

Chapter	Appendix	Title
16	Appendix 16.1	Historical Background
	Appendix 16.2	References
	Appendix 16.3	Summary Information from the Dublin RMP constraint maps, manual and files
	Appendix 16.4	List of Wrecks in the Underwater Archaeological Unit Shipwreck Inventory
	Appendix 16.5	Protected Structures in the Dublin City Development Plan 2005-2011
	Appendix 16.6	Docklands Industrial Archaeology Survey
	Appendix 16.7	National Monuments Legislation
	Appendix 16.8	Local Government (Planning and Development) Act 2000
	Appendix 16.9	Figures

Table of contents

Appendix 16.1 Historical Background	2
Appendix 16.2 References	7
Appendix 16.3 Summary Information from the Dublin RMP constraint maps, manual and files	8
Appendix 16.4 List of Wrecks in the Underwater Archaeological Unit Shipwreck Inventory	9
Appendix 16.5 Protected Structures in the Dublin City Development Plan 2005-2011	18
Appendix 16.6 Docklands Industrial Archaeology Survey	19
Appendix 16.7 National Monuments Legislation.....	20
Appendix 16.8 Local Government (Planning and Development) Act 2000	22

Appendix 16.1 Historical Background

Archaeological Evidence

Generally, the coastline of Dublin has been the focus of settlement since prehistoric times. Earliest evidence derives from further along the opposing north quays in the Spencer Dock area where Mesolithic fish traps (McQuade 2004) were uncovered during recent development works. The presence of such traps indicates the usage of the estuary and adjacent areas in the early prehistoric period.

Archaeological finds from elsewhere within the bay, in addition to those recovered in townlands close to the shoreline, reflect the bay's continuity as a major sea route artery since the prehistoric period. A small number of the finds recorded from the bay area include a bone scoop within a shell midden in the cliff face below the Bailey Lighthouse on Howth Head, a dugout canoe unearthed in a sandpit in Sutton in 1935 and the neck of a medieval pottery vessel found in 1954 in gravel below estuarine mud at the Pigeon House, Ringsend. In 1970, copper vessel fragments, potsherds and clay-pipe fragments were discovered locally in Dublin harbour; however, the context of the finds remains unknown.

On the south side of the estuary, medieval settlements developed at Ringsend (RMP no. DU018:053) and Irishtown (RMP no. DU018:054). Settlement at the latter was founded in the mid-fifteenth century, when of all people of Irish blood were expelled from within the city gates (Bennett 1991). The pattern formed by Strand Street and Irishtown Road is likely to respect the line of an enclosure around the early foundation, the site of which is presently marked by St Matthew's Church.

The Liffey estuary's significance as a major sea artery, in conjunction with the tidal nature of the harbour and extreme physical obstacles posed by shifting tidal sands and exposure to strong winds, has ensured that numerous sailing vessels have floundered or have been lost within the river's channel (see Appendix 16.3). The Vikings would have first faced the navigational difficulties of the harbour when, in 837, a fleet of sixty of their ships sailed into the Liffey, where they quickly made a beachhead, possibly near the present junction of D'Olier Street and Pearse Street (De Courcy 1996). In 1800 the Bar was still the obstacle it had been for nine hundred years, and sailing vessels were still at the mercy of gales. The place of loss, or breaching, of many of the vessels that made it through the bar was obviously the limit of the north and south bull sands in many cases, necessitating the placement of buoys or marks to define the approach to the port.

In recent years archaeologists have been engaged to monitor dredging in Dublin Port, in addition to the excavation of pipeline trenches connected with a wastewater pipeline across the bay from Sutton to Ringsend, which have yielded a variety of archaeological objects. By far the most numerous finds recovered from such exercises have been timbers, recognisable as structural parts of wooden vessels such as stakes, scarves, keel and false keel fragments, futtocks and floor timbers, with lesser amounts of ceramic, metal, leather and stone objects (Ó Faoláin 2003). Two wrecks, one of seventeenth or eighteenth century date near Sutton Creek, the second in the intertidal zone on the northern part of Sandymount Strand at Ringsend (Dennehy; Dunne 2003), have also been encountered.

