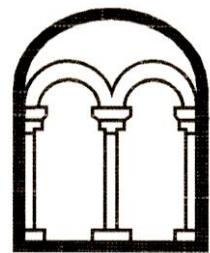


**HALSEY ROAD
AND
ADDISON HOWARD PARK
BEDFORD**

ARCHAEOLOGICAL FIELD EVALUATION

Albion
archaeology



**HALSEY ROAD
AND
ADDISON HOWARD PARK
BEDFORD**

ARCHAEOLOGICAL FIELD EVALUATION

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Produced for:
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Preface

All statements and opinions in this document are offered in good faith. This document has been prepared for the titled project or named part thereof and was prepared solely for the benefit of the client. This document should not be relied upon or used for any other project without an independent check being carried out as to its suitability and the prior written authority of Albion Archaeology (a trading unit of Central Bedfordshire Council).

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Acknowledgements

Albion Archaeology was commissioned to carry out the archaeological works by Henderson & Taylor Ltd. The project was monitored on behalf of the Local Planning Authority by Vanessa Clarke (Senior Archaeological Officer) and Geoff Saunders (Archaeological Officer) of Bedford Borough Council.

Fieldwork was carried out by Mark Phillips (Project Officer). This report was prepared by Mark Phillips with figures created by Joan Lightning (CAD Technician) and Mark Phillips. All Albion projects are under the overall management of Drew Shotliff (Operations Manager).

Version History

<i>Version</i>	<i>Issue date</i>	<i>Reason for re-issue</i>
<i>1.0</i>	<i>23/09/2020</i>	<i>n/a</i>

Key Terms

Throughout this document the following terms or abbreviations are used:

AO	Bedford Borough Council Archaeological Officer
BGS	British Geological Survey
CIfA	Chartered Institute <i>for</i> Archaeologists
HER	Historic Environment Record (of Bedford Borough Council)
LPA	Local Planning Authority
NHLE	National Heritage List for England
NMP	National Mapping Programme
OD	Ordnance Datum
WSI	Written Scheme of Investigation



Non-technical Summary

Henderson & Taylor Ltd on behalf of Bedford Borough Council proposed to undertake engineering works (the excavation and installation of new drainage) at Halsey Road and Addison Howard Park, Kempston, Bedford.

The Bedford Borough Council Archaeological Officer (AO) advised that the site of the proposed works lay within an area of potential archaeological sensitivity, and issued a brief for an archaeological evaluation. Albion Archaeology was commissioned to prepare a written scheme of investigation for the evaluation and to carry out the required work. The results of the evaluation are presented in this report and will allow the AO to determine whether any further archaeological works are required to mitigate the impacts of the drainage scheme.

Trial pitting on Halsey Road was undertaken on 13th and 19th August 2020. The ten trial pits were notionally c.1.5 x 1.5m in extent; they were dug to a maximum depth of 1m (and less where in-situ geological deposits were encountered sooner).

The trial pits contained deposits related to the construction of Halsey Road during the mid-20th century, a subsoil layer representing a former cultivation layer and geological deposits.

The base of the road is unusual for its method of construction. This consists of two layers of whole bricks that had been carefully arranged by hand on a bed of cinders. It would have been very labour-intensive work, requiring a large number of bricks, probably sourced from the nearby brickworks at Stewartby.

The site remained an open space, between Foster Road to the west and Addison Howard Park to the east, until the mid-20th century when Halsey Road was developed. Nine of the ten trial pits contained a layer of subsoil, presumably a former cultivation layer. A layer of homogenous subsoil more than 500mm thick in TP 8 could be the fill of a furrow or similar feature.

The geological deposits observed across the site consisted of Peterborough Member mudstone bedrock and Biddenham Member quaternary sands and gravels.

No artefacts were recovered from the trial pits and no significant archaeological deposits were revealed. No evidence for former quarrying activities was noted. Given the limited nature of the recovered data, the revealed remains are considered to be of negligible heritage significance with no potential to address regional research objectives.

As set out in the WSI, the results of the Halsey Road trial pitting were reviewed by the AO, who advised that, given the absence of significant archaeological remains, it would not be necessary to carry out the trial trenching within Addison Howard Park.

A summary of the evaluation results will be uploaded onto the OASIS website (ref. no.: albionar1-400290). The project archive will be deposited at The Higgins Art Gallery & Museum (accession number BEDFM 2020.53).



1 INTRODUCTION

1.1 *Project Background*

Henderson & Taylor Ltd on behalf of Bedford Borough Council proposed to undertake engineering works (the excavation and installation of new drainage) at Halsey Road and Addison Howard Park, Kempston, Bedford.

The Bedford Borough Council Archaeological Officer (AO) advised that the site of the proposed works lay within an area of potential archaeological sensitivity. Accordingly, he issued a brief (BBC 2020) for an archaeological evaluation in order to establish the presence or absence of archaeological remains, their significance, extent and character.

