unloading cargo from the nearby canal. Built of coursed masonry with single-pitch roofs there function varies from outbuilding to workman's huts (with chimney and brazier) and toilets. The buildings, which are poorly preserved, probably date from the late nineteenth or early twentieth century.

28. Terraced cottages, Dubb Lane (SE 1102 3905) C NFA

*Description:* A terrace of single-fronted worker's cottages dating from around the second quarter of the nineteenth century and marked on the OS First Edition 6" map of c.1847-48. Built of coursed masonry under a gabled roof the cottages are of a simple two bay design heated by single stacks. The single first-floor and ground floor windows have stone lintels and sills. The doorways are off-centre with stone lintels and reveals.

29. Cotton Mills, Dubb Lane (west) (SE 1098 3908) C NFA

*Description:* A substantial late nineteenth century mill along the northern side of Dubb Lane (not shown on OS First Edition 6" map 1847-8). The two ranges of three-storey buildings fronting onto the lane are built into a bank giving a basement level downslope with a further range of three-storey offices/outbuildings to the rear. Built of squared, coursed masonry with an external cast-iron stairway on the western gable and three loading doors to the northern elevation with the remnants of winching gear still intact. There are also three further loading doors to the southern elevation. Currently in commercial retail use.

30. Taxi Office, Dubb Lane (SE 1099 3904) C NFA

*Description:* A detached dwelling of coursed, squared masonry with a hipped roof, dating from the second half of the nineteenth century (not marked on the OS First Edition 6 map c.1847-8). The ground-floor of the front elevation has been substantially altered to incorporate a shop front windows. The first-floor fenestration of the front and return walls consist of the original four pane sash windows with stone lintels and sills. Built with symmetrical facade as a polite form of housing the building now has divided occupancy.

31. Bingley Station (SE 1085 3915) C NFA

*Description:* A well-built railway station on the Leeds and Bradford line with many decorative elements. Built of ashlar the elevation facing the line the station has a pedestrian walkway over the track and two glass hipped-roofed porches protecting the platforms supported on cast-iron pillars with cast-iron 'I' beams bedded into the buildings behind. The main station building has a 'h'-shaped layout

with two symmetrical gables facing the platform, each decorated by a Venetian-derived window. These windows are surrounded by long-and-short work with a polychromatic arch above and an intricate carved panel and keystone. The whole is surmounted by a parapet wall with coping stones and orbs with two equidistant stacks along its length. The station and railway line are marked on the OS First Edition 6" map of 1847-8.

32. Industrial Warehouse (SE 1068 3928 )                      D                      NFA

*Description:* A three-storey industrial warehouse along the course of the Leeds and Bradford line probably used for the storage of industrial goods in transit.

33. Leeds & Liverpool Canal  
(SE 10 80 3950 to 1150 3870)                      A                      P

*Description:* A well-preserved stretch of canal approved by Act of Parliament in 1770 running from Leeds to Liverpool and still in use. The stretch of canal from Thackley to Skipton was first navigated in 1774. The Leeds and Liverpool Canal is an Conservation Area 'designated as of special architectural or historic interest' (PPG15, 1994).

34. Three Rise Locks (SE 1072 3945)                      A                      NFA

*Description:* A set of three well-preserved canal locks on the Leeds and Liverpool Canal of 1770 and similar in design to Five Rise Locks further to the west, they were engineered by Longbotham and constructed by local masons. A parallel overflow system for the locks runs adjacent to the Damart factory and was possibly used as a means of obtaining water-power.

35. (Damart) Industrial Buildings (SE 1080 3940)                      C                      NFA

*Description:* The area is recorded as the site of a mill on the OS First Edition 6" map. Part of the present building has a datestone of 1871 although this may be a later addition. The main body of the multi-storey mill is of coursed masonry and is derived from an Italianate Villa style with a corner tower, decorative fenestration and dentillation at the eaves level. The separate monumental chimney is reminiscent of a 'campanile', with a square stack on a rusticated and buttressed pedestal.

The mill is adjacent to the canal and the Three Rise Locks from which an overflow channels water into the mill's ancillary buildings.

36. DSW landscape and footpaths (SE 1068 3952 ) C NFA

*Description:* The area to the east of the Three Rise Locks is crossed by a footpath and lined by dry-stone walling it traverses the Railway line via a subway to the south.

37. Bingley North Bog (SE 1060 3980 to 1070 3970) B TP

*Description:* An area of bog between the canal to the north and the proposed route of the Relief road to the south. It is marked on the OS First Edition 6" map with the legend 'springs' but no mention of a 'bog' or 'marsh'. The black humic deposits gives rise to a dark brown humic ground water, but with a lower water-table than South Bog (Site No.13). If the bog is of sufficient antiquity it is likely to harbour substantial pale-environmental remains.

38. DSW landscape (SE 1070 3990 ) C E

*Description:* The area to the west of the bog is used as pasture enclosed by several drystone walled field boundaries. One such area of walling, at the bottom of a natural slope below the canal, is associated with several mature trees and includes boulder walling which may be remnants of earlier Iron Age or Romano-British field systems/enclosures. Several of the field boundaries which are visible on the ground are identically marked on the OS First Edition 6" map.

