

## **18.0 EFFECT ON THE ENVIRONMENT: Material Assets - Archaeological Heritage.**

### **18.1 Introduction.**

18.1.1 This chapter has been prepared by Cultural Resource Development Services Ltd. and describes the archaeological heritage of the Draft Planning Scheme Area and will concentrate upon the potential impact of the Draft Planning Scheme upon said archaeological heritage.

#### *18.1.2 Legislative Context.*

18.1.2.1 The principal legislative instrument for the protection of archaeological heritage in Ireland is the National Monuments Acts, 1930-2004. Other relevant legislation and guidance include:

- *The European Convention on the Protection of the Archaeological Heritage (Valetta Convention), 1992.*
- *National Heritage Plan, 2002.*
- *The Heritage Act, 1995.*
- *The National Cultural Institutions Act, 1997.*
- *Framework and Principles for the Protection of the Archaeological Heritage, 1999, Department of the Arts, Heritage, Gaeltacht and the Islands.*
- *The Planning and Development Acts, 2000 - 2006.*
- *Advice notes on Current Practice (in the preparation of Environmental Impact Statements), 2003, Environmental Protection Agency.*
- *Guidelines on the information to be contained in Environmental Impact Statements, 2002, Environmental Protection Agency.*

#### *18.1.3 Dublin Docklands Master Plan 2008*

18.1.3.1 Within the *Dublin Docklands Master Plan 2008* environmental protection objectives (Dublin Docklands Area Master Plan 2008, Section 6) seek to protect and enhance archaeological heritage by the following policies:

- Ensure the sites identified as being of possible interest in the Zone of Archaeological interest (and in the Inventory of Industrial Archaeology) are fully investigated and recorded (UD 63).
- Archaeological material to be protected in-situ by ensuring that only minimal impact on archaeological layers is permitted. In particular, any proposed development at Liffey Quay walls and canal quay walls to minimise interference with the quay wall and keep the historic fabric in-situ (UD 64).
- Site-specific mitigation strategies, for development in any planning scheme or amended planning scheme areas, to be formulated by the Authority in conjunction with the Dublin City archaeologist, the National Museum of Ireland, and the National Monuments Section and Underwater Unit of the DoEHLG (UD 65).
- Any proposed developments that may have implications for underwater archaeology to be the subject of underwater archaeological assessment in advance of works. In particular, in areas where disturbance of the River Liffey bed is necessary as part of construction of any Planning Scheme and any Amended Planning Scheme, an inter-tidal and underwater assessment to be carried out by a suitably qualified underwater archaeologist licensed by the DoEHLG (UD 66).
- Archaeological monitoring during geological investigations and the construction phase of any Planning Scheme and any Amended Planning Scheme to be undertaken by an archaeologist licensed by the DoEHLG (UD 67).
- Protect the archaeological heritage of the Dockland Area and ensure that proposed development within the designated city centre Zone of Archaeological Potential is not detrimental to the character of the archaeological site or its setting (UD 68).
- Explore the possibility of exposing and restoring that part of the Great South Wall currently underground, possibly as a waterfront edge (UD 55).

## 18.2 Assessment Methodology.

- 18.2.1 For the purpose of setting the proposed development within its wider archaeological landscape and to assess the archaeological potential of the site, a desk-based assessment utilising the Record of Monuments and Places, the National Museum of Ireland Topographical Files, the *Dublin City Development Plan 2005 – 2011*,

documentary and cartographic sources was undertaken. This was supplemented by a site survey of the Draft Planning Scheme Area. The location of Recorded Archaeological Monuments and Places is shown in Figure 18.2.1.1.