Albion Archaeology was commissioned to prepare a written scheme of investigation for the evaluation and to carry out the required work (Albion 2020). The results of the evaluation are presented in this report and will allow the AO to determine whether any further archaeological works are required to mitigate the impacts of the drainage scheme.

1.2 *Site Location and Description*

The proposed drainage works ran along the entire length of Halsey Road into the south-west corner of Addison Howard Park (Figure 1). They were approximately centred at TL 0332 4805, *c.*670m east of the River Great Ouse. The ground is relatively flat at *c.*40m OD. The superficial geological deposits consist of Biddenham Member - Sand And Gravel, formed in a riverine environment up to 3 million years ago in the Quaternary Period¹. The underlying sedimentary bedrock is Peterborough Member - Mudstone, formed *c.*164 to 166 million years ago in the Jurassic Period.

1.3 *Archaeological and Historical Background*

The archaeological and historical background to the proposed drainage works was summarised in the brief (BBC 2020).

The works were adjacent to an area to the south-west (focussed on Foster Road, King Street and Hillgrounds Road) where gravel digging in the 19th and early 20th centuries revealed significant archaeological remains (HER256). They included an Iron Age/Romano-British cemetery, which produced a large number of artefacts.

Other remains recorded in this area include: a large number of Palaeolithic flint implements; five urned Bronze Age cremation burials; and two Anglo-Saxon inhumations, which are probably outliers from the larger cemetery known to exist on the south side of Bedford Road (Wood 1984, 23–31). The precise location of these antiquarian discoveries is uncertain but it may lie *c.*190m to the south-west of Halsey Road.

¹ Contains British Geological Survey materials ©NERC [2020]



1.4 **Project Objectives**

The principal purpose of the archaeological field evaluation was to recover information on the:

- location, extent, nature, and date of any archaeological features or deposits that might be present within the proposed drainage works;
- integrity and state of preservation of any archaeological features or deposits that might be present within the proposed drainage works;
- nature of palaeo-environmental remains to determine local environmental conditions.

This report examines the significance of the results with reference to regional research frameworks. The relevant documents for the region are provided by *Research and Archaeology: A Framework for the Eastern Counties* (Bedfordshire, Cambridgeshire, Norfolk, Hertfordshire and Essex) (Brown and Glazebrook 2000) and *Research and Archaeology Revisited: A Revised Framework for the East of England* (Medlycott 2011).

In addition to these regionally focussed documents, work has also specifically been done on the historical county of Bedfordshire: *Bedfordshire Archaeology. Research and Archaeology: Resource Assessment, Research Agenda and Strategy* (Oake et al 2007).



2 METHODOLOGY

2.1 Standards

Throughout the project the standards set out in the following documents were adhered to:

• Albion Archaeology	<i>Procedures Manual: Volume 1 Fieldwork</i> (3rd edn, 2017).
• Bedford Museum	<i>Preparing Archaeological Archives for Deposition in Registered Museums in Bedfordshire</i> (2010)
• ClfA	<i>Charter and by-law</i> (2014); <i>Code of conduct</i> (2019)
	<i>Standard and guidance for archaeological field evaluation</i> (2020)
	<i>Standard and guidance for the collection, documentation, conservation and research of archaeological materials</i> (2014)
• Historic England	<i>Management of Research Projects in the Historic Environment PPN3: Archaeological Excavation</i> (2015)
	<i>Environmental Archaeology: A guide to the theory and practice of methods, from sampling and recovery to post-excavation. 2nd ed.</i> (2011)

2.2 Halsey Road Trial Pitting

A series of ten trial pits were dug along the road to characterise the archaeological potential of the area, specifically to determine:

- whether or not the area of Halsey Road had been previously subject to gravel extraction;
- how much disturbance had been caused by the creation of the road and by subsequent service installations within it; and
- whether significant archaeological remains associated with those to the south-west were likely to survive in this part of Kempston.

The trial pitting was undertaken on 13th and 19th August 2020. The ten trial pits were notionally *c.* 1.5 x 1.5m in extent; they were dug to a maximum depth of 1m (and less where *in-situ* geological deposits were encountered sooner). TP 1 was not dug to the full depth due to the presence of a gas pipe. In TP5 and TP6, the presence of water pipes meant that the base of these trial pits could not be fully excavated.

All modern road surfaces and make-up layers were removed by the contractor. Thereafter, the excavation of the trial pits was carried out by a mechanical excavator fitted with a flat-edged bucket, operated by an experienced driver under close archaeological supervision.



All excavation and recording were carried out by experienced Albion Archaeology staff. Any potential archaeological features were cleaned, investigated by hand and recorded using Albion Archaeology's pro forma sheets. All features and deposits were assigned a unique context number commencing at 100 for TP 1, 200 for TP 2 etc. Each trial pit was subsequently drawn and photographed as appropriate.

Deposits encountered were investigated and recorded in accordance with Albion's *Procedures Manual*. Spoil heaps were checked on a regular basis for the recovery of archaeological artefacts. A detailed methodology is provided in the Written Scheme of Investigation (Albion Archaeology 2020).