39. Agricultural Track (SE 1060 3988) D NFA

*Description:* A trackway circumventing the North Bog to the north and west apparently used as an agricultural track. The course of this track is controlled by two gate-stones for a barred gate (no longer in use) adjacent to the area of drystone walling (No.38).

40. DSW enclosure (SE 1055 1005 ) D NFA

*Description:* A drystone walled, south-facing enclosure around an area of woodland on a promontory to the north of the Railway line.

41. Cottages on Sleningford Rd. (SE 1046 4020) C NFA

*Description:* Eight terraced cottages, two and a half storeys high, with a symmetrical front elevation punctuated by three dormer windows. The ground-floor fenestration consists of single bay windows alongside a doorway with a small porch.

42. Ivy Cottage, Sleningford Rd. (SE 1032 4034 ) C NFA

*Description:* A row of four, two-storey worker's cottages (possibly shown on the First Edition 6" map) now converted to a single dwelling. Built of coursed masonry the doors and windows have been heavily altered.

43. Britannia Motors, Sleningford Rd. (SE 1028 4060) C P

*Description:* A small, single-storey outbuilding with a single-pitch roof. It is built of coursed masonry and was probably related to a complex of buildings to the north which were shown on the OS First Edition 6" map, but are now demolished.

44. Ireland Bridge (SE 1053 3935 ) B NFA

*Description:* A bridge with stonework and foundations of 1686 built over the River Aire, although the parapet may be eighteenth century. It was constructed to replace a wooden bridge of the middle ages and earlier remains of this structure may survive below the foundations.

45. Keighley road bridge (SE 1026 4035 ) C P

*Description:* A three arched skew bridge carrying the Keighley road over the main line of the Leeds and Bradford line contemporary with its construction and shown on the OS First Edition 6" map. The central arch is built entirely of coursed masonry. However, the two flanking arches are built of masonry with a double skin of brick voussoirs and are probably later in date than the central arch.

46. No. 30 King's Road (SE 1048 4011 ) D P

*Description:* Two gabled, late nineteenth century/early twentieth semi-detached houses of coursed masonry. Standing one and a half storeys high there are dormer windows at the eaves level with stone lintels and window surrounds and a single central stack. There are two large windows to the front elevation and four smaller ones at the rear with a side entrance. The houses are contemporary with similar pairs of semi-detached houses along the west side of King's Road.

47. Morton Beck culvert (SE 0976 4065) D NFA

*Description:* The partial remains of the abutments of a large culvert over Morton Beck dating from the time of the construction of the railway and marked on the OS First Edition 6" map. The beck is now spanned by a replacement concrete slab.