Early Historical Background and Cartographic Analysis

Late seventeenth-century descriptions of the Liffey estuary, corroborated by historical maps, offer a glimpse of the extreme physical or geographical conditions that have made the navigation of Dublin's harbour a hazardous affair from its earliest history (Gilligan 1988, pg. 14). Reference is made to a sandbar that connected the north and south bulls which served as an 'immense loss of property of subjects and Crown revenue' (Gilligan 1988, pg. 14), and De Courcy (1996) stipulates it might first have become a problem for tenth-century mariners using the Norse knarr or merchant ship. The late seventeenth-century shoreline, depicted by Bernard de Gomme in 1673 (Fig. 16.3), depicts the south side of the bay extending westward to Bath Avenue and to St Matthew's Church in Irishtown, while Ringsend occupied the end of a spit projecting into the bay. This map of the harbour and bay at low tide shows the tortuous channels of the Liffey and Tolka estuaries at that time, demonstrating the inadequacy of the channels as shipping lanes (De Courcy 1996). Concerned primarily with harbour

defences, following the outbreak of war between the English and the Dutch in 1672, de Gomme's survey also shows a large citadel, or star-fort, straddling the Ringsend peninsula.

A small fort guarding Dublin Harbour is shown on two contemporary maps: a map of Dublin by Phillips dating to c.1685 and the chart of Dublin Bay by Captain Greenville Collins, which would have been surveyed after 1681 and produced in 1686 (Fig. 16.4). The Greenville Collins chart shows a square bastioned fort at the end of the peninsula at Ringsend. Phillips's map shows the same structure with a more irregular outline and similar dimensions to the typical Cromwellian-period fort, with which it may well be contemporary. The fort is not shown on any eighteenth-century map (De Courcy 1996).

By the seventeenth century the management of the Liffey watercourse and the reclamation of the estuary area were of key importance. The period leading up to the 1640s saw interest grow in the financial possibilities of reclamation work along the south side of the river. Reclamation work initially focused on the opening of a direct and secure route to Ringsend, and in doing so, provide new ground for the city to lease at a profit, the need for a secure harbour. The reclamation of the area between the city and Ringsend was accelerated by the assembly's granting of an estate along the strand in 1713 to Sir John Rogerson, who immediately began to enclose his new land with a massive sea wall, relieving the Ballast Office [established in 1707 initially to oversee the regulation of ballast, but soon adopting responsibility for the improvement of the port and harbour generally] of the responsibility. Plans were soon afoot to extend Rogerson's wall out into the bay to provide safer entry for shipping into the port, and, in April 1715, the City Assembly approved the creation of an embankment along the South Bull sands from Ringsend.

The embankment (RMP nos. DU018:066 and DU019:0029) began with the completion of a timber-piled wall, known simply as 'The Piles,' from the present Pigeon House Harbour to the present Poolbeg Lighthouse in 1731. A double stone-walled embankment connecting the western piles to Ringsend, known as the Ballast Office Wall, was completed by 1756. Work on replacing the original timber pile wall with stone began in 1761 with the construction of Poolbeg Lighthouse, which had by 1767 become operational; by the close of the century, the South Wall was complete.

A Revenue map of 'Dublin City and Bay', dated 1694 and a map entitled 'A New and Correct Map of the Bay and Harbour of Dublin' by Bowen, dated 1728, describe an area of the South Bull at the edge of the south channel of the Liffey as the Green Patch (De Courcy 1996). The South Bull from early times represented a large triangular sandbank bounded on the north by the channels of the River Liffey stretching eastwards into the bay from Ringsend close to the site of the Poolbeg lighthouse (De Courcy 1996). The South Wall now delineates the northern verge of the South Bull.

Additional features named in the South Bull area include Cock Lake, the name given in the seventeenth century or earlier to a small secondary channel of the Liffey that flowed through the South Bull sandbank to the bay (De Courcy 1996). The passage, which was utilised by fishing boats, was blocked at its junction with the Liffey as a result of piling along the South Wall from 1717. Early maps, including Greenville Collins seventeenth century chart (Fig. 16.4), shows Cork Lake flowing into the Liffey. Eighteenth century maps, including Rocque's 'An Actual Survey of the County of Dublin,' produced following the construction of the South Wall, in 1760 (Fig. 16.5), show Cock Lake as a loop with two mouths (De Courcy 1996).

Rocque's map of 1760 (Fig. 16.5) also documents the eastern expansion of the city in the eighteenth century and the development of reclaimed land north and south of the new Liffey Quay walls, primarily to accommodate housing at the upper end of the market. On the south bank, Ringsend village appears as a somewhat prosperous place, a rival fishing village with Clontarf, which from the end of the sixteenth century functioned as the deep-water port for Dublin. The South Wall is shown partly as a stone wall with slips from Ringsend Point and partly as the earlier piled breakwater staked out in 1716 to the eastern tip of the South Bull sands.

