

**APPENDIX K
CULTURAL HERITAGE –
HISTORICAL BACKGROUND**

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Cultural Heritage - Historical background

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The area through which the proposed road will run is situated on or close to what was from Medieval times onwards the main route between Carrickfergus and the rest of Ulster. The whole of the coastal area through south Antrim has extensive archaeological remains reflecting this and earlier associations. Closer to Belfast, this route would have wound between two substantial forts – Fort William and Ballyaghagan. At the former, a hoard of 50 pennies from the time of Edward I was discovered (Lawlor 1928). The murder of William, Earl of Ulster whilst returning from the Ards in 1333 may have occurred along this south Antrim highway. The significance of the immediate area of the proposed development is suggested by O'Laverty (1884) who noted over 70 raths and forts in the county of Carrickfergus, only 13 of which remained by the late 19th century.

Early maps

Due to the proximity of the garrison town of Carrickfergus, early maps frequently depict this general area, although few do so in any detail. The earliest, a map of c.1570 *Carrickfergus* (PRONI T/1493/46) only shows the town of Carrickfergus itself. A c.1580 *Map of the East Coast of Ireland* (PRONI T/1493/43), Burghley's *Map of Ulster* of c.1580 and another *Map of Coast from Dundrum to Larne* of the same period (PRONI T/1493/44) similarly show the town and no notable features beyond it apart from 'Wodburne' Abbey, west of Carrickfergus, and Kilroyt (Kilroot), which is east of Carrickfergus. A *Map of the Midlands and North of Ireland* of c.1590 (PRONI T/1518/1) provides the same view by just showing 'Knockefergus' and Belfast.

A c.1569 *Map of Belfast Lough*, by Robert Lythe after Christopher Saxton and Michael Fitzwilliams (PRONI T/1493/41), provides the best early cartographic source for the area and notes two forts on the way from Belefaste to Craggfargwe. Woodburne (or Goodburne) is shown as having a large church and three smaller buildings beside the coastal route to Belfast and was, according to O'Laverty (1884), located on the west side of the River Woodburn as a priory founded by John de Courcy dedicated in honour of the Holy Cross under the invocation of the Blessed Virgin Mary and sometimes called St Mary's of Cragfergus. Woodburn would be some 1.5 km to the North of the proposed new road. Reeves seems convinced that Duix-lacroisse was another name for this religious house and Willielmus, Prior de Cracfergus was noted as a witness of one of de Courcy's charters to Down Cathedral in 1183. A letter to Henry III from Reginald, Bishop of Connor, states that the property granted to this house was very ample and included the rectory of St Nicholas in Carrickfergus. A grant to Muckamore in 1257 was witnessed by Johannes, Abbas de Deulacres and monks from the Priory at one time served as Treasurers of Ireland. The taxation of Pope Nicholas valued the priory at £41 5s 5d and by 1326 the Lord Chancellor of Ireland, Friar Roger Outlaw, had granted a lease to 'Apud abbatiam de Woodbourne'. The Priory was seized during the 1540s by the Crown forces of Henry VIII and the Abbot, identified by an Inquisition of 1542 as Gillerath McCowragh, retired with his monks to Island Magee.

Broader ranging maps like the c.1595 *Map of Northeast Ulster*, *A Map of the Distribution of the Army* in 1598, a c.1602 *Map of Ulster* by Boazio (PRONI T/1669/3) and a c.1602 *Map of Lough Sydney and County Antrim Shore* (PRONI T/1244/16) provide no detail about the area through which the proposed road will pass. A c.1602 *Map of South Antrim and Ards* by Richard Barthelet (PRONI T/1244/22) and his c.1602 *Map of Province of Ulster* (PRONI T/2543/1) similarly provide no further detail about the area, although Barthelet's 1603 Map of Ulster noted White Abbye, but nothing between this and Carrickfergus. In his *Generalle Description of Ulster* of 1610 Norden also shows Belfaste, White Abbey and Knockfergus, although nothing on the area through which the proposed road will

pass – a case similar to the c.1612 map of Carrickfergus with Improvements (PRONI T/2528/10) and c.1654 Petty's *Down Survey Maps of County Antrim* (PRONI D/2313/1/19) which shows no development between Carrickfergustowne and the Silver Stream.

A c.1680 Survey of Belfast and Carrickfergus (PRONI T/2528/15A) provides a view of the coastal route shown and notes the general area as 'All strand'. Two Views of Carrickfergus of c.1680 (PRONI T/2528/16A & 17) do not depict what is happening beyond the town boundary, although they show the 'Late Friars Abbey', which may have been like Woodburne.

The *Down Survey for County Antrim* of c.1680 (PRONI D/1854/1/18) provides no detail of activity in the areas, nor does Collin's Map of Carrickfergus Bay of c.1673 (PRONI T/2528/28). Map records are scarce from this date until the 1760s when various Downshire Estate Records (PRONI D/671/M3/1-21, 47-48: M4/31) become available but, again, provide no detail of any occupancy in the area.