48. Morton railway bridge (SE 0977 4064)

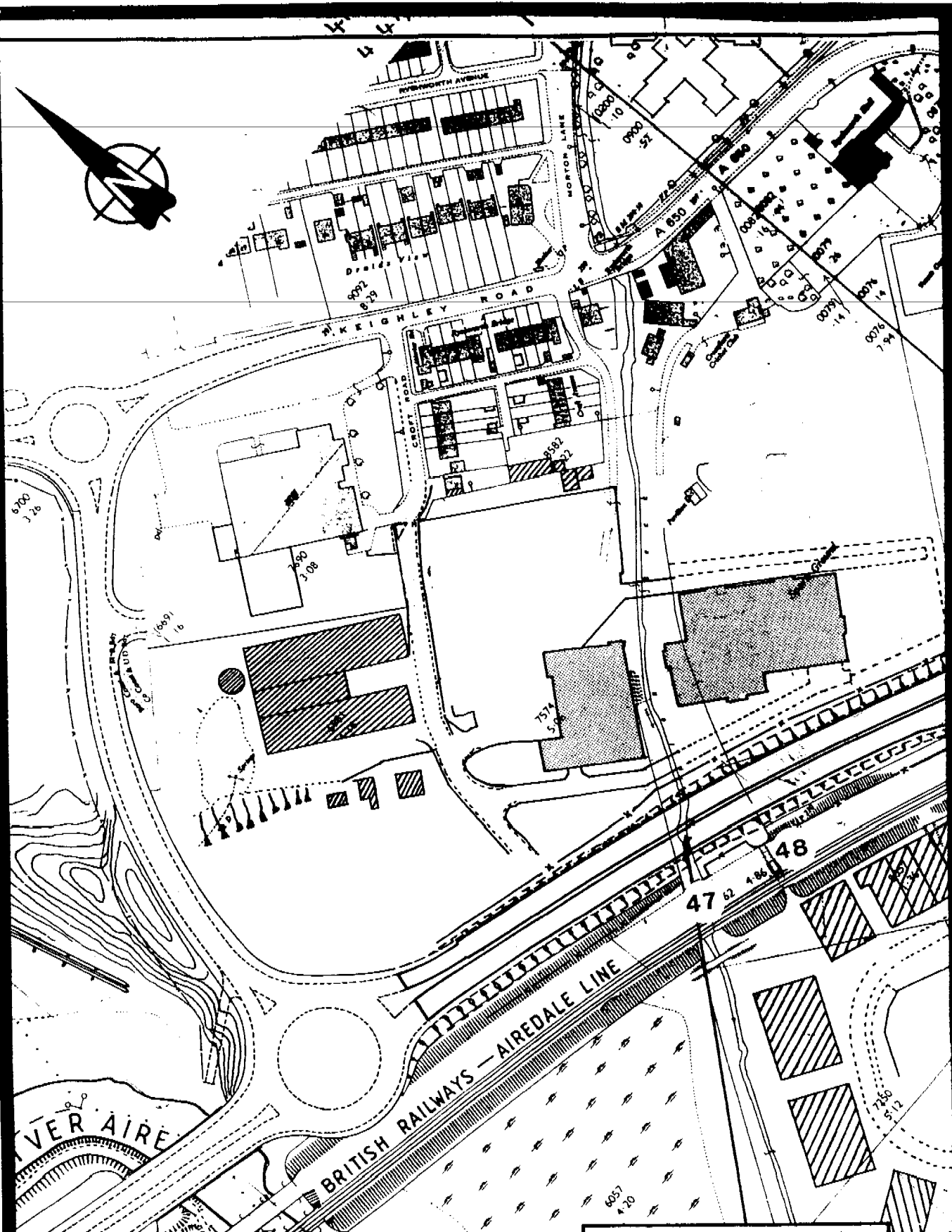
D

NFA

*Description:* The partial remains of railway bridge abutments and parapet wall constructed in large coursed limestone blocks over an existing right of way. The span of the bridge has now been replaced in concrete.

**Abbreviations:**

P : photographic survey  
P & S : photographic record and building survey  
TP : test-pitting and core-sampling  
R : retain  
NFA : no further action  
  
SMR : Sites and Monuments Record  
RCHME : Royal Commission On Historic Monuments  
(Recording Historic Buildings, 1991)



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Public Services  
Division

Project

A650 BINGLEY RELIEF ROAD

Drawing

**1** PLAN OF CULTURAL HERITAGE FEATURES

Scale

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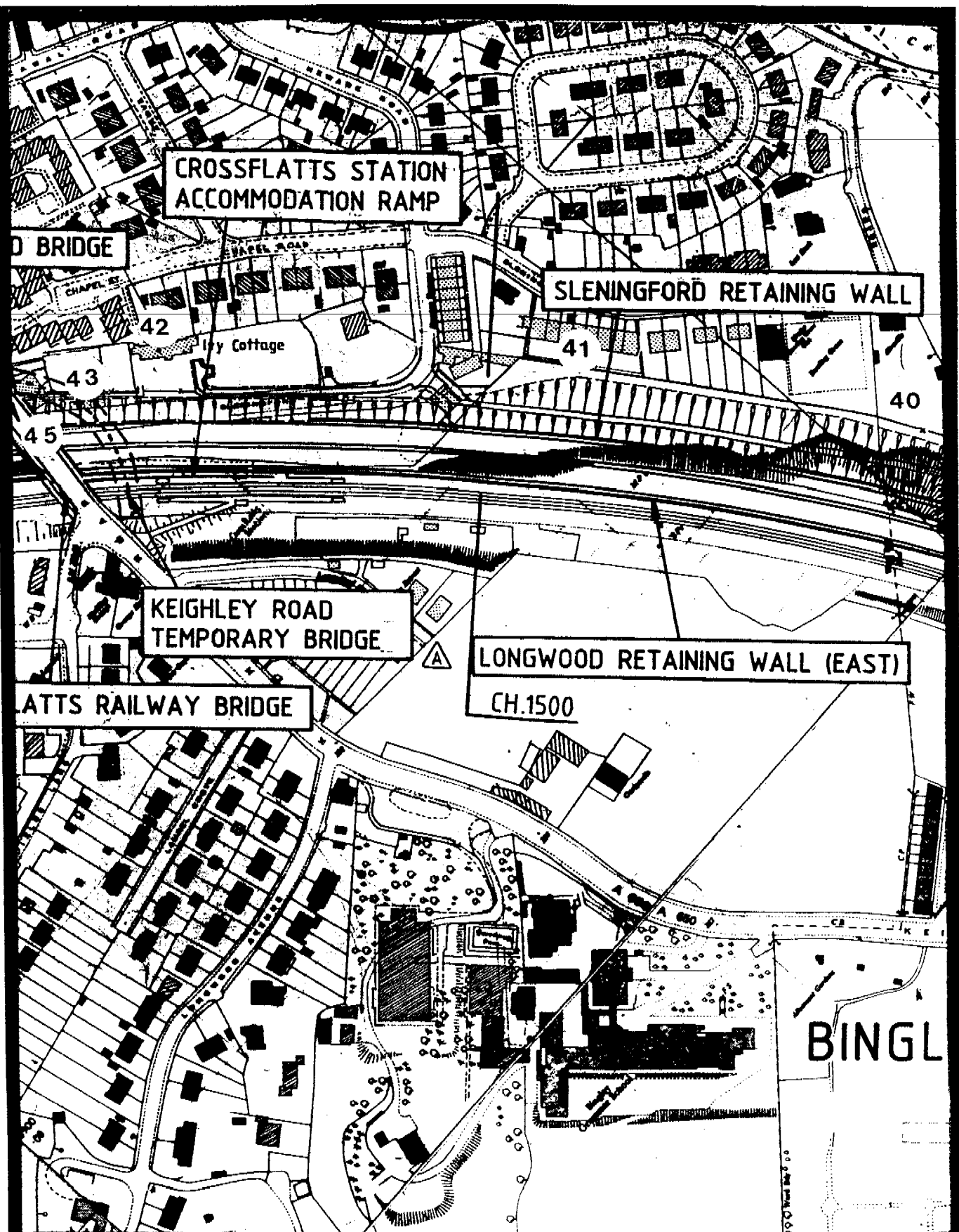
Drawn

