

Highfield Grove
Craigavon
Co. Armagh
Northern Ireland



Archaeological Investigation Report



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**Highfield Grove
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ARCHAEOLOGICAL INVESTIGATION

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SUMMARY

The Oxford Archaeological Unit (OAU) carried out a field investigation during January and February 2001 at Highfield Grove, Craigavon, Co. Armagh (OSGR 304385, 356455) on behalf of WDR and RT Taggart. The investigation consisted of two elements: an evaluation within a larger watching brief area and a strip and record, which covered the larger area. A well-preserved section of an original coach road surface and an isolated portion of the kerb stones abutting the road were revealed. South-east of the coach road the demolition deposits of a 19th century farm complex remained. To the north no evidence was found of the earlier documented out-building.

1 INTRODUCTION

1.1 Location and scope of work

1.1.1 In January and February 2001 OAU carried out a watching brief and field evaluation at Highfield Grove, Craigavon, Co. Armagh, Northern Ireland (Fig.1) on behalf of WDR & RT Taggart, who are proposing to construct a retail outlet on the site. This will include subsidiary roads, a roundabout, associated service areas, carparks and cycle paths. The archaeological investigation was conducted in response to a brief set by the Environment and Heritage Service of Northern Ireland and concerned Stage 1 of the development works.

1.1.2 The site lies roughly midway between the towns of Portadown and Lurgan in the northern part of the county of Armagh, south of Lough Neagh. The site is 8 hectares in area (Fig.2) and is situated between Mandeville Road to the south-east, Central Way to the north-west and Highfield Road to the west at OS grid reference 304385 356455 (Full Irish Grid). Highfield Grove transects the southern half of the site on a north-eastern to south-western axis.

1.2 Geology and topography

Geology

1.2.1 The site lies on basalt rock overlain by primarily boulder clay deposits with isolated pockets of sand and gravel and alluvium at 54-55 m OD. The peat deposits are particularly noticeable closer to Lough Neagh. Alluvium deposits tend to be found near the major rivers, lakes and streams in the area but have not, as yet, been identified within the confines of the development site. There are additional outcrops of the solid basalt geology.

Topography

1.2.2 The town of Craigavon is a new town established in the second half of the 20th century to facilitate the continued growth of Lurgan and Portadown. Craigavon lies

between those towns and to the south of the shores of Lough Neagh. The town is situated in an established transport corridor from Armagh and Belfast, which now includes a motorway and a railway.

- 1.2.3 The site and much of the surrounding area is relatively flat in nature with only gentle undulations marking the topography. The site itself lies on lower ground with the Townland Boundary (OAU 27, 2000) marking the lowest point of the site. The site is overlooked from the north-west and south by slightly higher ground.
- 1.2.4 Currently the site is partially developed but the majority of the site is managed as municipal space and is under a grass parkland regime. Many of the field boundaries still survive and the majority of these contain a diverse range of hedgerow species. Numerous route-ways cross the site and it is bordered on two sides by major roads. Areas of the site are currently used for dumping.

1.3 **Archaeological and historical background**

- 1.3.1 The archaeological background of the development area has been the subject of a separate desk study (Oxford Archaeological Unit, 2000), the results of which are summarised below. Although the development site has previously produced limited archaeological evidence there are several known sites with archaeological remains adjacent to the site. The OAU reference numbers, alluded to in the text, can be located on Figure 2 and are cross-referenced in a gazetteer of archaeological sites and monuments (Appendix 2).

1.4 **Prehistoric (c 7000BC to c 400AD)**

- 1.4.1 Throughout the prehistoric period the development area was likely to have been under woodland cover with heavy base soils (McCracken, 1971). Such conditions would have discouraged any form of direct occupation. Although no archaeological remains have been identified it is possible that the development site was utilised by early farming communities for hunting and gathering activities.

Mesolithic (c 7000BC to c 3500BC)

- 1.4.2 Whilst there is no direct evidence for occupation or activity within a 3 km radius of the development site there is some evidence for activity in the general area. This is primarily concentrated along the shores of Lough Neagh (Waddell 1998, 23 and Mallory and McNeill 1991, 5-28) comprising of late Mesolithic flint assemblages. These probably derived from seasonal hunting and foraging activities.

Neolithic (c 4000BC to c 2500BC)

- 1.4.3 There is little evidence for Neolithic occupation in the area of the site or more generally in North Co. Armagh. The commonest form of Neolithic evidence within the wider area is the stray artefact and known axe factories have been located in the province.

Bronze Age (c 2500Bc to c 600BC)

- 1.4.4 Evidence of Bronze Age occupation in the immediate vicinity of the site is meagre. However, the lack of evidence does not preclude the possibility that remains from this period do exist in the area.

Iron Age (c 600BC to c 400AD)

- 1.4.5 There is a dearth of evidence for Iron Age activity in the immediate area around the development site. The majority of activity appears to have occurred in the southern half of the county and in the Lagan valley to the east of the site. However the presence of Early Christian sites within the locality suggests that earlier predecessors of these settlements may have been established in the area.

1.5 Early Christian (c 400AD to c 1200AD)

- 1.5.1 The period witnessed a large increase in activity within a 3 km radius of the development site. Four circular enclosures, presumed to be ringforts (OAU 2000) have been identified. The presence of ruined churches at Seagoe and possibly Kilvergan Hill (OAU 2000) has also been noted, although these may date from a later period. However compared with other areas of Ulster and Ireland, the north-eastern section of Co. Armagh, has a relatively low density of ringforts and Early-Christian settlement. Overall it seems likely that the development area marked the edge of the occupied and domesticated landscape with the woods beyond being worked, managed and exploited. The site lies in a pocket of lowland surrounded by slightly higher ground, and whilst this is unsuited to settlement it is entirely possible that it was utilised as part of an agricultural regime.