**Figure 18.2.1.1 Recorded Monuments and Places within the Draft Planning Scheme Area.**

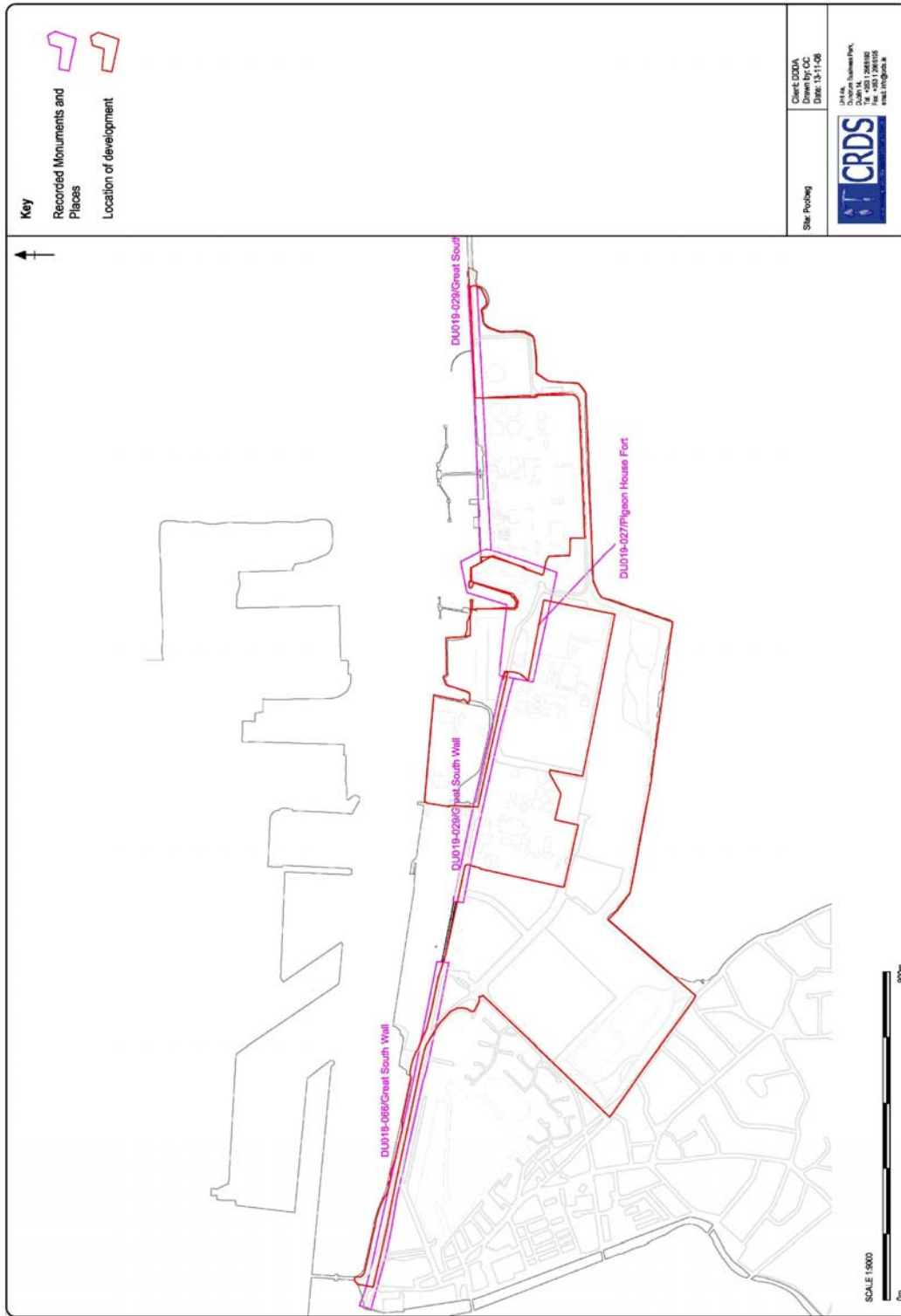


Figure 18.1: Recorded Archaeological Monuments and Places/Zones of Archaeological Potential within the Planning Scheme.

18.2.2 *Recorded Archaeological Monuments and Places and Draft Maritime Sites and Monuments Record.*

18.2.2.1 The Record of Monuments and Places was consulted for the relevant parts of the city. This is a list of archaeological sites known to the National Monuments Service (see also [www.archaeology.ie](http://www.archaeology.ie)). The relevant files for these sites contain details of documentary sources and aerial photographs, early maps, OS memoirs, OPW Archaeological Survey notes and other relevant publications. Further information on individual monuments was obtained in the Urban Archaeological Survey for Dublin City. The list of National Monuments in State Ownership or State Guardianship, the Register of Historic Monuments, the Sites and Monuments Record and monuments covered by Preservations Orders were also assessed. All sites within the Draft Planning Scheme Area were identified and are listed in Appendix 18.1. The Draft Maritime SMR was consulted for the relevant part of the city. The Draft Maritime Sites and Monuments Record contains an inventory of recorded shipwrecks in Ireland, produced by the Underwater Unit in the Department of Environment, Heritage and Local Government. Recorded shipwrecks in the vicinity of the Draft Planning Scheme Area are listed in Appendix 18.2.

18.2.3 *Recorded Archaeological Finds.*

18.2.3.1 The topographical files in the National Museum of Ireland were consulted to determine if any archaeological artefacts had been recorded from the area. This is the national archive of all known finds recorded by the National Museum. It relates primarily to artefacts but also includes references to monuments and has a unique archive of records of previous excavations. Other published catalogues of prehistoric material were also studied: Raftery (1983 - Iron Age antiquities), Eogan (1965; 1993; 1994 - bronze swords, Bronze Age hoards and goldwork), Harbison (1968; 1969a; 1969b - bronze axes, halberds and daggers) and the Irish Stone Axe Project Database (School of Archaeology, U.C.D.). All streets within the Draft Planning Scheme Area were assessed. A list of recorded finds from the area is given in Appendix 18.3.