Date

June 1996

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**3** PLAN OF CULTURAL HERITAGE FEATURES

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Scale

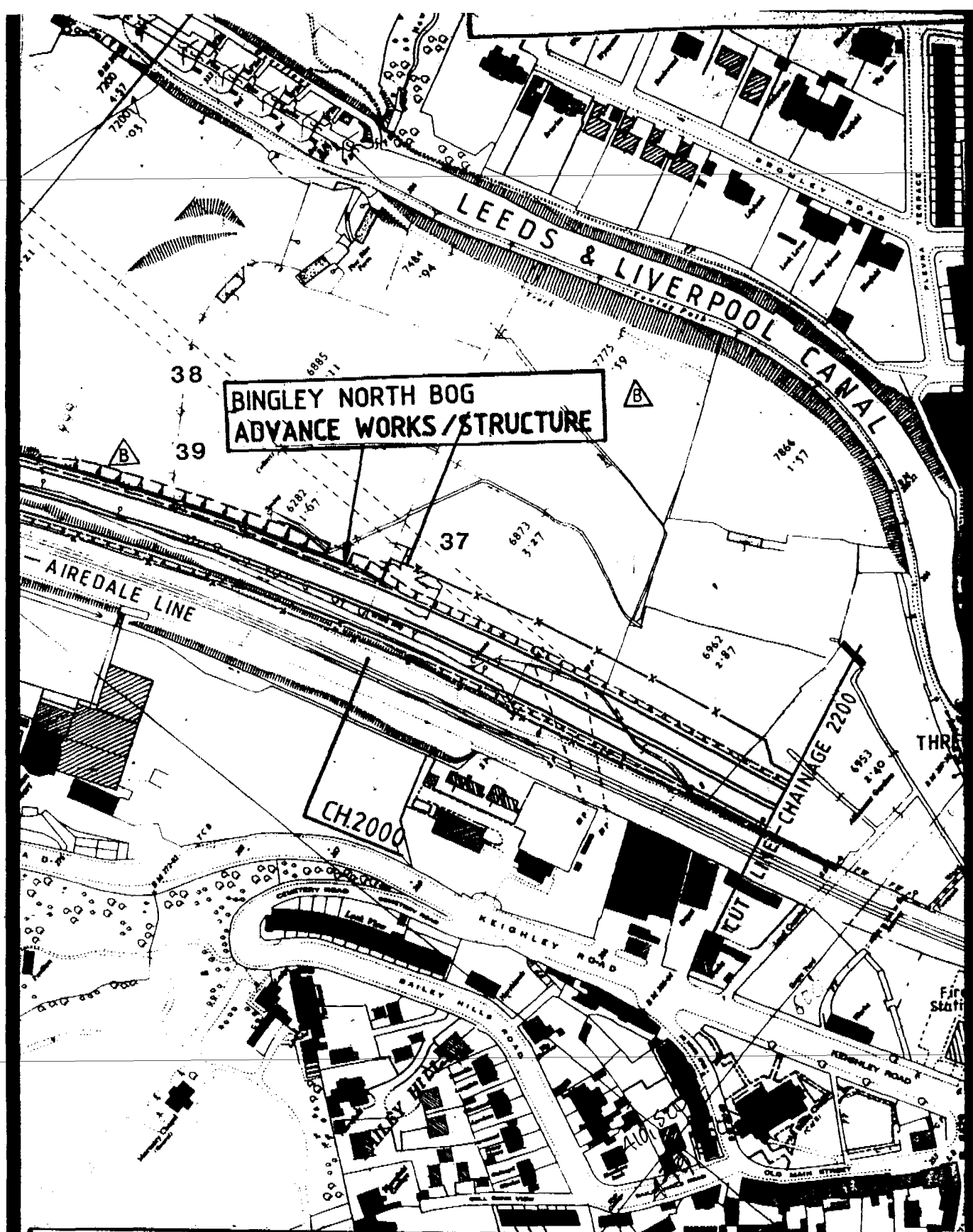
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**4** PLAN OF CULTURAL HERITAGE FEATURES