A series of pools in the Liffey's estuary included Clontarf Pool, the Salmon Pool, which stretched from Poolbeg to the entrance to Alexandra Basin, Poolbeg itself, which was located approximately east of the Pigeon House, and the Iron Pool, which stretched from Poolbeg Lighthouse almost to the Half Moon battery, built in 1793 on the South Wall about 800m from Poolbeg Lighthouse (De Courcy 1996). These pools, which are all shown on Captain Greville Collins's map of Dublin Bay made in 1686 (Fig. 16.4), were the only parts of the harbour, distinct from the bay, where ships could ride at anchor at low water, but they did nothing to protect ships within them from the effects of high winds. The building of the South Wall and, to a lesser extent, the East Wall during the eighteenth century

materially changed conditions in the estuary, and subsequent eighteenth-century maps following Rocque make no further mention of any pools (De Courcy 1996).

John Taylor's early nineteenth-century (1816) map of Dublin Bay (Fig. 16.6) indicates the approximate locations of a number of wrecks, which all appear on the sands of the North and South Bulls. Taylor indicates, in feet, the depth of water at low tide across Dublin Bar and within the approach channel. Duncan, on his slightly later map of 1821 (Fig. 16.7), provides additional information on water depths over the North and South Bull sands. Buoys delineate the approach to the harbour by denoting the extent of both Bull sands, and although the Bull Wall was only completed in 1824, Duncan indicates the position and extent of the wall on his 1821 map. Records of buoys in the harbour date to 1566, when Gerald Plunkett was authorised to set buoys or marks on Dublin Bar as a guide to shipping (Gilligan 1988, pg. 11). A buoy and a perch are also shown on two contemporary maps of Dublin Bay, the first by Thomas Phillips, dated 1685, the second by Captain Greville Collins, dated 1686 (Fig. 16.4), where the perch is indicated close to the tip of the South Bull sands (Gilligan 1988).

The Development of Pigeon House Road

The Pigeon House, roughly opposite the Clontarf oyster beds and earlier Clontarf Pool, is located where the Ballast Wall meets the earlier piled wall that combine to make up the South Wall. Although not indicated by Taylor, 'The Piles' reached their westernmost point on an area known as the 'Green Patch', which remained dry at high tide and was an early staging place for ships. The original Pigeon House or blockhouse (the first structure to be built in the Pigeon House precinct following the creation of the South Wall) at this point is said to have been built in 1760 (De Courcy 1996) and to be named after its resident caretaker, John Pigeon, and it is indicated as such by Taylor in 1816 (Fig. 16.6). "During the construction of the wall a wooden house was erected on the piles as a residence for a caretaker, and to its humble occupant, whose name was Pidgeon, tradition attributes the name of the celebrated Pigeon House...The house on the piles gave place to what was known as the Block House on the South Wall, but the name Pigeon House remained attached to the site of the caretaker's dwelling, and became well known as the starting point for the English packets." (<http://www.chapters.eiretek.org/books/Pembroke/pem6.htm>)

The Pigeon House quickly became a resting-point for passengers landing at the Pigeon House Hole, part of the original Salmon Pool, and visitors to the Green Patch on excursion from the city. A harbour, to be called Pigeon House Harbour, was planned in 1791, following the establishment of the Ballast Board in 1786. At this stage, a new wall was constructed in the Liffey channel to form the new harbour's north side, as shown by Taylor (Fig. 16.6). By c.1793, the need for additional accommodation for travellers led to the construction of the Pigeon House Hotel, indicated on Taylor's map as the 'Hotel Barracks.' In addition to the 'Hotel Barracks,' Taylor notes the existence of the 'Revenue Barrack', with a longitudinal structure between them and a number of smaller buildings west of the hotel.

The Pigeon House precinct (RMP no. DU019:027) began as a temporary military strongpoint following the 1798 rebellion. In 1814 the government formalised its occupation of the precinct by purchasing the Pigeon House Hotel and harbour from the Ballast Board, together with a 180-metre length of road toward Ringsend (De Courcy 1996). The precinct (shown on Duncan's map of 1821, Fig. 16.7) remained occupied as a military fort until 1897, when it was sold to Dublin Corporation, which selected the site as a generating station to meet the rapidly increasing demands in the city for electricity.

The development of the Pigeon House precinct, as a military fort in the nineteenth century and as an area of service for the city of Dublin under Dublin Corporation in the twentieth century, is shown in most detail on the various six-inch edition Ordnance Survey maps, the first of which was published in 1843 (Fig. 16.8). Defensive gates had been constructed on the South Wall at both ends of the precinct during its occupation as a fort – the one guarding the approach from Ringsend was situated adjacent to the west wall of the harbour basin and is indicated as 'Gate' on the 1843 Ordnance Survey map. The gateways were protected with trenches and crossed by drawbridges (De Courcy 1996). By 1843 the Pigeon House Fort included a hospital (occupying the former Revenue Barrack), a magazine, officers quarters, an armoury, a guardhouse on the approach from Ringsend and stores.