- 18.2.4 *Cartographic Sources.*
- 18.2.4.1 Reference to cartographic sources provides information on the development of the area from the late 17<sup>th</sup> century. Pre-Ordnance Survey cartographic sources included Thomas Philips' 'A survey of the city of Dublin', 1685, Charles Brooking's 'A map of the city and suburbs of Dublin', 1728, John Rocque's 'Plan of the city of Dublin', 1756 and John Taylor's 'Map of the environs of Dublin' 1820. Early maps from the Dublin Port Board Collection were also assessed. Additional maps were consulted in the Trinity College Map Library and consisted of the Ordnance Survey 6" maps, first and later editions.
- 18.2.5 *Previous Excavations.*
- 18.2.5.1 The Excavations bulletin website ([www.excavations.ie](http://www.excavations.ie)) was consulted to identify previous excavations that may have been carried out within the Draft Planning Scheme Area. This database contains summary accounts of excavations carried out in Ireland from 1970 to 2004. Summaries of the results of these investigations are outlined in Appendix 18.4.
- 18.2.6 *Historical Research.*
- 18.2.6.1 Historical sources consulted included *The Liffey in Dublin* (De Courcy 1996) and the *Dublin Docklands Architectural Survey* (University College Dublin School of Architecture, 1996), the *Royal Historical Society Bibliography* ([www.rhs.ac.uk/bibl](http://www.rhs.ac.uk/bibl)), the *Planning Architecture Design Database Ireland* ([www.paddi.net](http://www.paddi.net)) and the *British and Irish Archaeological Bibliography* ([www.biab.co.uk](http://www.biab.co.uk)).
- 18.2.7 *Site Assessment.*
- 18.2.7.1 An assessment of the site of the planning scheme area was undertaken on various dates in late 2007 and early 2008. The purpose of the site assessments was to examine known archaeological monuments and places on or in the vicinity of the development and to identify new sites and areas of archaeological heritage potential.

### 18.3 The Receiving Environment.

- 18.3.1 The banks of the Liffey estuary may have been used on a temporary basis for hunting and fishing in the prehistoric period. Archaeological material associated with this form of exploitation includes fish traps, other fishing structures such as wooden posts and dug out boats. During recent archaeological monitoring undertaken on the north bank of the river at North Wall Quay deposits of estuarine silts and gravel shorelines have been found representing a bank of the river channel or an island within the Liffey estuary (McQuade and O'Donnell 2006, 569; O'Sullivan and Breen 2007). The deposits, which contained the remains of fishtraps, were dated to around 7000 BP or the Late Mesolithic period. The deposits were found at a depth of 6.3m below mean sea level indicating significant changes in the ground level conditions. The site was located under land reclaimed from the Liffey, but would originally have been on the foreshore of the river.
- 18.3.2 The earliest references to the Poolbeg area date to the later part of the medieval era and it was known by that name (which means 'Little Pool') from at least 1488. Poolbeg is known to have been part of the lands of Thorncastle in 1306, but is not named specifically in the documents at this time. The 1673 map of Dublin by De Gomme depicts 'Poole Beg' as the channel between the North and South Bulls indicating that it was defined as a smaller area than it was in the 19<sup>th</sup> century when it stretched from the lighthouse all the way to the Pigeon House precinct (De Courcy 1996, 310- 311; D'Alton 1838, 853).
- 18.3.3 The Pigeon House precinct, which makes up a substantial part of the Draft Planning Scheme Area, was known at the end of the 17<sup>th</sup> and beginning of the 18<sup>th</sup> century as the Green Patch and was a small, isolated area used as an early staging place for ships unloading in the estuary (De Courcy 1996, 298). At this time the River Liffey ran in an irregular channel, shallow in places and with few quay walls. From early in the 18<sup>th</sup> century it was decided to construct a breakwater running eastwards from Ringsend which would contain the river and allow the channel to be deepened. The earliest breakwater consisted of a double row of timber piles, known as 'the Piles', driven into the sandbanks. Stones, gravel and shingle were then laid along the line of the timbers.