1.6 Medieval Period (c 1200AD to c 1550AD)

- 1.6.1 The medieval period would have seen the continued occupation of the area although the ringforts were probably long since abandoned. Notable medieval sites have been identified at Armagh (Monastic) and at Coney Island (Motte) but northern Co. Armagh does not contain many significant and historically prominent remains. The Townland Boundary site (OAU 27) is directly affected by the development. Its ascribed medieval date is difficult to corroborate although Townlands are thought to be of considerable antiquity. Agricultural levels of occupation probably continued to develop alongside the likely emergence of significant populations. With the soils suited to arable cultivation and pasture the density of the surrounding woodland would have supplied another useful resource. The development site was potentially under an agricultural regime at this time, reflecting agronomic changes, and elements of the later post-medieval settlement pattern (OAU 12, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24 and 27) may have originated in this period.

1.7 Plantations and Post-Medieval (c 1550AD to Present)

- 1.7.1 The establishment of the Plantations in the early 17th century initiated significant changes affecting the landscape of the area. This concerned a government policy which saw the enforced settlement of protestants, mainly from Scotland, in the province. The town of Lurgan was established in 1610 but suffered various disasters during the 17th century as religious and political difficulties erupted. By 1690 the town steadily re-established itself as a centre of linen manufacture. The neighbouring town of Portadown also capitalised upon its river access and linen manufacture. The agriculture of the area continued under the emergent influence of the new landlords, the Duke of Manchester, Brownlow and the Mandeville estates. The Duke of Manchester, with his manorial centre to the south at Tandragee, managed the development site area. The earliest estate maps (1740) show little topographic detail but illustrate the townland of Balteagh as being divided between five landowners and containing a mill on its northern boundary. The woodlands to the north, along the shores of Lough Neagh, would have been removed at this time to allow for agricultural development and peat extraction.
- 1.7.2 The area falls within a major transport corridor running from Belfast to Armagh via Lisburn. Early turnpike roads are documented as early as 1736 with one route running to the south of the site. In the early 19th century a 'mail coach' road was established between Lurgan and Portadown directly through the middle of the site (OAU 25). In 1837, with the coming of the railway, this transport corridor was one of the busiest inland route-ways outside of the Belfast hinterland. The construction of the railway took traffic from the turnpike roads and by 1858 they were obsolete. Transport growth and renewal continued throughout the twentieth century. This saw the expansion of the road network and, most recently, the building of a motorway. These changes emphasise the transition from rural landscape to an urban / suburban environment; a process culminating with the Craigavon Newtown development.

2 EVALUATION AIMS

The objectives of the watching brief and evaluation were to establish:

- 2.1.1 The presence or absence of archaeological remains, which may be affected by the projected development, within the proposal area.
- 2.1.2 The extent, condition, nature, character, quality and date of any archaeological remains present.
- 2.1.3 The exigency for a mitigation strategy.
- 2.1.4 The ectofactual and environmental potential of archaeological deposits and features.
- 2.1.5 To make available the results of the investigation.

3 EVALUATION AND WATCHING BRIEF METHODOLOGY

3.1 Scope of fieldwork

3.1.1 The ground-works observed during the archaeological investigations concerned Stage 1 of the development programme which covers areas 1-3 (Fig.2). The layout of the retail park is outlined on that figure together with evaluation trench locations and all known archaeological sites. Areas 4 & 5 will be covered by Stage 2 of the development.

Impact Area 1 - New Roads

3.1.2 In advance of the construction of the new roads a *watching brief* was undertaken. A strip and record strategy was employed and included the monitoring of a topsoil strip in Area 3. In an area c 80 m east of the new roundabout the overburden (0.5 m) was removed by a 360° mechanical excavator fitted with a toothed bucket. In certain areas deeper excavations into the natural occurred. For example enlargements to the cycle-way to the south east of the site required reduced levels of up to 2 m into the natural, and preparation work for a sub-station similarly entailed deeper excavations.

Impact Area 2 - New Cycleways and Footpaths

3.1.3 In advance of the construction of the new cycle-ways and footpaths a *watching brief* was undertaken. A strip and record strategy was employed. The overburden (up to 0.5 m) was removed by a 360° mechanical excavator fitted with a toothed bucket.

Evaluation

3.1.4 The evaluation consisted of two trenches (Figs 2 and 3). Trench 1 measured 20 m (northeast-southwest) by 2 m wide and Trench 2 measured 10 m (northwest-southeast) by 2 m wide. The overburden was removed under close archaeological supervision by a 360° mechanical excavator fitted with a toothless bucket.

3.2 Fieldwork methods and recording

3.2.1 The trenches were cleaned by hand and the revealed features were sampled to determine their extent and nature and to retrieve finds. All archaeological features were planned and where excavated their sections drawn at scales of 1:20. All features were photographed using colour slide and black and white print film. Recording followed procedures laid down in the *OAU Fieldwork Manual* (ed D Wilkinson, 1992).

3.3 Finds

- 3.3.1 Finds were recovered by hand during the course of the watching brief and evaluation and generally bagged by context. Finds of special interest were given a unique small find number.

3.4 Palaeo-environmental evidence

- 3.4.1 No deposits were identified as being suitable for environmental sampling.

3.5 Presentation of results

- 3.5.1 The general results are followed by a description of individual trenches and watching brief areas. This is followed by a brief description of the finds and a discussion of the results. A separate table detailing individual contexts is given in Appendix 1.

4 RESULTS: GENERAL

4.1 Soils and ground conditions

- 4.1.1 The site is located on basalt rock and the underlying natural consists mainly of boulder clay with isolated pockets of sandy gravel and alluvium. The topsoil was a clay loam and the ground conditions varied substantially from waterlogged to fine.