In 1878–81 a sewage pipeline was constructed through the precinct, running beside the South Wall, to a discharge point into the Liffey east of the Pigeon House Fort. The discharge point was through a

penstock house at the White Bank. The various Ordnance Survey maps, including an early nineteenth century map by William Duncan, dated 1821 (Fig. 16.7), all show the 'White Bank', a ridge of sand that developed adjacent to the South Wall during the eighteenth century, roughly 800m east of the Pigeon House Fort – the bank is indicated as the 'Dry Bank' on Taylor's 1816 map (Fig. 16.6). This bank was implicated in a number of shipping disasters within the bay and is referred to on a number of occasions in the Underwater Archaeological Unit Shipwreck Inventory provided below (see Appendix 16.4).

With the purchase of the precinct by Dublin Corporation in 1897 the development of a city sewerage system (1896–1906) began in earnest. As part of the scheme sewage was treated in a series of sludge beds that occupied about 90 per cent of the former Pigeon House harbour. In 1902 the foundation stone was laid for a new electricity generating station in the precinct, and both the Corporation's 'Outfall Works' and 'Electricity Works', in addition to an 'Isolation Hospital' are shown at the Pigeon House precinct on the 1912 edition Ordnance Survey six-inch map (Fig. 16.9). Responsibility for the generating station was taken over by the Electricity Supply Board (ESB) in 1929, soon after its establishment (Gilligan 1988). The Pigeon House Hotel, which was utilised as officer's quarters during the military occupation of the precinct, was subsequently utilised by the ESB as offices.

By the mid-twentieth century the ESB proceeded with its plans to develop a new oil generating station at Ringsend, at the western edge of the Pigeon House precinct, south and west of the cholera isolation hospital shown on the 1912 edition Ordnance Survey six-inch map – by 1936 the hospital is shown as a 'Tuberculosis Hospital,' whose ground contained a convent and a Catholic Chapel. The Board reclaimed the foreshore to the south of the Pigeon House Road (in an area indicated as a Rifle Range on the 1912 map) for the station, and constructed a 550-foot long wharf, with associated reclamation for storage of coal adjoining the wharf on the riverfront. The new station came into operation in 1955 (Gilligan 1988).

Architectural and Industrial Archaeological Evidence

The industrial and architectural heritage of Pigeon House Road is linked with the areas development from the eighteenth century, in particular with the history of Pigeon House Harbour and Fort, the existence of a former cholera isolation hospital that was used for terminal TB patients during an outbreak of tuberculosis in the mid-twentieth century, and the areas selection by Dublin Corporation in the late nineteenth century for the provision of municipal services. Portions of the former brick hospital and old walls of the fort with their embrasures, together with some of the barracks buildings in which the troops were quartered (Gilligan 1988), as well as a handball alley, may still be seen to the west and east, respectively, of the proposed Dublin WtE facility.

There are no protected structures located within the the proposed Dublin WtE facility site . The nearest protected structure is the remnants of Pigeon House Fort (Ref. 6933 in Dublin City Development Plan Record of Protected Structures), located approximately 150m to the east. A number of other structures along Pigeon House Road also have protected structure status including the former Pigeonhouse Hotel (Ref. 6931), the former St. Catherine's Hospital (Ref. 6932), remnants of Pigeon House Fort (Ref. 6933) and Pigeon House power station (Ref. 6934). See Appendix 16.5 for a full list of Protected Structures within the area of Pigeon House Road.

Pigeon House Road also features within the Dublin Docklands Area Master Plan Inventory of the Architectural and Industrial Archaeological Heritage, which, produced by the School of Architecture, University College Dublin for The Custom House Docks Development Authority, details the building fabric of historic or architectural interest on Pigeon House Road, as well as the results of a Docklands Industrial Archaeological Survey. The objective of the latter survey was to identify the locations of sites of past industrial activity in the Docklands area (See Appendix 16.6).

No additional structures or features of architectural or industrial archaeological interest were identified during fieldwork conducted for the purposes of the present study at the proposed location of WtE facility.

Cultural Heritage Evidence

The cultural heritage of Pigeon House Road is related with the development of the South Wall peninsula, as outlined above under the section Early Historical Background and Cartographic Analysis. The area to the east of the proposed facility, along the Great South Wall, is utilised as an amenity area and is dominated by the two landmark ESB towers. There are no additional aspects of cultural heritage interest, further to those presented under Archaeological Evidence and Architectural and Industrial Archaeological Evidence, to be highlighted in respect of Pigeon House Road and the proposed location of the thermal treatment plant.