The project archive will be deposited with The Higgins Art Gallery & Museum (accession number BEDFM 2020.53). Details of the project and its findings will be submitted to the OASIS database (reference no.: albionar1-400290) in accordance with the guidelines issued by Historic England and the Archaeology Data Service.

2.3 Addison Howard Park Trial Trenching

As set out in the WSI, the results of the Halsey Road trial pitting were reviewed by the AO, who advised that, given the absence of significant archaeological remains, it would not be necessary to carry out the trial trenching within Addison Howard Park.



3 RESULTS

3.1 Introduction

The archaeological deposits and features found within the trial pits are summarised in this section. Where site recording numbers have been used, they are distinguished by different bracket styles to indicate whether they are a feature number [***] or fill/layer numbers (***). Context numbers reflect the trench number, e.g. (203) is a layer in Trench 2.

Detailed records of each trial pit are provided in Appendix 1, which includes a photograph, section and individual context descriptions. The trial pit locations are shown on Figure 1.

No archaeological features were identified in the trial pits. A shallow feature with a dark fill in TP 8 is undated, but given the nature of the fill and its position immediately below the road construction deposits, it is interpreted as a modern feature. Steep-sided “cuts” identified in TP 7 and TP 8 are interpreted as natural geological features due to the character of their fills; they are possible periglacial or fluvial features. The only dateable material found in the trial pits were mid-20th-century bricks used as road make-up, which were not retained.

3.2 Halsey Road Trial Pitting

3.2.1 Road construction layers

The upper layer in all of the trial pits consisted of the tarmac road surface. This was only 50mm thick where it was laid above a layer of reinforced concrete and c.100mm thick elsewhere.

The road make-up in a number of the trial pits (TP 5, TP 6, TP 7, TP 8 and TP 10) was very distinctive, consisting of whole bricks arranged in two layers above a thin layer of black cinders. This is best illustrated in the photograph of TP 6 (Image 6). The bricks in TP 6 were carefully arranged with few gaps, with the lower layer flat and with the upper layer set edgewise. The bricks were fletton type bricks and included textured ‘rustics’ and others stamped ‘phorepress’, both typical London Brick Company products.

The road make-up in the four trial pits in the south-west part of Halsey Road (TP 1, TP 2, TP 3 and TP 4) consisted of a layer of reinforced concrete, 90–200mm thick, above a mixed layer of bricks and cinder.

The road construction in one trial pit (TP 9) was very different with the tarmac laid above a layer of sand and gravel (901), above mixed concrete rubble and brick (902), above a brick rubble layer (903).

3.2.2 Undated feature or disturbance

In the north-east corner of TP 8, cut [803] was filled with a dark grey clay-silt (804). The cut was irregular in plan with a shallow (180mm), concave profile. No artefacts were noted in the fill. The feature was immediately below the road construction layers and is interpreted as possible construction disturbance. A



large cast-concrete drain aligned approximately north-south was found at a depth of 950mm below the ground surface in the west side of the same trial pit.

3.2.3 Subsoil layer

The majority of the trial pits contained a layer of subsoil sealed by the road construction layers (104, 203, 403, 503, 603, 703, 905 and 1003). This was generally mid-brown or grey-brown in colour and variable in composition, consisting of clay, silt-clay, clay-gravel or sandy clay. The subsoil was 100–220mm thick. It is likely to represent part of a former cultivation soil.

TP 3 contained a thicker subsoil-type layer (303). This was a mid-brown sandy clay-silt deposit with occasional small stones. It appeared to be more homogenous and ‘cleaner’ than the other subsoil layers. It was at least 500mm thick and dipped down towards the north side of the trial pit. It is possible that the layer could have been the fill of furrow, although this could not be verified within the limits of the 1.5m square trial pit.

No subsoil was noted in TP 8 where the road construction layers were directly above the clay bedrock, suggesting a higher level of truncation in this area.

3.2.4 Superficial geological deposits

Superficial geological deposits were recorded in the south-west part of Halsey Road in TP 1, TP 2, TP 3 and TP 4, and in the north-west corner in TP6; and in the east part of the road in TP 9 and TP 10. They generally comprised mid-orange-brown sandy gravel. In TP 4 the layer (404) was only 300mm thick above the clay bedrock (405), indicating that the superficial deposits thin out at this point.

The superficial deposits were more variable in TP 2 (204)—a mixed layer of orange-brown sandy gravel and clean yellow sand with irregular patches of mid-grey sandy-silt. This may be indicative of later disturbance in this area.

In TP 7 (705) and TP 8 (807) the superficial geological deposits were found within steep-sided intrusions in the top of the underlying clay bedrock, indicating possible periglacial features.

The BGS records the superficial deposits in this area as Biddenham Member sands and gravels, formed during the Quaternary Period (up to 3 million years ago) as river terrace deposits.