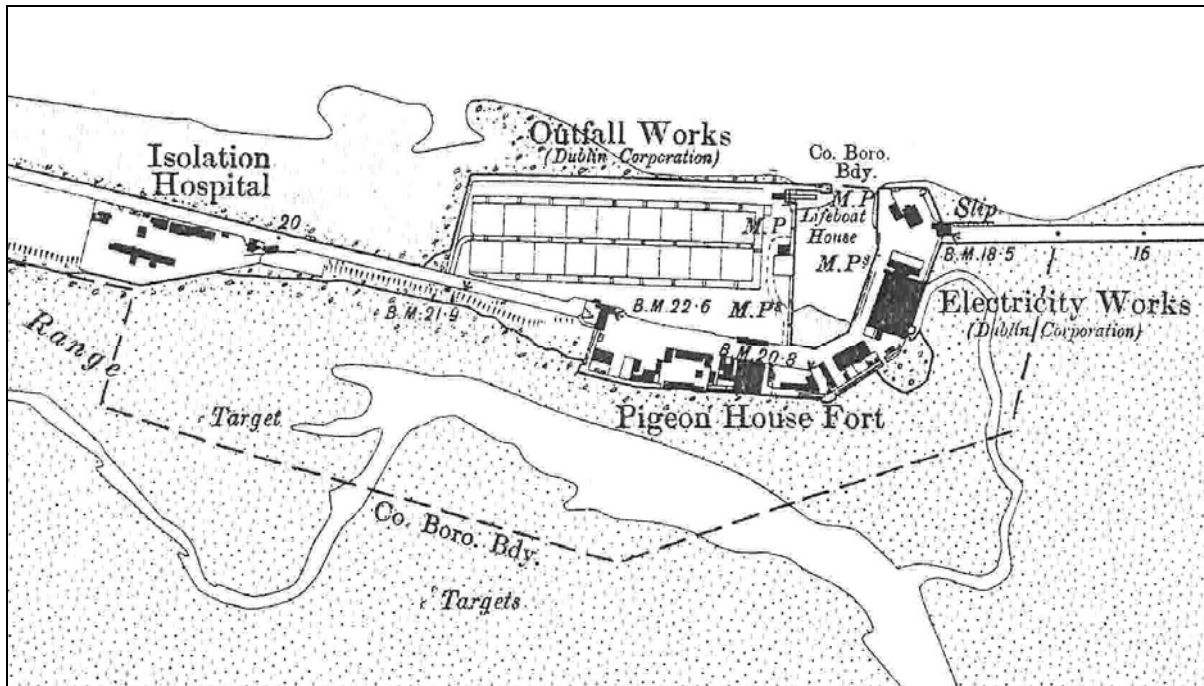
Construction began at the mid-point of the piles and progressed eastwards and westwards from there. By 1731 the piles ran from the future site of the Pigeon Harbour as far east as the future site of the Pigeon House Lighthouse a distance of over 3000m (De Courcy 1996, 375-6). They are shown on Rocque's Actual Survey of the City of Dublin, 1760. What is currently known as the Pigeon House precinct is shown as Zone 4 in Figure 2.2.3.1.

- 18.3.4 Up until the construction of the piles and later the Great South Wall, the sandbars at the mouth of the river were treacherous to shipping. While the majority of recorded shipwrecks are within the channel of the river early 19<sup>th</sup> century cartographic sources also show shipwrecks on the South Bull. The South Bull was an area of shifting sand which developed to the south of the wall and could be covered at high tides.
- 18.3.5 By the mid-18<sup>th</sup> century the Ballast office suggested constructing a stone river wall to bridge the gap between Ringsend Point and the west end of the Piles. The construction of a double wall, 'the Ballast Office Wall' was completed by 1759. The construction of a stone river wall along the line of 'the Piles' began soon after and was completed between 1792 and 1795 as far as Poolbeg Lighthouse.
- 18.3.6 Part of this project saw the construction of the Pigeon House Harbour and the Blockhouse. This later building was used as a storehouse and became known as the Pigeon House, after a John Pigeon became its resident supervisor and caretaker in 1761. His name was also lent to the part of the Salmon Pool 'the Pigeon House Hole' which was used as a mooring place for cross-channel boats. Many of the people passing through here would stop for refreshments at the resting place established by Pigeon and his family. Development continued in the 18<sup>th</sup> century, as further wharfs, accommodation, a Revenue Barracks (DU018-05305), a Storehouse and a wall protecting the south shore of the precinct from waves were added. In 1791 a new harbour was planned which used the South Wall as its southern and eastern quays and a new wall in the channel of the Liffey as its northern and western sides (De Courcy 1996, 298-99; Pearson 2000, 451). This was known as the Pigeon House Harbour or Dock and came into service in 1793 (see Figure 18.3.6.1). In that same year the ornate



and imposing Pigeon House Hotel was constructed to accommodate the increasing cross-channel passenger traffic (De Courcy 1996, 298- 299; Pearson 2000, 451).

Figure 18.3.6.1: The Pigeon House Precinct in 1912.



18.3.7 As a result of the 1798 uprising, the Pigeon House precinct, which was deemed a worthy strong-point, became occupied by the military. This phase in the area's history witnessed the increased development of the site as buildings necessary for military occupation such as soldier's quarters, stores, magazines, a hospital, a canteen, a handball alley, a prison and water tanks, were gradually added. Defensive measures such as gateways at each end of the South Wall protected by trenches and drawbridges, an armoury and guardhouse commanding the road from Ringsend and guns trained on the South Bull sands and the mouth of the River were also instituted. This site was henceforth known as the Pigeon House Fort (DU019-027) (De Courcy 1996, 299- 300). In the late 19<sup>th</sup> century military occupation of the area was no longer deemed necessary and it was sold to the Dublin Corporation.

#### **18.4 Relevant Characteristics of Draft Planning Scheme.**

- 18.4.1 Development is proposed in close proximity to the recorded archaeological monuments within the Draft Planning Scheme Area namely the Pigeon House Fort (DU019-027) and the Great South Wall (DU018-066 and DU019-029).
- 18.4.2 The development of a transport corridor is proposed at the western end of the Great South Wall (DU018-066).
- 18.4.3 The remains of the Pigeon House Fort (DU019-027) will be integrated into a mixed-use cluster with residential, commercial and retail development. It is proposed that the cluster could have a small museum explaining the history of the site and the fort.
- 18.4.4 Development at other locations within the Draft Planning Scheme Area will involve subsurface interventions including the construction of building foundations, underground parking and the insertion of services.