4.2 Distribution of archaeological deposits

- 4.2.1 The evaluation revealed a significant section of the coach road (OAU 25) in Trench 2, a portion of tarmac track-way (OAU 17) in Trench 1 and during the watching brief a small section of the coach road and a segment of kerb-stone sets were identified

5 RESULTS: DESCRIPTIONS

5.1 Description of deposits

Evaluation

- 5.1.1 Trench 1 (Figs 5a and 5b) was orientated NE-SW and strategically located to investigate three previously identified archaeological features. (OAU 17, 19 & 20). The trench was excavated to a depth of *c* 0.5 m and the natural boulder clay (2) was revealed at a height of 52.87 m OD. The natural clay extended throughout the south-western half of the trench and reflected the gradual rise of the ground surface to the north-east. The cut (18) of a linear feature (10), orientated north-south, was located in the north-eastern half of the trench. Due to the presence of mains and drainage service runs excavation ceased at the top of this feature at a depth of 52.81 m OD. The cut was seen in plan to truncate the natural clay and the linear was comprised of a number of elements. The tarmac surface (10) of the feature was at least 8.5 m wide and appeared to be a trackway (OAU 17). This was overlain by a coarse gravel make-

up layer (9) that was 0.08 m thick and covered the tarmac entirely. A second tarmac surface (8) overlay the gravel and this extended for at least six metres and was 0.04 m thick to a height of 52.95m OD. The construction cut (11) for a mains water pipeline (11), orientated north-south, truncated the tarmac. This was overlain by another coarse gravel make-up layer (7) that was far more substantive at 0.48 m thick and completely covered the underlying tarmac surface (8). The gravel was truncated along its western extent by a drainage service cut (12). A third tarmac surface (6) was seen to overlay the gravel. This was 0.08 m thick and extended to a height of 53.47 m OD. This was overlain by a friable, mid brown, clay loam topsoil (1) that was 0.04 m deep at this point but was up to 0.34 m thick at the south-western extent of the trench where it overlay the natural clay.

- 5.1.2 Trench 2 (Figs 5a and 5b) was aligned north-west - south-east and located across the documented line of the coach road (OAU 25). The trench was excavated to a general depth of *c.* 0.74 m at 52.55 m OD. The compacted surface of a linear feature was revealed aligned north-east - south-west. A sondage was sunk at either end of the trench to a depth of 52.19 m OD to investigate construction details. This revealed the natural boulder clay (17) which was a mixed orange and pale greyish blue in colour and measured 0.26 m thick in section. This was overlain by a single row of roughly hewn stones (20), aligned to flank both edges of the compacted surface (Plate 1). The stones were on average 0.35 m long by 0.25 m wide by 0.17 m deep, they were unbonded but had been bedded into the underlying clay. These edging stones were butted by a compacted, greyish blue, mixed stone and gravel layer (16) that was up to 0.27 m thick and 10 m wide. Over this was a compacted, dark greyish blue, surface (15) which consisted of fine angular and sub-rounded gravel 'scalpings'. This compacted layer was 0.10 m thick and 10 m wide and represented a segment of the documented coach road (OAU 25). A redeposited layer of orange brown natural clay (14), that was 0.68 m thick, overlay the road surface. The topsoil (1), identified across the site, completed the sequence.

Watching Brief

- 5.1.3 The watching brief generally observed a topsoil strip in targeted areas across the development site. This revealed (Fig. 3) extensive tracts of natural boulder clay that were noted to be archaeologically sterile. The extent of the topsoil strip is set out in Figure 3 which also illustrates existing roads and cycle paths together with pertinent, documented, archaeological sites.
- 5.1.4 A probable segment (Fig. 4) of the linear feature observed in Trench 2 was uncovered where the topsoil strip clipped the edge of Highfield Grove (the 1960s road). A 2.5 m south-west facing section revealed the edge of the feature (Plate 2). The linear was clearly aligned north-west south-east and was a continuation of the coach road seen in Trench 2. The natural clay was observed at 55.11 m OD and this was overlain by roughly hewn limestone blocks (20) with similar dimensions to those in Trench 2. Butting against these stones was a compacted, greyish blue, stone and gravel layer (21) up to 0.35 m thick. No evidence of a top surface layer was

discernible as the stone and gravel layer was overlain by a thin (0.02 m) spread of tarmac (22). This appeared to seal the underlying layers and perhaps provided a 'key' for the existing modern road. This comprised a gravel make-up layer (23) 0.15 m thick and the tarmac road surface (24) which was 0.08 m thick.

- 5.1.5 Demolition remains (4) up to 0.20 m thick and consisting of concrete, brick, mortar and iron fragments were located south east of Highfield Grove (Fig. 3). Two types of yellow bricks were observed. The first measured 74 mm by 115 mm and were stamped "RAIG, ARNOCK" whilst the second type measured 70 mm by 115 mm and were stamped "J & M, KILM". The remains probably represent the demolition of the 19th century farm complex (OAU 13). The spread measured 12 m east-west and 8 m north-south and continued to the west beneath the existing ground level where no further remains were visible.

5.2 Finds

- 5.2.1 The low-grade nature of the finds, predominantly small sherds of 19th century ceramics, provided little information beyond a clear post-medieval date for the relevant deposits. The bricks located within the demolition spread (4) date from c 1860 onwards.