3.2.5 Bedrock

Bedrock, consisting of light blue-grey or light yellow clay, was found in the north-west part of Halsey Road in TP 4 (404), TP 5 (504) and in the north part of the road in TP 7 (706) and TP 8 (808).

The BGS records the bedrock as sedimentary Peterborough Member mudstone, formed in the Jurassic Period, c.164 to 166 million years ago.



4 CONCLUSIONS

The trial pits contained deposits related to the construction of Halsey Road during the mid-20th century, a subsoil layer representing a former cultivation layer and geological deposits.

The base of the road was unusual for its method of construction. This consisted of two layers of whole bricks that had been carefully arranged by hand on a thin bed of cinders. It would have been very labour-intensive and used a large number of bricks, probably sourced from the brickworks at Stewartby approximately 5km to the south.

The site remained as an open space, between Foster Road to the west and Addison Howard Park to the east, until the mid-20th century when Halsey Road was developed. Nine of the ten trial pits contained a layer of subsoil, presumably a former cultivation layer. A layer of homogenous subsoil more than 500mm deep in TP 8 could perhaps be the fill of furrow or similar feature; however, it was not possible to determine this within the narrow confines of the trial pit.

The geological deposits observed across the site consist of Peterborough Member mudstone bedrock and Biddenham Member sands and gravels.

No artefacts were recovered. There were no significant archaeological deposits, as had been seen to the south-west in gravel digging in the 19th and early 20th centuries. No evidence for former quarrying activities was noted. Given the limited nature of the recovered data, the revealed remains are considered to be of negligible heritage significance with no potential to address regional research objectives.



5 BIBLIOGRAPHY

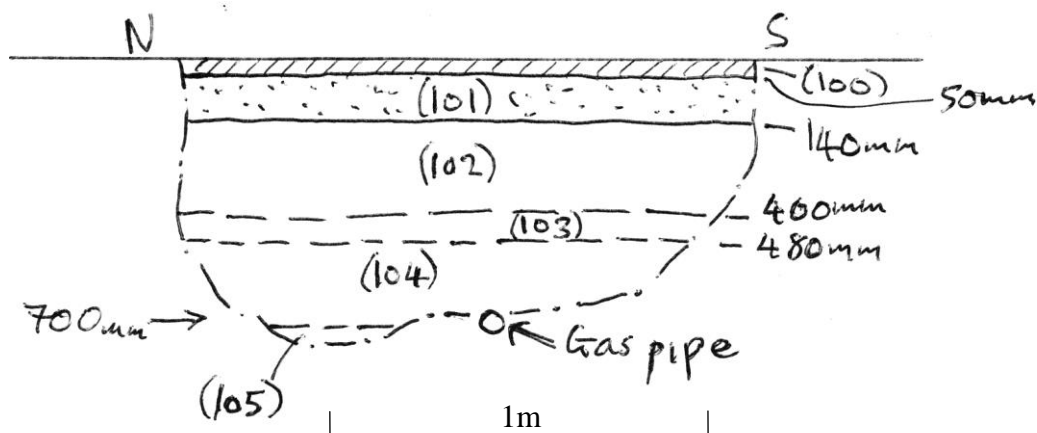
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6 APPENDIX 1: HALSEY ROAD TRIAL PITS

6.1 Trial Pit 1



Image 1: Trial Pit 1, west-facing section



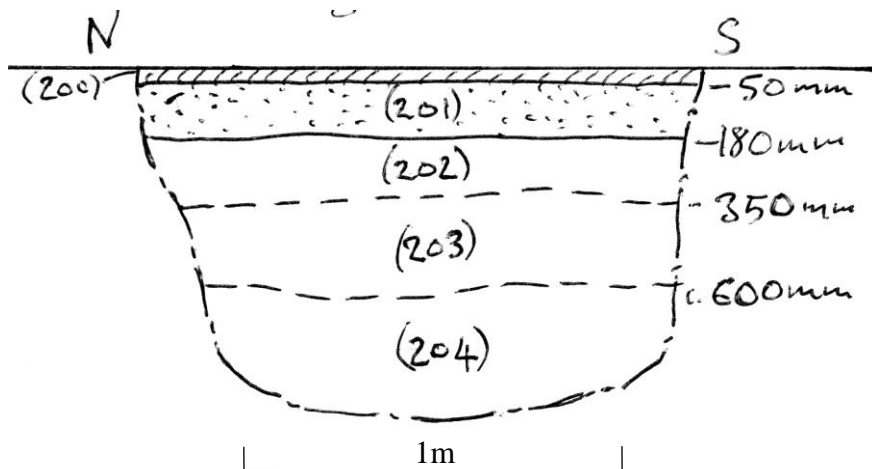
Context	Description	Interpretation
(100)	Tarmac	Road surface
(101)	Reinforced concrete	Road make-up layer
(102)	Mixed brick and cinder	Road make-up layer
(103)	Dark grey clay silt	Layer
(104)	Mid-brown silty clay gravel	Subsoil
(105)	Mid-orange-brown sandy gravel	Superficial geology