#### **18.5 Likely Impact of the Draft Planning Scheme.**

- 18.5.1 Developments may impact on the recorded archaeological monuments within the Draft Planning Scheme Area namely the Pigeon House Fort (DU019-027) and the Great South Wall (DU018-066 and DU019-029). In addition, there is the potential that the Draft Planning Scheme will impact on previously unrecorded sub-surface archaeological remains.
- 18.5.2 *Construction Phase*
- 18.5.2.1 The principal impact on archaeological heritage is through ground disturbance associated with construction of the proposed scheme. This disturbance can involve site clearance, sub-surface site investigation, ground preparation and excavation.
- 18.5.2.2 The construction of the proposed transport corridor may impact on the western end of the Great South Wall (DU019-066) and associated subsurface archaeological remains.
- 18.5.2.3 Developments at other locations within the Draft Planning Scheme Area will involve subsurface interventions including the construction of building foundations,

underground parking and the insertion of services which may impact on unrecorded subsurface archaeological material.

The integration of the remains of the Pigeon House Fort (DU019-027) into a mixed-use development will have a positive impact on the standing remains.

*18.5.3 Operational Phase*

18.5.3.1 The operational phase of the scheme is unlikely to have any significant impacts on archaeological heritage.

*'Do-nothing' Scenario.*

18.5.3.2 Should the implementation of the planning scheme not occur then redevelopment may occur across the peninsula in an uncoordinated manner. While the upstanding archaeological sites would be largely unaffected in a do-nothing scenario they may be allowed to further deteriorate without intervention.

**18.6 Mitigation.**

18.6.1 Any development in or in the vicinity of the recorded monuments will require the developer to obtain the approval of the National Monuments Service of the Department of Environment, Heritage & Local Government. In addition, there is the potential for the survival of unrecorded sub-surface archaeological remains. Following finalisation of detailed site design, site specific mitigation strategies in the form of archaeological management plans will be formulated in conjunction with the Dublin City Archaeologist, National Museum of Ireland and the National Monuments Section and/or Underwater Unit of the Department of the Environment, Heritage and Local Government. Mitigation will have due regard to the heritage policies and objectives included in Chapter 10 of the *Dublin City Development Plan 2005 – 2011* and in the *Docklands Master Plan 2008* (see above) and may include:

*18.6.2 Pre-Development Archaeological Testing and Archaeological Excavation.*

18.6.2.1 Pre-development archaeological testing is required by appropriate experts appointed by developers where there is an indication that archaeological remains are likely to occur as evidence from cartographic, historical or photographic sources may point to areas of

archaeological significance. Targeted testing allows an assessment to be made on the extent of any surviving archaeology before any further mitigation is decided upon. Should any archaeological material be uncovered, either preservation in situ or full archaeological excavation may be required (see below).

- 18.6.2.2 Archaeological excavation is the preservation by record of archaeological remains. It would normally be undertaken following the discovery of archaeological material that cannot be preserved by being left in-situ. Archaeological excavation may be required by developers pending the results of pre-development testing. Any archaeological sites identified during the course of advance archaeological investigations, or uncovered during the construction phase of the project should be excavated in full following consultation with the National Monuments Section of the Department of Environment, Heritage and Local Government.

*18.6.3 Monitoring.*

- 18.6.3.1 Archaeological monitoring will be undertaken by Section 25 applicants during geological investigations and construction phase of the Planning Scheme and any Amended Planning Scheme by an archaeologist licensed by the Department of the Environment, Heritage and Local Government.

*18.6.4 Luas.*

- 18.6.4.1 The archaeological impact associated with the development of any Luas line and/or DRT through the Draft Planning Scheme Area will be appropriately assessed by the provider (or developer) in conjunction with the appropriate state regulatory body.

*18.6.5 Operational Phase*

- 18.6.5.1 The operational phase of the project is unlikely to have any significant impacts on archaeological heritage and no further archaeological mitigation is required.

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## Appendix 18.1

### Recorded Archaeological Monuments and Places

The recorded archaeological sites within the Draft Planning Scheme Area are listed below, all noted in the Record of Monuments and Places for Co. Dublin and monuments are listed in a standard format as follows:

<b>RMP No.</b>	<b>Classification</b>
Townland	Description
National Grid Ref.	

List of recorded archaeological monuments and places:

<b>DU018-066</b>	<b>Sea wall</b>
Great South Wall 318580, 234037	De Courcy describes the construction of a sea wall below Ringsend in 1715. Construction commenced with the piling of the south side of the channel to raise the south bank. The wall eventually formed a defined south side to the channel of the Liffey from Corn Exchange Place to the Poolbeg lighthouse.  Sources: De Courcy 1996, 374-8

<b>DU019-027</b>	<b>Fort</b>
Pigeon House Road -	After the 1798 uprising, the Pigeon House precinct became occupied by the military until 1897. At this time there was an increased development of the site, as buildings necessary for military occupation such as soldier's quarters, stores, magazines, a hospital, a canteen, a handball alley, a prison and water tanks were gradually added. Defensive measures such as gateways at each end of the South Wall protected by trenches and drawbridges, an armoury and guardhouse commanding the road from Ringsend and guns trained on the South Bull sands and the mouth of the River were also instituted. This region was henceforth known as the Pigeon House Fort.  Sources: De Courcy 1996, 298-302