Scale

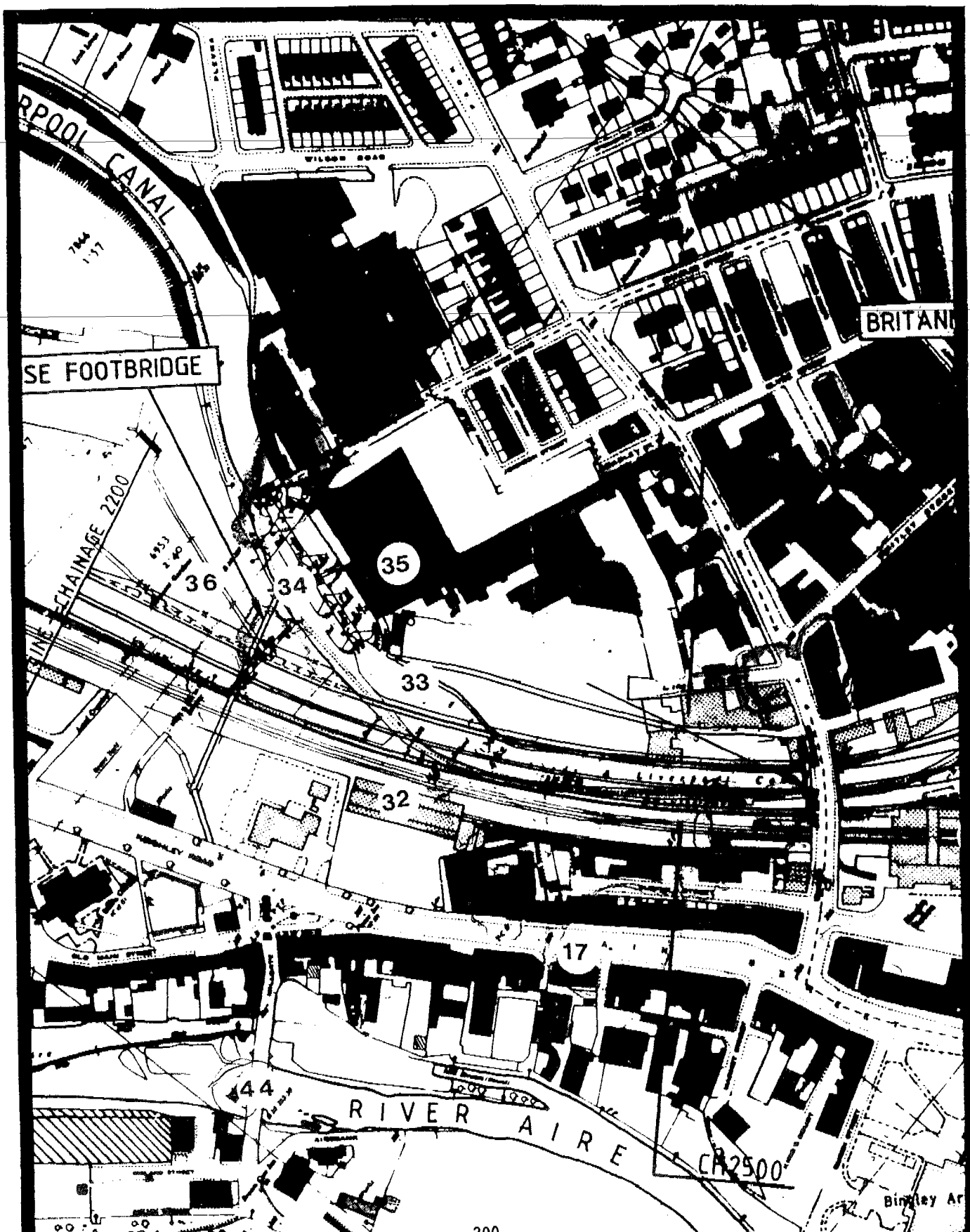
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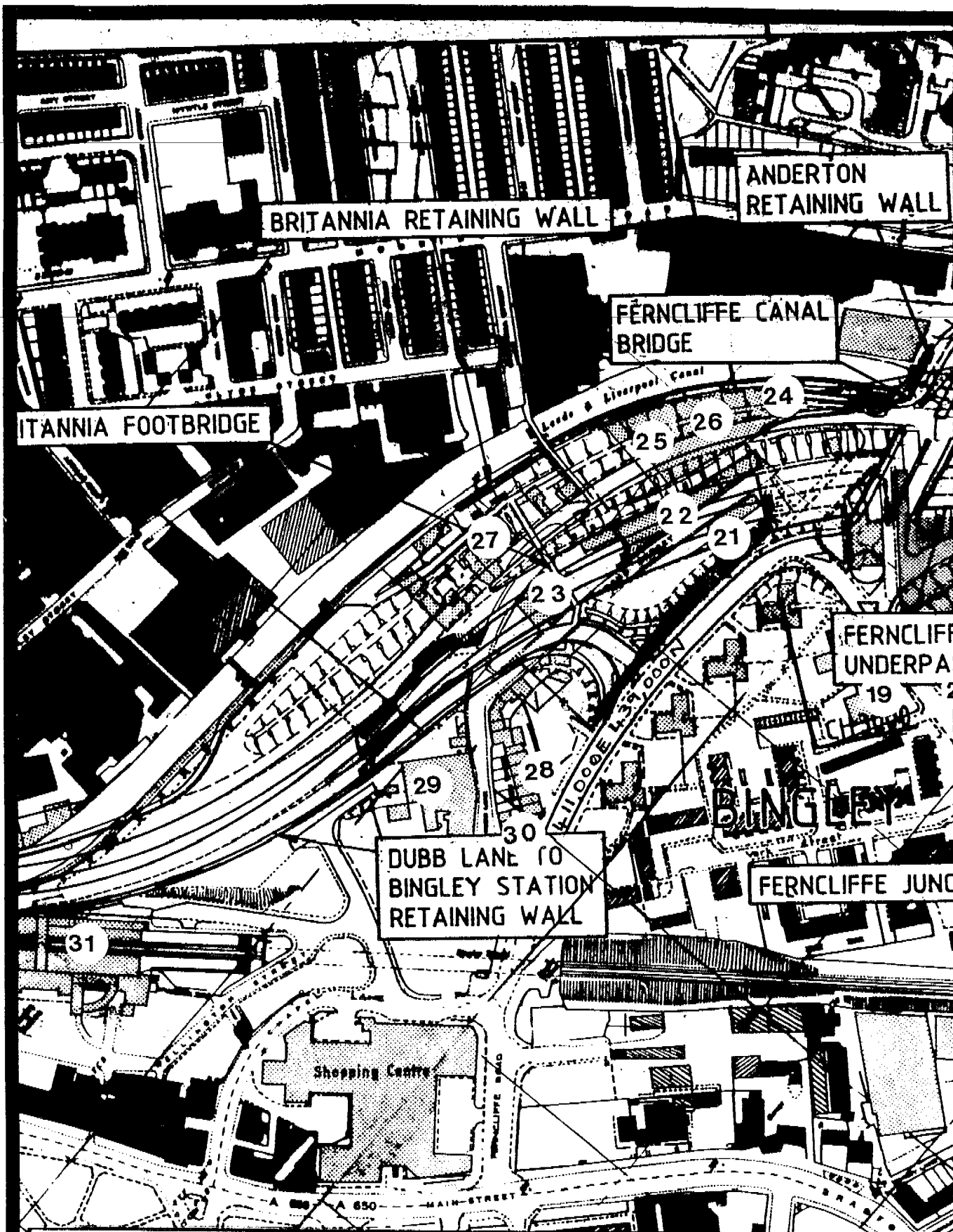
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Client		Project	
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Drawing		5 PLAN OF CULTURAL HERITAGE FEATURES	
 BABTIE GROUP MULTI-DISCIPLINARY CONSULTANTS EXCHANGE HOUSE, 2 QUEEN STREET WAKEFIELD WF1 1JR		Scale	Date
Public Services Division		1 : 2 500 Horzt.	June 1996