6.2 Trial Pit 2



Image 2: Trial Pit 2, west-facing section



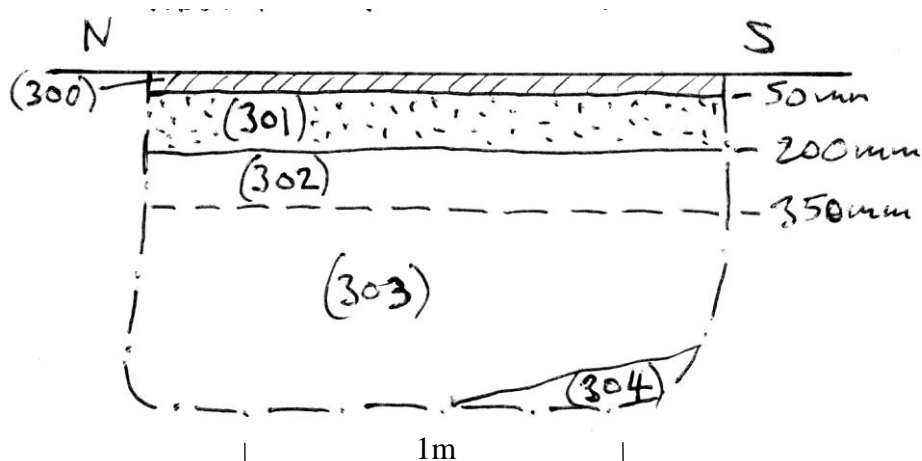
Context	Description	Interpretation
(200)	Tarmac	Road surface
(201)	Reinforced concrete	Road make-up layer
(202)	Mixed brick and black cinder layer	Road make-up layer
(203)	Mid-brown silty sandy gravel	Subsoil
(204)	Mid-orange-brown sandy gravel with patches of clean yellow sand and irregular pockets of mid-grey sandy silt	Disturbed superficial geology



6.3 Trial Pit 3



Image 3: Trial Pit 3, west-facing section



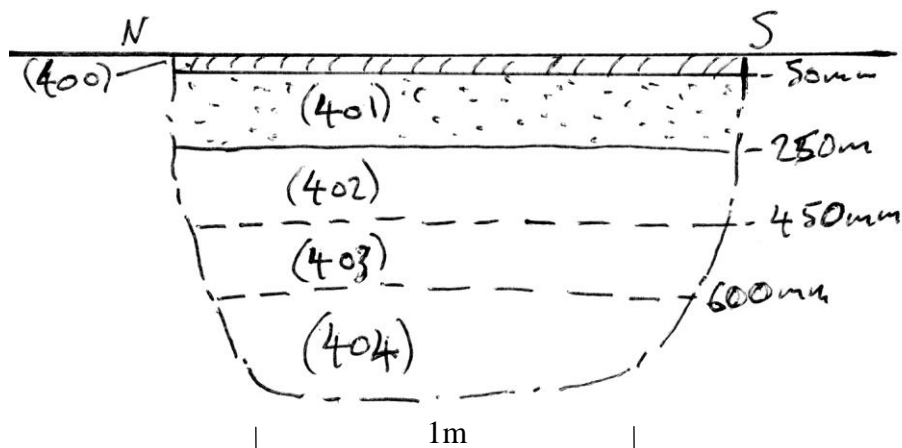
Context	Description	Interpretation
(300)	Tarmac	Road surface
(301)	Reinforced concrete	Road make-up layer
(302)	Mixed brick and black cinder	Road make-up layer
(303)	Mid-brown sandy clay-silt, occasional small stones	Subsoil or possible furrow
(304)	Mid-orange-brown sandy gravel	Superficial geology



6.4 Trial Pit 4



Image 4: Trial Pit 4, west-facing section



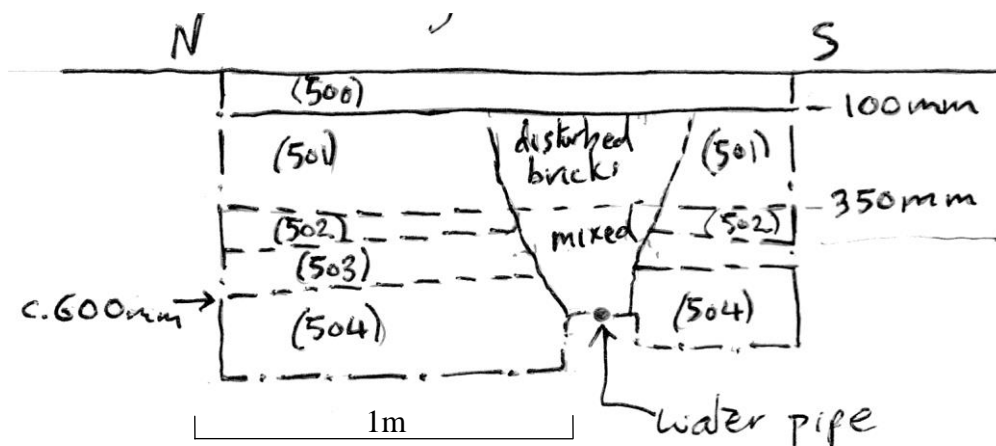
Context	Description	Interpretation
(400)	Tarmac	Road surface
(401)	Reinforced concrete	Road make-up layer
(402)	Mixed brick and black cinder	Road make-up layer
(403)	Mid-grey-brown sandy clay	Subsoil
(404)	Mid-orange-brown silty clay gravel	Superficial geology
(405)	Light blue-grey clay (in base of trial pit)	Geological bedrock



