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INTRODUCTION

The reconstruction is based on the manuscript town plans made by the Irish Ordnance Survey in 1832-42 and on the manuscript maps compiled at the same time or soon afterwards by the General Valuation Office. Use is also made of surviving contemporary maps and, where necessary, of the earliest (1833-46) published Ordnance Survey maps at six inches to one mile (1:10,560). The manuscript plans include buildings, streets, roads, parks, yards, gardens, orchards, parks, fields and fields without enclosures. Contemporary maps are used where available. The base map with these data is assembled in the most accurate available nineteenth-century town plan, which in most cases has been published by the Ordnance Survey on a scale of one-tenth of 1:500 or 1:500 at some time during the period 1855-95. A second map shows the town or its outer and central mapping of the period 1:500. This has been prepared from the first (1855-56) edition of the one and one-half to one mile (1:625.600 Ordnance Survey map of Ireland. The third map common to all fascicles is a modern Ordnance Survey town plan at 1:2000. A selection of fascicles is included, some with corresponding appendices. This selection was made on the basis of usefulness and clarity, but it is possible that different fascicles may be of importance in different regions.

The maps and topographical information are derived directly from primary sources and to the extent that are likely to become out of date, but readers may also expect the use of an interpretation, and this is the role of the introductory essay. The maps are described in relation to both existing urban patterns and the development in chronological sequence from the beginning of urban settlement to the end of the twentieth century. A brief indication of its twentieth-century history. In the case of large cities, this is done over a series of linked plans. The essay is intended to deal primarily with the form and layout of the town as expressed in the accompanying maps. Individual buildings may receive attention in the topographical entries, but the atlas does not use the functions of an architectural or architectural atlas for the same purpose, political and social-economic factors are introduced in so far as they seem relevant to an understanding of the townscape and its past.
BELFAST Part II, 1840 to 1900

By STEPHEN A. ROYLE

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