6 DISCUSSION AND INTERPRETATION

6.1 Reliability of field investigation

- 6.1.1 Both evaluation trenches were machined to reveal the natural clay and the overlying topsoil. The degree of truncation in Trench 1, due to modern services, hampered the archaeological investigation to a degree. However the surface of a probable trackway (OAU 17) and overlying modern tarmac pathways were identified. The natural clay was seen to be sterile of archaeology.
- 6.1.2 Trench 2 clearly revealed a portion of the coach road (OAU 25) which was situated as recorded by historical documentation. The level of preservation was excellent and the construction type appeared to be Macadam or a variation thereof. A small section of the kerbstones and bedding layer for the coach road were revealed during the strip and record which demonstrated that the build of the existing 1960s road had utilised the coach road as a foundation.
- 6.1.3 The strip and record revealed tracts of archaeologically sterile natural clay. No evidence of any prehistoric, early Christian or medieval activity was uncovered. Rubble deposits in the vicinity of known farm buildings (OAU 20) confirmed their demolition without locating any structural remains. This small complex of buildings was recorded by 19th century OS maps and partially destroyed by a garage development.

- 6.1.4 A demolition spread (see paragraph 5.1.5) towards the eastern extent of the strip and record area was almost certainly associated with a complex of farm buildings (OAU 13). No structural remains were observed.
- 6.1.5 The small number of artefacts recovered from make-up levels and the topsoil were all 19th century.

6.2 Overall interpretation

Summary of results

- 6.2.1 The archaeological potential of the development site was not realised, particularly the possibility of pre-historic activity. In general the investigation added to the record by confirming the levels of post-medieval activity on the site. This comprised the documented 19th century coach or turn-pike road, the demolished remains of a 19th century farm complex and the recovery of contemporary artefacts. The coach road was well preserved and its construction, with a bedding of larger stones overlain by a 0.10 m spread of scalplings, utilised the Macadam method.

Significance

- 6.2.2 The one evaluation trench excavated across the line of the coach road (OAU 25) confirmed its survival but was unable to clarify the exact width of the construction including kerbstones and possible ditches on either side of the road. However further sections across its route would have answered questions such as:
- The length and width of the preserved remains.
 - The nature of the maintenance regime - if indeed there was one.
 - The condition of the road when it fell into disuse.
 - Whether the construction of the road matches text book examples.
- 6.2.3 It is unusual to find such well-preserved remains of an early coach / turn-pike road. Generally such roads are overlain by successive builds causing substantive truncation in the process. In this case however, the advent of the railway coupled with the original 'by-pass' nature of the road caused the traffic to be drastically and rapidly reduced. The road quickly reverted to its place within a rural landscape. Examination of current maps and the area surrounding the development site, suggested that widespread destruction of the road had potentially taken place. Therefore this surviving section is significant. The historical evidence (OAU 2000) suggests that the road would have had a fairly short life, being constructed during the period 1803-1835 and becoming obsolete by *c.* 1860.

7 IMPACT OF THE DEVELOPMENT

- 7.1.1 The staged and targeted evaluation procedures undertaken during the investigation revealed a low density of archaeological remains with one notable exception. The proposed development will effectively have a somewhat minor impact upon the known archaeological sites and deposits. Although the potential for impact on hitherto unidentified deposits still exists, the results of the investigation, together

with the historical and archaeological background to the development site, indicates that the likelihood of this is low.

7.1.2 The development is located within a broad area of modern development and consequently has a reduced historical worth. The elements surviving within the bounds of the site are generally not significant and their removal will not adversely affect the historic character of the local area. However, the discovery of a well preserved section of early 19th century coach / turnpike road is significant. Despite its isolated context and recent date its survival is a rarity and consideration may be given to the following mitigation methods:

- Preservation *in situ*. This could be achieved by the preservation of the roads' alignment within the landscape, perhaps represented by a green swathe of land.
- Preservation by record. This might be addressed by further archaeological trenching, targeted to provide a more extensive record of the roads current preservation and extent, prior to its removal or truncation by the development.

Appendix 1 Archaeological Context Inventory

<i>Ctxt No</i>	<i>Type</i>	<i>Width (m)</i>	<i>Thick . (m)</i>	<i>Comment</i>	<i>Finds</i>	<i>No./ wt</i>	<i>Date</i>
1	Dep			Topsoil	Pot, Glass, Metal & CBM	20 / 2 / - / 2	19th C
2	Dep			Natural boulder clay			
3	Dep			Clay loam	Pot, Stone, Glass & Metal	6 / - / 6	19th C
4	Dep			Demolition	Pot, Glass, Metal & CBM		19th C
5	Dep			Concrete rubble			
6	Struct			Tarmac road			
7	Dep			Gravel make-up			
8	Struct			Tarmac surface			
9	Dep			Gravel make-up			
10	Struct			Tarmac surface			
11	Cut			Service trench			
12	Cut			Service trench			
13	Dep			Gravel make-up			
14	Dep			Redeposited natural			
15	Dep			Gravel road surface			
16	Dep			Gravel base			
17	Dep			Natural clay			
18	Cut			Road construction			
19	Dep			Redeposited natural			
20	Struct			Kerb stones			
21	Dep			Gravel base			
22	Dep			Tarmac			
23	Dep			Gravel make-up			
24	Struct			Tarmac road			
25	Dep			Gravel make-up			

26	Struct			Tarmac footpath			
27	Group			Coach road			
28	Dep			Concrete surface			
29	Dep			Tarmac			
30	Dep			Gravel base			
31	Dep			Natural			
32	Dep			Demolition	Pot, Glass & CBM	41 / 2	19th C

Appendix 2 Gazetteer of Archaeological Sites and Monuments

This amended Gazetteer of Archaeological sites is reproduced from the OAU Desk Based Assessment for ease of reference. This version omits all references which do not pertain to the immediate development site. The locations of these gazetteer entries are shown on Figure 2.