6.5 Trial Pit 5



Image 5: Trial Pit 5, west-facing section

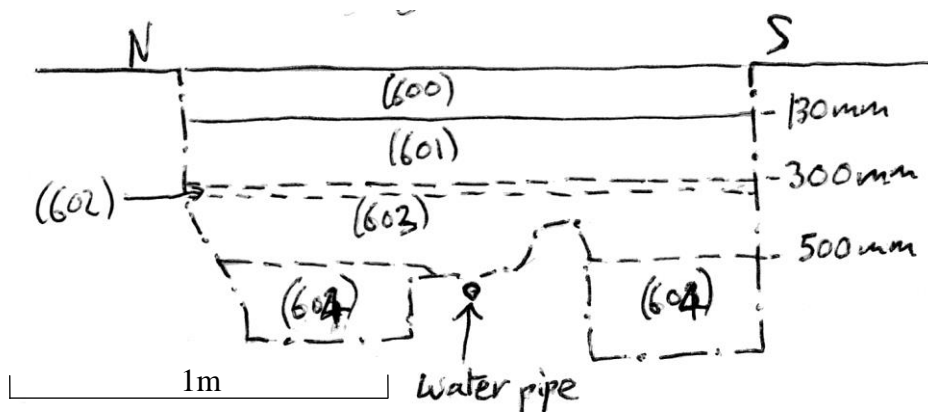


Context	Description	Interpretation
(500)	Tarmac	Road surface
(501)	Bricks	Road make-up layer
(502)	Black cinder layer	Road make-up layer
(503)	Mixed mid-brown clay	Subsoil
(504)	Light yellow and blue-grey clay	Geological bedrock

6.6 Trial Pit 6



Image 6: Trial Pit 6, west-facing section



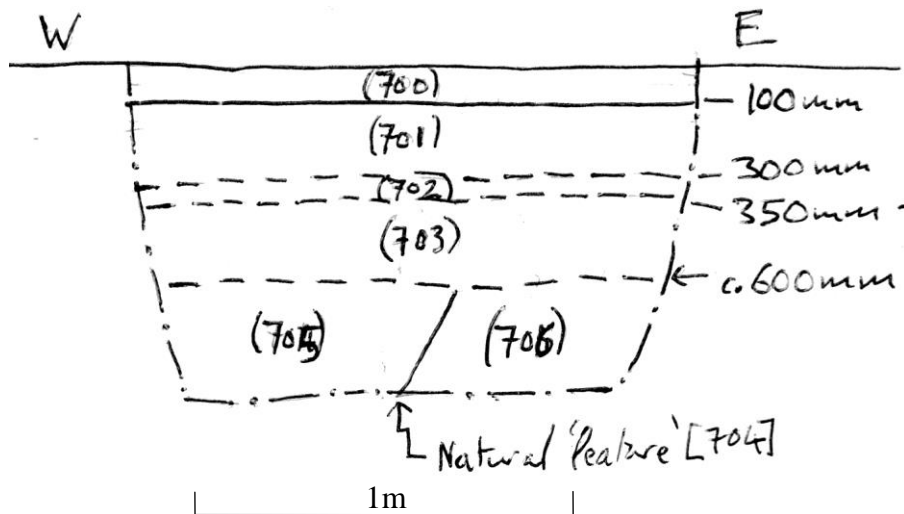
Context	Description	Interpretation
(600)	Tarmac	Road surface
(601)	Bricks (whole LBC Phorpress and rustics)	Road make-up layer
(602)	Black cinder layer	Road make-up layer
(603)	Mid-grey-brown silty clay, occasional small stones	Subsoil
(604)	Mid-orange-brown sandy gravel	Superficial geology



6.7 Trial Pit 7



Image 7:



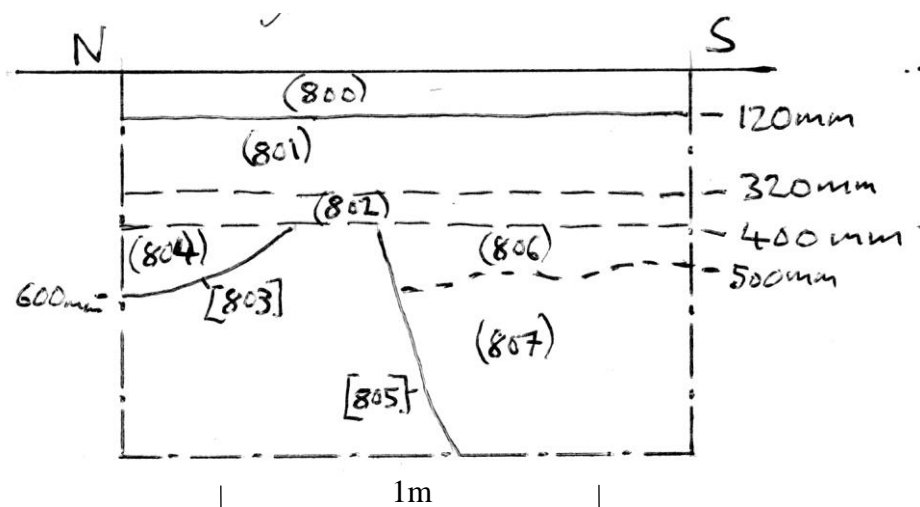
Context	Description	Interpretation
(700)	Tarmac	Road surface
(701)	Bricks	Road make-up layer
(702)	Black cinder layer	Road make-up layer
(703)	Mid-yellow-brown clay	Subsoil
[704]	'Cut' of natural geological feature	Geological feature
(705)	Mid-orange-brown sand	Fill of [704], superficial geology
(706)	Light blue-grey clay	Geological bedrock



6.8 Trial Pit 8



Image 8: Trial Pit 8, west-facing section



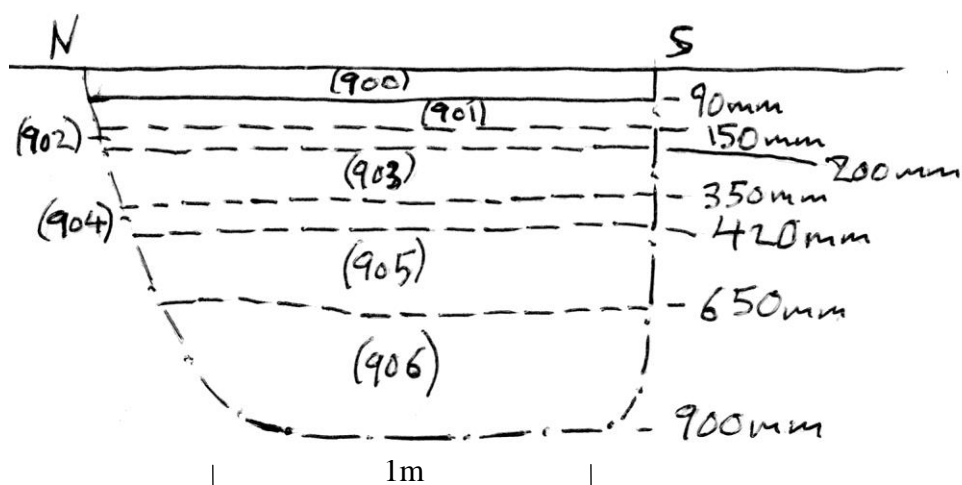
Context	Description	Interpretation
(800)	Tarmac	Road surface
(801)	Brick	Road make-up layer
(802)	Black cinder layer	Road make-up layer
[803]	Shallow scoop	Layer
(804)	Dark grey clay silt, occasional small stones, no artefacts	Fill of [803]
[805]	Steep-sided natural 'cut'	Natural geological feature
(806)	Mixed mid-brown clay gravel	Upper fill of [805]
(807)	Clean mid-orange-brown sandy gravel	Fill of [805]
(808)	Light yellow and blue-grey clay	Geological bedrock



6.9 Trial Pit 9



Image 9: Trial Pit 9, west-facing section

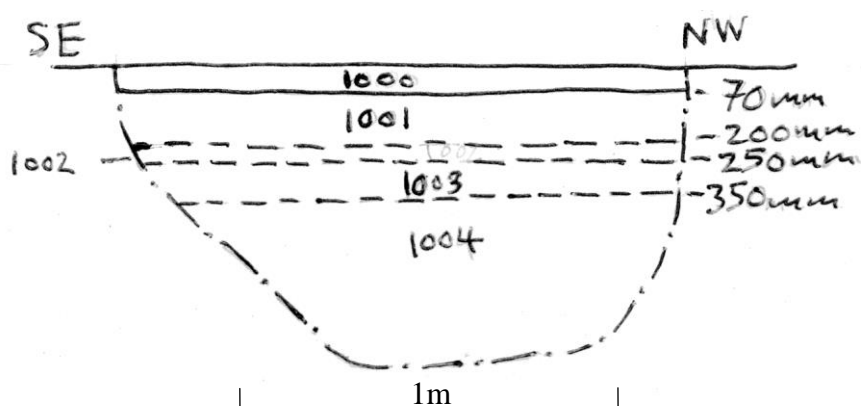


Context	Description	Interpretation
(900)	Tarmac	Road surface
(901)	Mid-yellow-brown sandy gravel	Road make-up layer
(902)	Mixed concrete rubble, brick and yellow-brown sandy gravel	Road make-up layer
(903)	Brick	Road make-up layer
(904)	Black cinder layer	Road make-up layer
(905)	Dark grey-brown clay gravel	Subsoil
(906)	Mid-orange-brown clay-sand-gravel	Superficial geology