<b>DU019-029</b>	<b>Sea wall</b>
Great South Wall/ Pigeon House Road -	De Courcy describes the construction of a sea wall below Ringsend in 1715. Construction commenced with the piling of the south side of the channel to raise the south bank. The wall eventually formed a defined south side to the channel of the Liffey from Corn Exchange Place to the Poolbeg lighthouse.  Sources: De Courcy 1996, 374-8

## Appendix 18.2

### Recorded Shipwrecks

The recorded shipwrecks from the area of the River Liffey at Poolbeg, Ringsend and the Great South Wall are listed below, all noted in the Maritime Sites and Monuments Record (Source Dublin Waste to Energy Project EIS; Maritime Sites and Monuments Record).

Site name	Alderborough
Date of Loss	April 1725
Place of Loss	Poolbeg Harbour
Description	This British 'man of war' sank during a storm.

Site name	Antelope
Date of Loss	27 Sept. 1852
Place of Loss	Ringsend Point
Description	This vessel of Dublin was en route from New York.

Site name	Apollo
Date of Loss	30 Jan. 1799
Place of Loss	Poolbeg
Description	This brig had its cables cut.

Site name	Argo
Date of Loss	10 Dec. 1892
Place of Loss	Opposite the old coast guard station at Ringsend, River Liffey
Description	This 31-year-old wooden fishing smack of Dublin weighed 46 tons. The master was M. Bisset, and the owner was C. Burnham Jn. of Ringsend. This vessel was moored in the River Liffey when the casualty occurred.

Site name	Ashbourne
Date of Loss	1832

Place of Loss	Pigeon House
Description	The captain of the vessel was Bennet of Gibraltar. The vessel was last seen at the Pigeon House and has not been seen since.

Site name	Belle Kate
Date of Loss	17 Dec. 1851
Place of Loss	Pigeon House
Description	This barque ran aground as she came up the harbour. However, she is recorded as having been got off again.

Site name	Dorset
Date of Loss	26 March 1804
Place of Loss	Pigeon House Dock
Description	This yacht was damaged by a brig but was expected to be able to continue.

Site name	Duke of Leinster
Date of Loss	22 Oct. 1883
Place of Loss	c. ½ mile north of Pigeon House Fort/ south bank of the River Liffey near Pigeon House
Description	This screw steamer was en route from Dublin to Glasgow when she struck a sunken dredge while leaving port. The dredge's anchor caused a 60-foot gash in her side and she sank. Around ten days later the wreck was raised and beached on the south bank of the River Liffey.

Site name	Dunbar
Date of Loss	20/22 Feb. 1756
Place of Loss	Poolbeg
Description	This brig of Dunbar was en route from Dublin to the Western Isles when she sank.

Site name	Emerald
Date of Loss	2 July 1898
Place of Loss	Pigeon House Fort
Description	This 51-ton wooden ketch of Dublin was engaged in fishing when she collided with the steamship Carlow and was lost.

Site name	Flyde of Preston
Date of Loss	11 Oct. 1824
Place of Loss	Near the lighthouse, White Bank
Description	This vessel was lost.

Site name	Friendship
Date of Loss	22 Nov. 1798
Place of Loss	Poolbeg
Description	This sloop of Barmouth was lost after her cables were cut.

Site name	Glory
Date of Loss	26 Sept. 1805
Place of Loss	White Bank
Description	This vessel was en route from Glasgow when she went ashore.

Site name	Governor Picton
Date of Loss	26 August 1799
Place of Loss	Opposite Pigeon House
Description	This ship of Antigua ran aground and sank.

Site name	Henrietta Louisa
Date of Loss	23 Sept. 1799
Place of Loss	Opposite Pigeon House
Description	This brig of Dantzic had its cables cut.

Site name	Henry
Date of Loss	12 Jan. 1767
Place of Loss	Back of the piles at Dublin Port
Description	This vessel was wrecked.

Site name	Henry
Date of Loss	23 Nov. 1798
Place of Loss	South Wall

Description	This brig of Liverpool was wrecked.
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Site name	Hero
Date of Loss	11 Oct. 1824
Place of Loss	Pigeon House
Description	This vessel hit a sand bar and sank.

Site name	Isabella
Date of Loss	26 July 1811
Place of Loss	Poolbeg
Description	This vessel was en route from Sicily to Dublin when she became stranded.

Site name	James and Ann
Date of Loss	7 Feb. 1812
Place of Loss	Pigeon Hole, Dublin River
Description	This vessel was en route from Drogheda when she was hit by a collier brig and sank.

Site name	Jealous of Me
Date of Loss	5 Dec. 1934
Place of Loss	Poolbeg lighthouse
Description	This hobble was en route from Dublin port to Dún Laoghaire when she was lost.

Site name	London Packet
Date of Loss	8 Feb. 1798
Place of Loss	Poolbeg
Description	This ship of London became stranded and sank.