Abbreviations:

OAU = Oxford Archaeological Unit
SMR = Sites and Monuments Record
HB = Historic Building

OAU numbers in bold indicate that the site lies within the bounds of the development

OAU No.	Description	SMR No.
12	<i>Structure, Site of.</i> The location of a L-shaped structure was noted on the 1st and 2nd ed. OS maps. There has been significant disturbance in the vicinity of the site in the form of a small yard. Elements of the site may still survive but were not traced with any degree of certainty during the site visit.	
13	<i>Farm Complex, Site of.</i> A series of buildings were noted on the 3rd ed. OS map forming a small farm complex to the south of the turnpike road. To the west of the buildings across the track (OAU 16) a small orchard was also noticed. Aside from a set of gateposts and some exotic farm yard/garden trees (Monkey Puzzle and Scots Pine) no remains were located during the field visit.	
14	<i>Structure, Site of.</i> A small rectangular structure was noted on the 1st to 4th ed. OS maps and also on mid-nineteenth century estate maps. Now destroyed by main road to south of site.	
15	<i>Structure, Site of.</i> A rectangular structure was noted on the 1st to 4th ed. OS maps and also on mid-nineteenth century estate maps. Now destroyed by main road to south of site.	
16	<i>Road / Trackway, site of.</i> The trackway running north-south and joining to OAU 17 may date from at least 1740 (D727) although this is uncertain. Its course was however altered by the construction of the Turnpike road. This route would have originally formed part of a local byway to Lurgan and Portadown. Nothing now visible although its line is marked by the two cycle paths.	
17	<i>Road / Trackway, site of.</i> The trackway running north-south and joining to OAU 16 may date from at least 1740 (D727) although this is uncertain. Its course was however altered by the construction of the Turnpike road. This route would have originally formed part of a local byway to Lurgan and Portadown. Nothing now visible.	
18	<i>Structure, Site of.</i> A small rectangular structure was noted on the 1st to 4th ed. OS maps and also on mid-nineteenth century estate maps. Now destroyed by main road to east of site.	

OAU No.	Description	SMR No.
19	<i>Structure, Site of.</i> A small structure was noted on the 1st to 4th ed. OS maps and also on mid-nineteenth century estate maps. Nothing was located during the site visit.	
20	<i>Farmyard Complex, Site of.</i> A small farmyard complex comprising a yard and two buildings was noted on all early eds. of the OS maps and on mid-nineteenth century estate maps. The site is now partially destroyed by the garage development and no traces were located on the ground.	
21	<i>Structures, Site of.</i> Two structures noted on early OS ed. Maps and mid-nineteenth century estate maps. Now destroyed by garage development.	
22	<i>Structures, Site of.</i> A group of two late twentieth century structures with associated gardens, now destroyed down to foundations. Rubble and material still visible.	
23	<i>Structure, Site of.</i> A small structure was noted on the 1st to 4th ed. OS maps and also on mid-nineteenth century estate maps. Area not examined on site visit.	
24	<i>Road / Trackway, site of.</i> Marked on early OS maps and mid-nineteenth century estate maps, but not examined during site visit. Part of local route network.	
25	<i>Mail Coach / Turnpike Road.</i> An early nineteenth century turnpike road currently marked by the line of a now defunct tarmac road running across the southern part of the site. The route was originally part of the Belfast-Monaghan mail-coach route and was in 1837 one of the busiest in Ireland. The condition of the road is unknown due to a modern covering of tarmac.	
26	<i>Road / Trackway, site of.</i> Marked on early OS maps and mid-nineteenth century estate maps, but not examined during site visit. Part of local route network	
27	<i>Townland Boundary, ditch.</i> A ditch marking the line of the townland boundary. The exact date of these features is debatable although many commentators believe them to be of some considerable antiquity.	

Appendix 3 Bibliography and references

- McCracken, E 1971 *The Irish Woods Since Tudor Times, Distribution and Exploitation.*
- Mallory, J and
McNeill, T 1991 *The Archaeology of Ulster, From Colonisation to Plantation.*
- OAU 2000 *Highfield Grove, Craigavon, Co. Armagh, Desk Based Assessment*
- Waddell, J 1998 *The Prehistoric Archaeology of Ireland.*
- Wilkinson, D (ed) 1992 *The Oxford Archaeological Unit Field Manual, Oxford Archaeological Unit.*

APPENDIX 4 Summary of Site Details

Site name: Highfield Grove, Craigavon, Northern Ireland.

Site code: ARM 6:26

Grid reference: OSGR 304385, 356455.

Type of evaluation: Two trenches. Trench 1 measured 20 m by 2 m wide. Trench 2 measured 10 m by 2 m.

Date and duration of project: January and February 2001. Six weeks.

Area of site: 8 ha

Summary of results: A well preserved surface and an edge section of a 19th century coach road, a possible tarmac trackway and the demolition deposits of a 19th century farm complex were revealed.