6.10 Trial Pit 10



Image 10: Trial Pit 10, NE-facing section



Context	Description	Interpretation
(1000)	Tarmac	Road surface
(1001)	Brick	Road make-up layer
(1002)	Black cinder layer	Road make-up layer
(1003)	Mid-grey-brown gravelly clay	Subsoil
(1004)	Mid-orange-brown clay-sand -gravel	Superficial geology

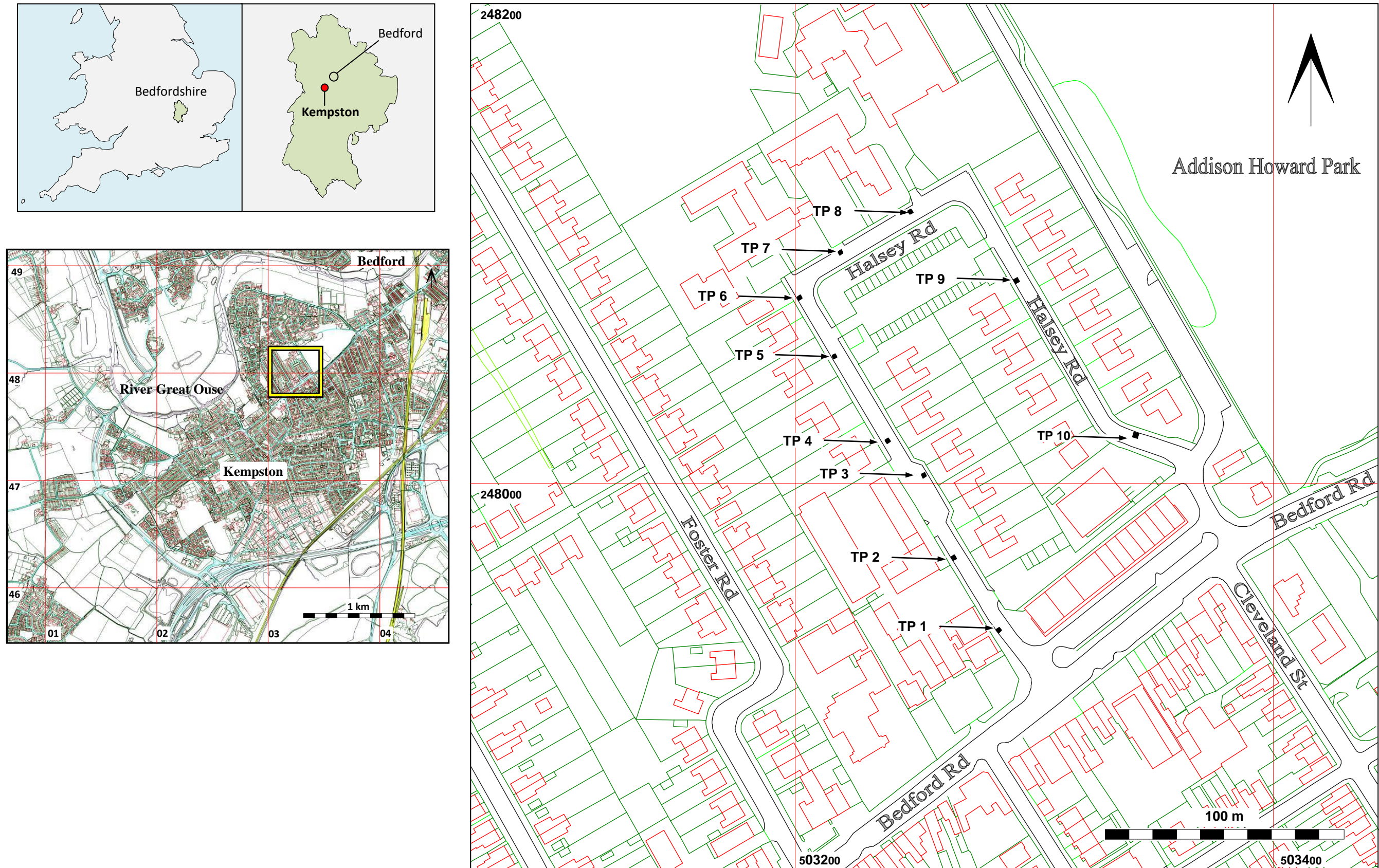
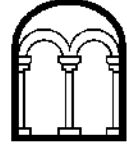


Figure 1: Location of Halsey Road trial pits

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