Site name	Naomi
Date of Loss	22 Dec. 1909
Place of Loss	Poolbeg lighthouse
Description	This 46-ton wooden fishing cutter was fishing when the casualty occurred.

Site name	Pelican
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Date of Loss	8 April 1889
Place of Loss	Ringsend, River Liffey
Description	This 37-ton wooden smack of Dublin was at anchor when she was burnt.

Site name	Poseidon
Date of Loss	Around 1907
Place of Loss	Shelly Banks, south of ESB power station, Poolbeg
Description	This Norwegian barque went ashore and remains are said to protrude from the sands.

Site name	Polly
Date of Loss	25 April 1775
Place of Loss	Poolbeg
Description	This vessel was en route from London when she sank.

Site name	Princess Augusta
Date of Loss	6 Dec. 1819
Place of Loss	White Bank
Description	This vessel was en route from Dublin to London when she ran ashore.

Site name	Prosperous
Date of Loss	21 July/ Aug. 1854
Place of Loss	Near Pigeon House
Description	This smack of Courtown was en route from Dublin to Holyhead when she sank after colliding with the Hibernia.

Site name	Providence
Date of Loss	5 Feb. 1771
Place of Loss	Behind the piles at Dublin
Description	This vessel was en route from London when she was lost.

Site name	Providence
Date of Loss	16 Nov. 1779
Place of Loss	Poolbeg
Description	This vessel was under the command of Maine when she was lost.

Site name	Rainbow
Date of Loss	16 Jan. 1874
Place of Loss	Poolbeg lighthouse
Description	This Brixham smack sank when she was hit by the 499-ton steamship Meteor.

Site name	Seaflower
Date of Loss	24 Jan. 1856
Place of Loss	Off Ringsend
Description	This vessel of Dublin broke from her moorings and ran into the steamer Liffey.

Site name	Smyrna/Smyra
Date of Loss	29 Sept. 1852
Place of Loss	Rocks near Poolbeg lighthouse
Description	This 90-ton brig of Workington was en route from Workington to Dublin when she encountered a northeast force 9 wind and rainy conditions and was driven onto rocks while trying to make the harbour. The Ringsend Coastguards proceeded along the Pigeon House Wall and the South Wall and a boat was seen, bottom up, on the White Bank.

Site name	Speculation
Date of Loss	12 October 1799
Place of Loss	Poolbeg
Description	This ship had her cables cut.

Site name	Times
Date of Loss	13 September / 29 November 1851
Place of Loss	Off Pigeon House
Description	This steamer went ashore in dense fog but was got off again.

Site name	Wellington
Date of Loss	1 December 1825
Place of Loss	Near Pigeon House
Description	This schooner of Wicklow sank.



Site name	William
Date of Loss	January 1609
Place of Loss	Poolbeg
Description	This vessel of Ayr was at anchor when she was lost in a storm.

Site name	Wilmington
Date of Loss	4 Feb. 1791
Place of Loss	Poolbeg Harbour
Description	This vessel was en route from Philadelphia to Belfast when she was wrecked.

Site name	Young Christian
Date of Loss	17 April 1799
Place of Loss	Poolbeg
Description	This vessel of Tidrickstol had her cables cut.

Site name	Unknown
Date of Loss	1524–1561
Place of Loss	Poolbeg
Description	The Mayor took charge and returned goods from a wrecked ship to the merchant concerned.

Site name	Unknown
Date of Loss	Jan. 1608
Place of Loss	Poolbeg
Description	This ship was 'riding at anchor' at Poolbeg when it was caught in a storm and wrecked.

Site name	Unknown
Date of Loss	1760s (Oct.)
Place of Loss	Ringsend
Description	A severe gale in Dublin Bay wrecked two ships.

Site name	Unknown
Date of Loss	17/20 Feb. 1770
Place of Loss	Poolbeg

Description	This stoop from Wales sank.
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Site name	Unknown
Date of Loss	5 Feb. 1771
Place of Loss	Behind the piles at Dublin
Description	Two unnamed ships were lost

Site name	Unknown
Date of Loss	16 Dec. 1787
Place of Loss	Dublin Bay
Description	A southeast gale in Dublin Bay drove five vessels ashore south of the piles.

Site name	Unknown
Date of Loss	22 Oct. 1883
Place of Loss	c. ½ mile north of Pigeon House Fort
Description	This dredger collided with the 60-ton collier Annie and sank. The dredger's anchor caused the Duke of Leinster to sink.

Site name	Unknown
Date of Loss	20 June 1895
Place of Loss	200 yards inside Poolbeg lighthouse
Description	This vessel, a wooden sailing boat, was lost while on a pleasure trip in Dublin Bay.

Site name	Unknown
Date of Loss	Feb. 1900
Place of Loss	Ringsend Basin
Description	This first-class sailing trawler was damaged and lost when she collided with a steamship.

Site name	Unknown
Date of Loss	Unknown
Place of Loss	Poolbeg
Description	Six boat timbers were exposed in a sewage trench dug by a dredger.