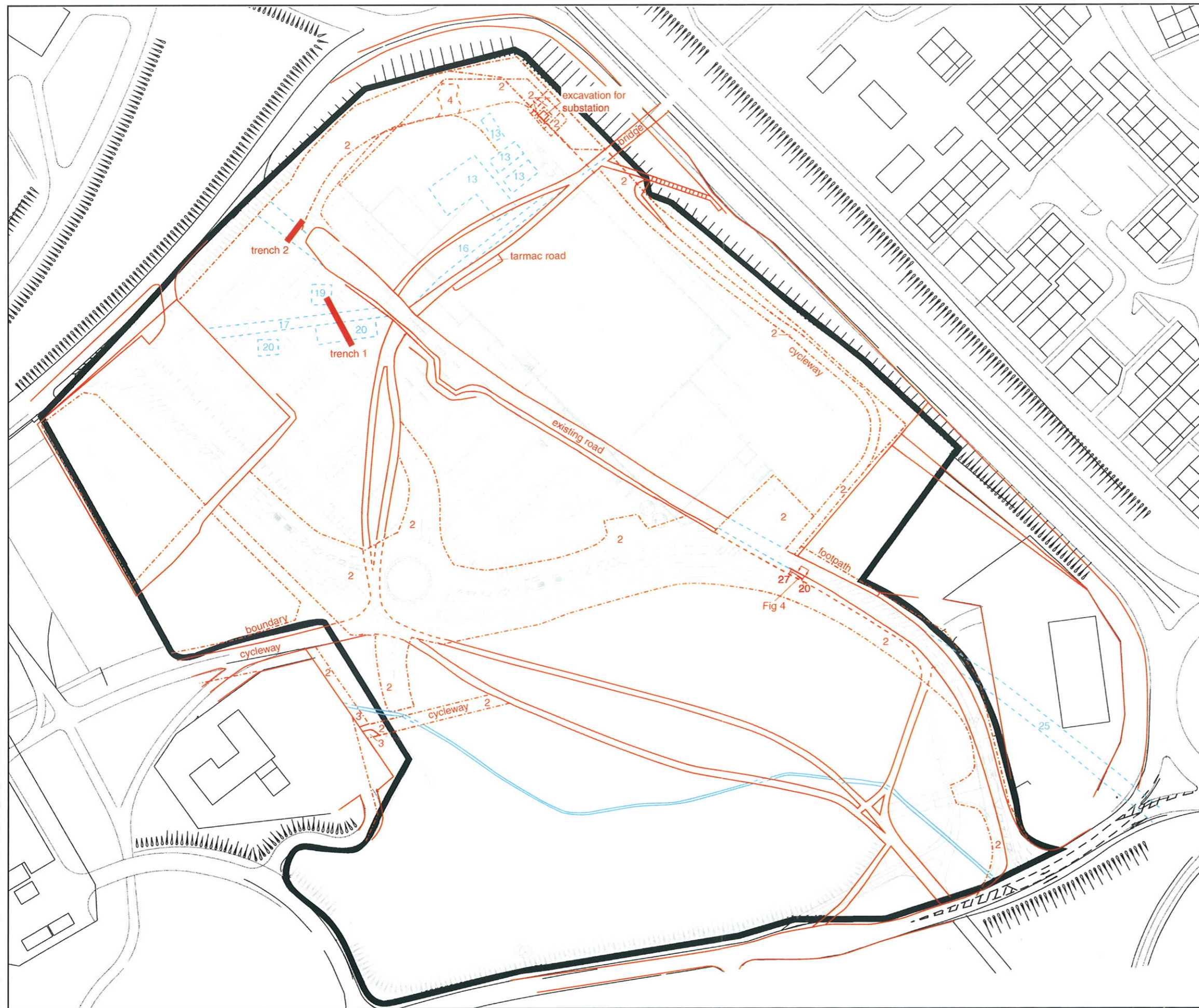
Location of archive: The archive is currently held at OAU, Janus House, Osney Mead, Oxford, OX2 0ES, and will be deposited with the appropriate museum in due course, under the following accession number: ARM6:26.



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Figure 1: Site Location Map

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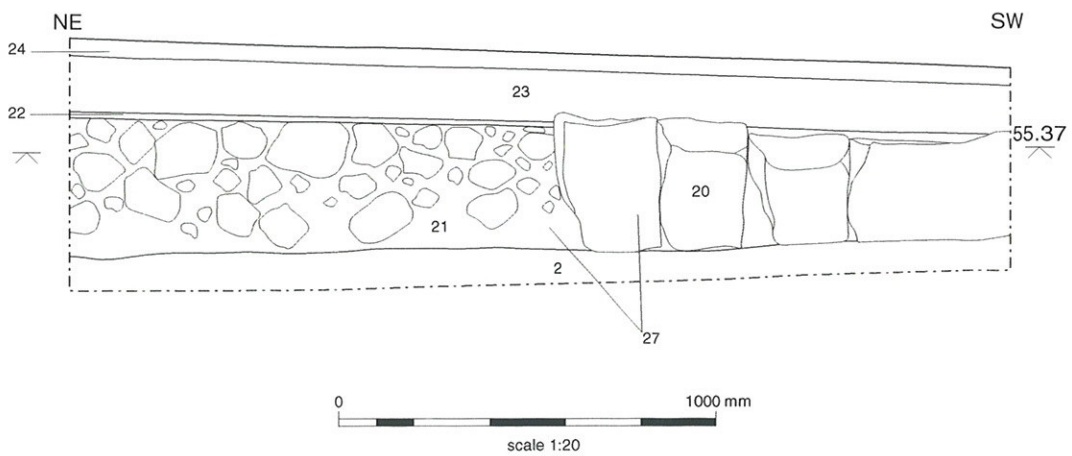


N

- 2 excavated area
- 25 archaeological features
- existing routeways

Plan not to scale

Figure 3: Strip and Record- Archaeological Location Plan



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Figure 4 : Strip and Record-Section of Coach Road