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WAKEFIELD WF1 1JR

Project

A650 BINGLEY RELIEF ROAD

Drawing

**6** PLAN OF CULTURAL HERITAGE FEATURES

Scale

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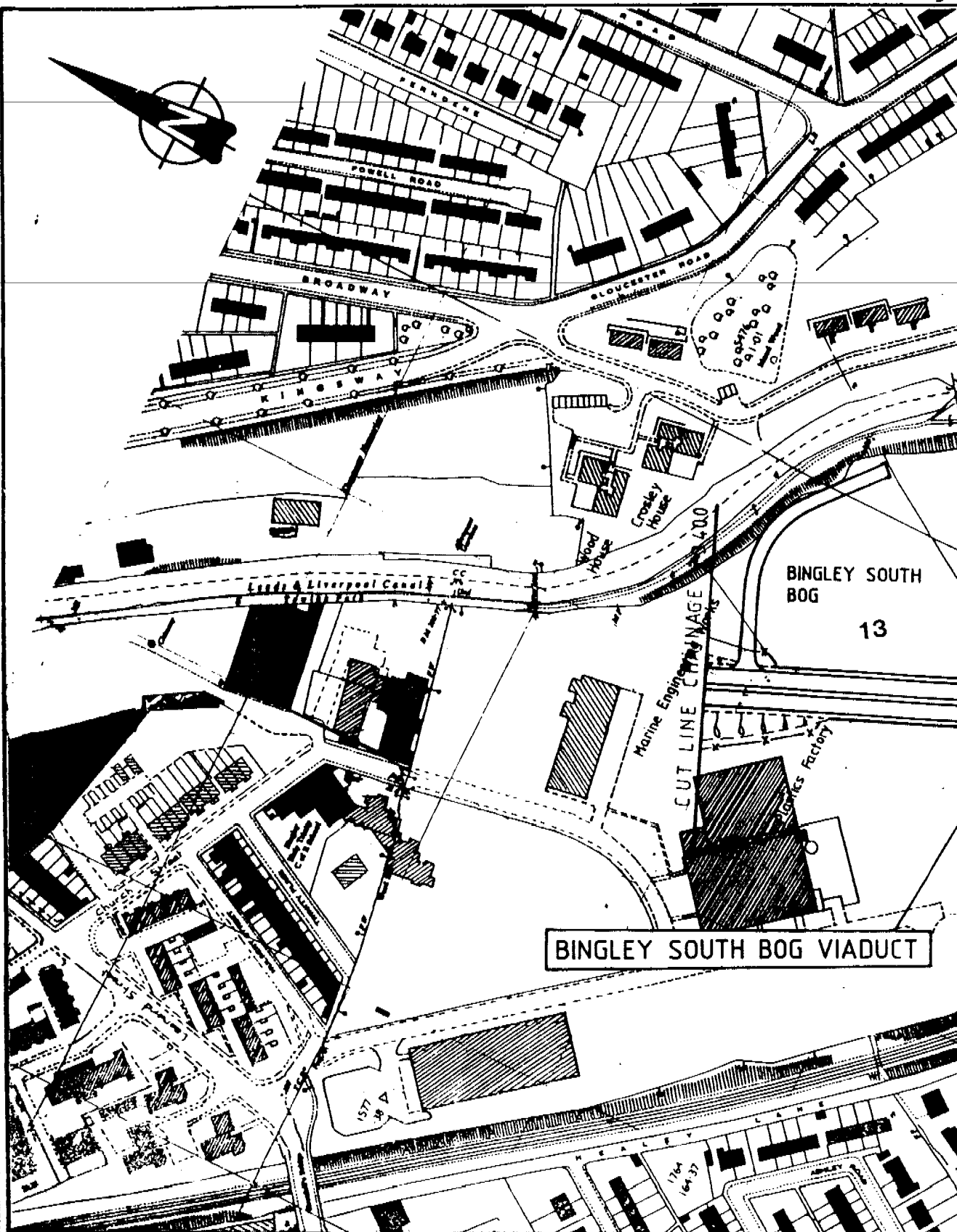
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Project