The Donegall estate *Crowe Maps* from 1767 (PRONI D/835/3/1) unfortunately do not cover the Carrickfergus area and stop at the Silver Stream in Jordanstown. The Taylor and Skinner *Road Maps of Ireland*, published in 1774, provide no additional material for the area, nor does Lendrick's *Map of County Antrim* of 1780 (PRONI D/1062/22/4), although it does mention Sea Park, Scoutbush and Nunsbridge nearby, which is a possible reference to the Priory. James William's Revision of Lendrick's *Map of Antrim* in 1808 has the same result (PRONI T/1971/1). A *Map and Survey of a Farm on the Downshire's West Division of Carrickfergus* of 1788 proved to be off-site whilst additional *Working Maps of Carrickfergus* from the Downshire archive of 1803 show little of interest.

From c.1800

The new road, like the current highway, will run along the southern side of Cloughlougharty and in the Greenisland section will run for the most part through 'Lettice Land'. The unusual name comes from Lettice Knolles, the wife of Walter Devereux, Earl of Essex and Governor of Ulster, who gave her name to this parcel of land in the vicinity of Station Road.

Valuation maps (PRONI Val/2A/1/52A) and records (PRONI Val/12B/7/5A) show that by the mid 19th century John Owden owned "Sea Park" on the SW, seaward side of Shore Road – a 65 acre parcel with house with the considerable annual rateable value of £130. This was bought by Thomas Greer in 1872, who held it into the 20th century. Valuation parcels 200, 199, 198a and 189 are the most significant as these are where the proposed road begins to head north. None record archaeological features.

The 1834 Ordnance Survey Map (PRONI OS/6/1/52/1-4) shows the northern part of the route dominated by the late Georgian villas of Sea Park on the seaward side of the Shore Road and Scout Bush inland of the Shore Road. These are outliers of an expansion of building at that time, most marked by larger properties closer in to Belfast on the same Shore Road, at Whiteabbey (well South of the current road proposals): these larger properties were built through the renewal of leases in the 1790s, and included Macedon (c.1790), Merville (1798), Rushpark (1800) and Hazelbank (1800), as well as Abbeylands (1803) and Claremont (1808).

Just South of Sea Park (on the northern part of the curve of the proposed road around Greenisland), some of the smaller buildings are noted as being in ruins in the 1830s, although at least some of them seem to have been improved by the 1850s. Between the main road and Belfast Lough, new dwellings were built at this time, some with names such as Tinamara, leased by James Bradford to William Blackburn, Inisglass Cottage, leased by Thomas Meares to Samuel Barber and, by 1863, his widow Mary. This property was bought over by Sarah Dickson in 1871 and leased to William McClelland and a series of other leasees in the 1880s. Raven Hill was owned by Joseph Magill and leased to William Wilson and William Forbes by

1888, whilst Copeland View was owned by John Campbell and leased to Robert Magowan in the 1860s and after being vacant for a while in 1873 was leased to James Cuming.

In only one case does there seem to be a possible archaeological feature within the small demesnes of these properties – at the turning circle of Ballynascreen house, a property owned by Jane Wilson, and from 1863 by William Duncan and leased to Ellen Miller. This feature was depicted in doughnut form in the 1834 first edition of the Ordnance Survey.

The road scheme will cut across the lawn in front of Rose Cottage (just north of the junction with Station Road, Greenisland), which was owned by Daniel O'Rorke until 1885. There seem to be no archaeological remains indicated for this site however. Further inland, as the railway developed and Station Road, Greenisland became formalised, the pre 1830 dwelling Longfield, owned by the Kitley family in the 19th century and leased to the Johnstones, was expanded on the eastern side of Station Road. This was joined in the 1840s and 1850s on the western side of Station Road by the substantial properties of Faunoran (owned by the Marquis of Donegal and leased to William Allen and, in 1887, his daughters), Gortalee (subleased through the Allen family to Andrew and later Ellen Marshall), Rathmore (also subleased through the Allens to the Marshalls and later the Nichol family) and Seaview (similarly subleased from the Allens to Robert Kelly). All of these have subsequently been redeveloped within the housing estates of Greenisland, though in several cases their gardens are still open spaces within the estates.

The southern parts of the proposed route have no antiquarian remains noted on the early OS maps. On the NW, inland side of the Shore Road, Silverstream House and Lonsdale were improved in the period 1834 -1857 and Dalriada was built in this period. On the SE, seaward side of the road several smaller villas were built new during the same period, including Waterside, Seagull Cottage and Silverstream Cottage.

Conclusion

This work shows that the proposed development will be taking place in a potentially rich historic environment which has been in use for transportation and other purposes since early medieval times.

Sources

Valuation Maps:

- Val/2A/1/52A County of the Town of Carrickfergus
- Union of Larne
- Downpatrick & Saul Val/12B/7A (Rural is 8)
- Val2b/3/37 Map 37 & 38

OS maps:

- 1832 OS/6/1/52/1
- 1857 OS/6/1/52/2
- 1901 OS/6/1/52/3
- 1920 OS/6/1/52/6
- 1945 OS/6/1/52/7