Trench 1

Trench 2

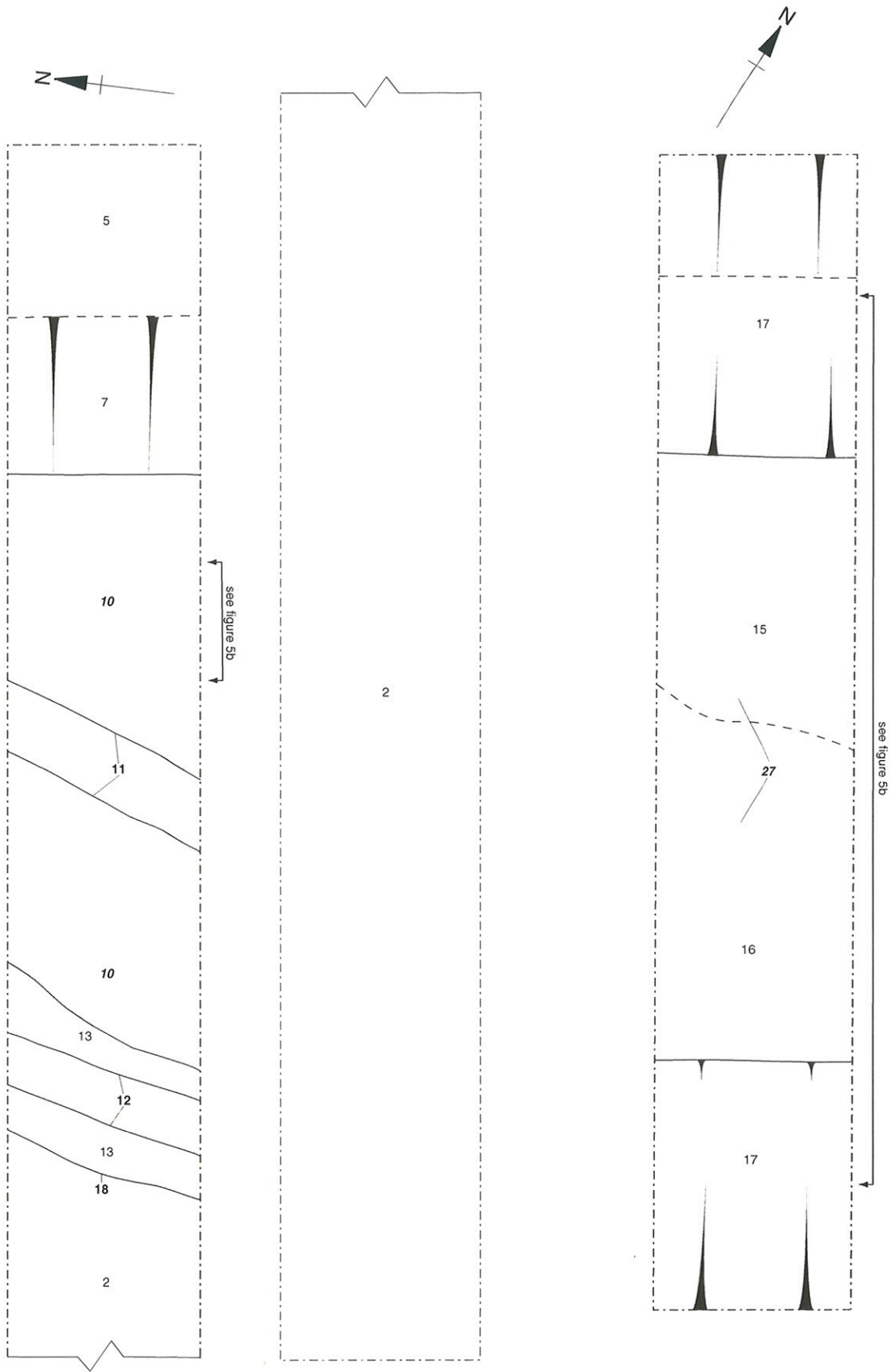
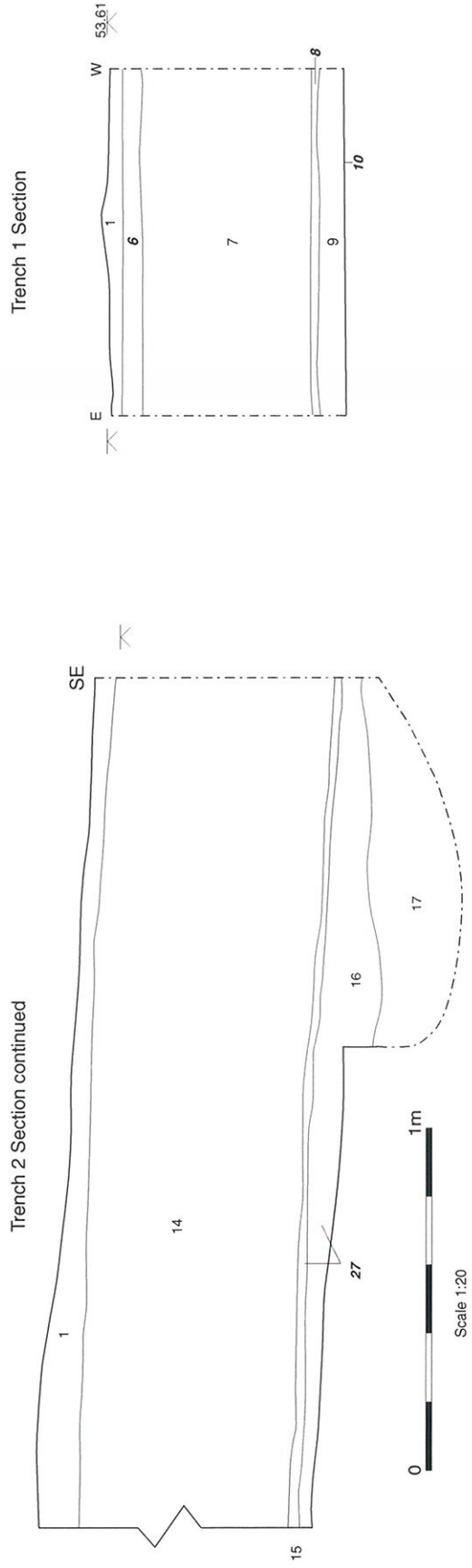
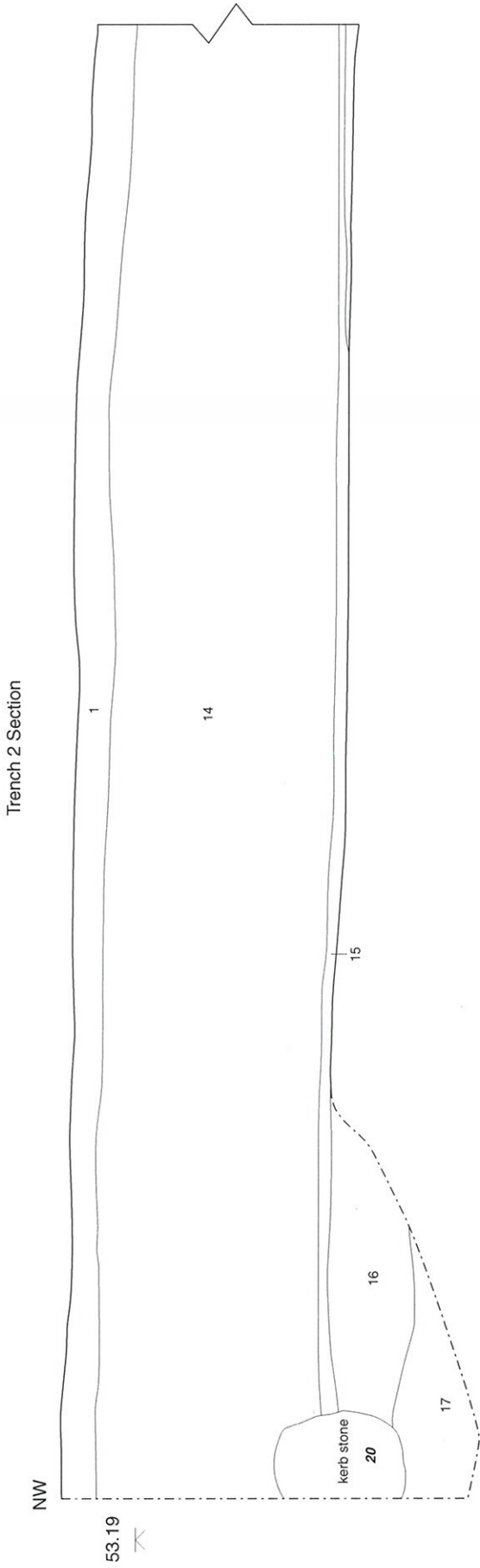