**8** A650 BINGLEY RELIEF ROAD

Drawing

PLAN OF CULTURAL HERITAGE FEATURES

Scale

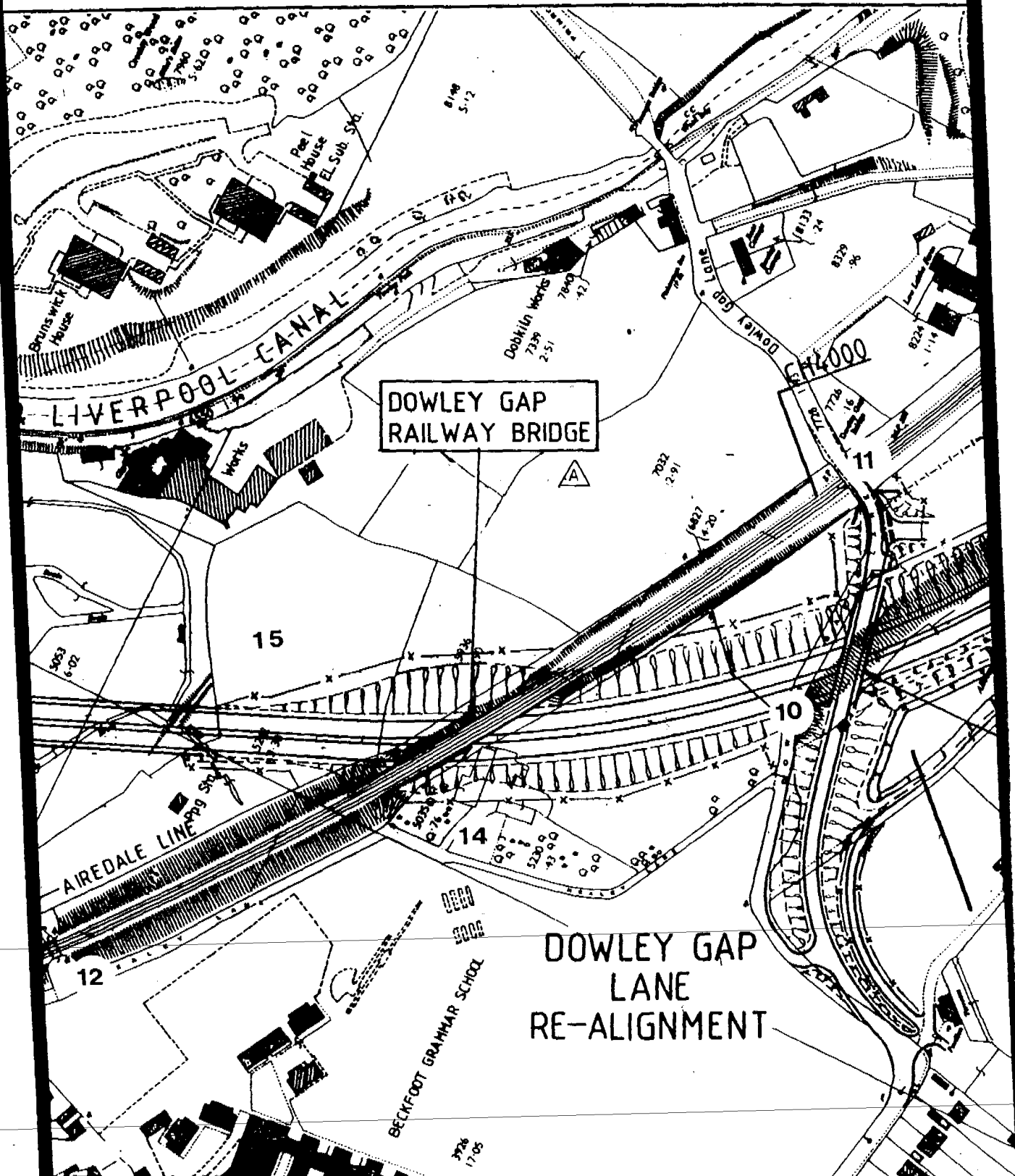
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June 1996

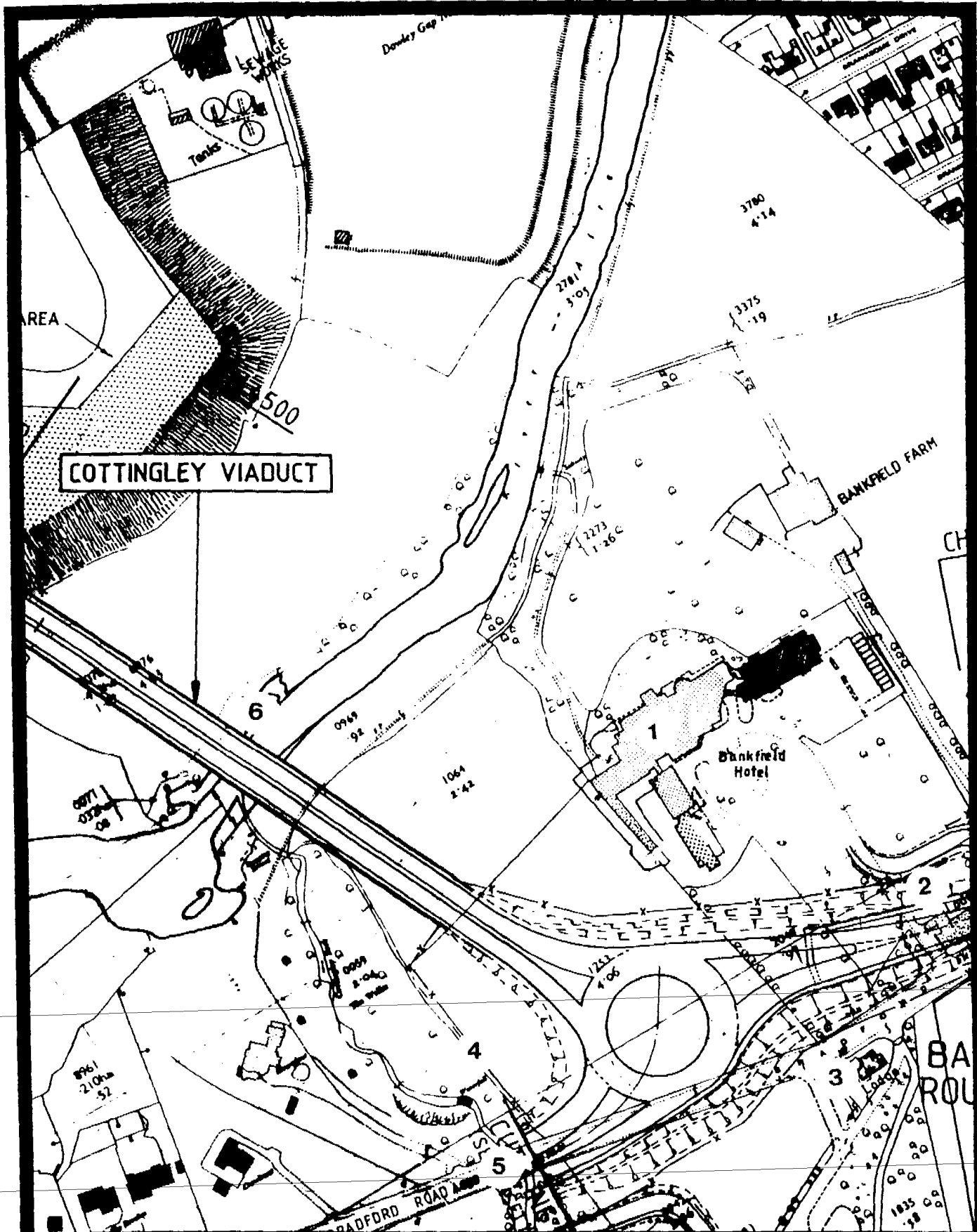
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Client		Project	
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		Drawing	
 <b>BABTIE</b> GROUP MULTI-DISCIPLINARY CONSULTANTS EXCHANGE HOUSE, 2 QUEEN STREET WAKEFIELD WF1 1JR		PLAN OF CULTURAL HERITAGE FEATURES	
		Scale	Date
Public Services Division		1 : 2 500 Horzt.	June 1996

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A650 BINGLEY RELIEF ROAD

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**11** PLAN OF CULTURAL HERITAGE FEATURES

Scale

1 : 2 500 Horzt.

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Date

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