Figure 5a : Trenches 1 and 2 Plan



Trench 1 Section

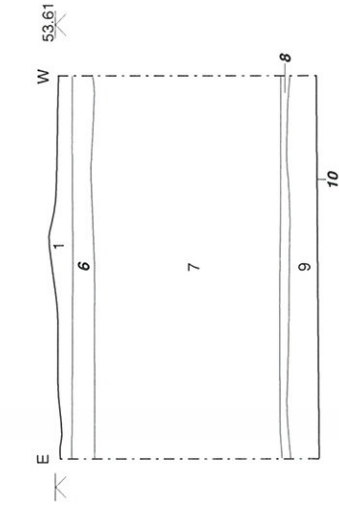


Figure 5b : Trenches 1 and 2 - Sections



Plate 1: Evaluation trench 2, section of Coach Road

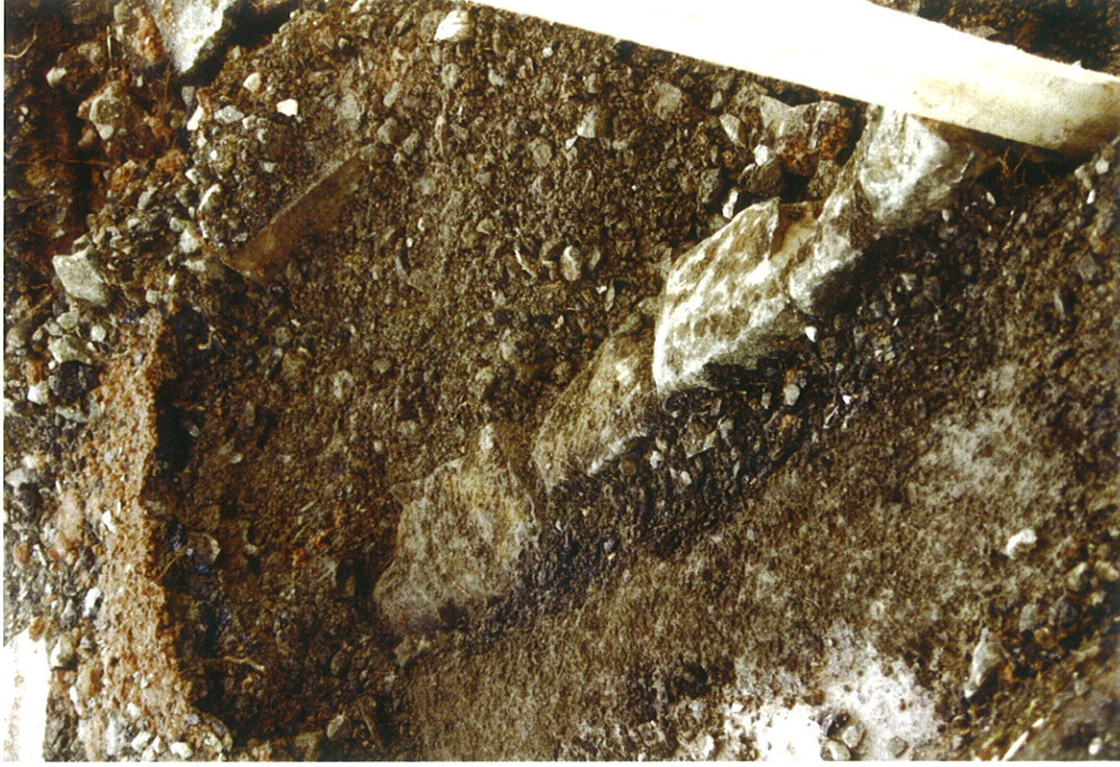


Plate 2: Strip and record, Kerb stone alignment



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