## Appendix 18.3

### Recorded Archaeological Finds

The recorded archaeological finds in the vicinity of the site are listed below, all noted in the National Museum of Ireland files, Kildare Street, Dublin 2, in local journals, or in other published catalogues of prehistoric material: Raftery (1983), Eogan (1965; 1983; 1994), Harbison (1968; 1969a; 1969b) and the Irish Stone Axe Project Database. They are listed in a standard format as follows:

Reference number	
Findplace / Townland	
OS 6" Sheet No.	
Find Type	
Description	
Sources	

The following Dublin streets were assessed; Aikenhead Terrace, Bath Avenue, Bath Avenue Gardens, Bath Street, Beach Road, Breman Grove, Bremen Avenue, Bremen Road, Bridge Street, Britain Quay, Cambridge Ave, Cambridge Court, Cambridge Road, Cambridge Street, Camden Lock, Caroline Row, Church Avenue, Clonlara Road, Cymbric Road, Dermot O'Hurley Avenue, Derrynane Gardens, Dodder terrace, Doris Street, Ennis Grove, Fitzwilliam Quay, Fitzwilliam Street, Green Street East, Hanover Quay, Hastings Street, Irishtown Road, Isolda Road, Kerlogue Road, Kyle-Clare Road, Leukos Road, Londonbridge Road, Malone Gardens, Margaret Place, Oliver Plunkett Avenue, Parkview Place, Pembroke Cottages, Penrose Street, Pigeon House Road, Pine Road, Ringsend Park, Ringsend Road, Rope Walk Place, Rosary Terrace, Sean Moore Road, Seapoint Terrace, Shellybanks Road, South Bank Road, South Bull, South Dock Place, South Dock Road, South Dock Street, South Lotts Road, St Brendan's Cottages, St Patrick's Villas, Strand Street, Strasburg Terrace, The Square, Thorncastle Street, Whitebank Road and York Road.

Of these, archaeological finds have been recorded from; the Pigeon House and the Pigeon House Fort

## List of finds:

Reference number	NMI 1954:4
Findplace / Townland	Pigeon House, Ringsend
Find Type	Pottery
Notes	Portion of a medieval jug
Sources	NMI topographical files

Reference number	RIA 1918:368
Findplace / Townland	Pigeon House Fort
Find Type	Glass bead
Description	Glass bead, blue with white and blue ridges and white and blue spiral knobs with yellow insets, a good deal broken. It was found in June 1918 by C Keane, Museum attendant, in the water at the Pigeon House Fort. It measures 6/8" by 7/8".
Sources	NMI Topographical files

## Appendix 18.4

### Previous excavations

Previously published archaeological excavations in the area from 1970 to 2004 ([www.excavations.ie](http://www.excavations.ie)) are summarised below. The excavations are listed in a standard format as follows:

Reference number	
Location	
Site Type	
Excavation no.	
Description	
Archaeological Licensee	

The following Dublin streets were assessed: Aikenhead Terrace, Bath Avenue, Bath Avenue Gardens, Bath Street, Beach Road, Breman Gro, Bremen Ave, Bremen Road, Bridge Street, Britain Quay, Cambridge Ave, Cambridge Court, Cambridge Road, Cambridge Street, Camden Lock, Caroline Row, Church Avenue, Clonlara Road, Cymbric Road, Dermot O'Hurley Avenue, Derrynane Gardens, Dodder terrace, Doris Street, Ennis Grove, Fitzwilliam Quay, Fitzwilliam Street, Green Street East, Hanover Quay, Hastings Street, Irishtown Road, Isolda Road, Kerlogue Road, Kyle-Clare Road, Leukos Road, Londonbridge Road, Malone Gardens, Margaret Place, Oliver Plunkett Avenue, Parkview Place, Pembroke Cottages, Penrose Street, Pigeon House Road, Pine Road, Ringsend Park, Ringsend Road, Rope Walk Place, Rosary Terrace, Sean Moore Road, Seapoint Terrace, Shellysbanks Road, South Bank Road, South Bull, South Dock Place, South Dock Road, South Dock Street, South Lotts Road, St Brendan's Cottages, St Patrick's Villas, Strand Street, Strasburg Terrace, The Square, Thorncastle Street, Whitebank Road and York Road.

Reference number	1997:185
Location	Seapoint Terrace, Irishtown Road, Ringsend O1931336
Site Type	Post-medieval
Excavation no.	96E269
Description	Archaeological assessment of the development site at the rear of Seapoint

	<p>Terrace, Irishtown Road, Dublin 4, was carried out on 6 September 1996. Five long trenches were dug on the site by mechanical excavator.</p> <p>The site had been cleared of all standing buildings, and part of a partition wall, originally the rear boundary wall of the gardens to the rear of Seapoint Terrace, was standing on the site.</p> <p>The area of Ringsend was composed of tidal mudflats and sand-banks both in the medieval period and later. While several dwellings are listed in the Sandymount/Ringsend area in the Down Survey, the area was not extensively settled and reclaimed until the 18th century.</p> <p>Between 0.5m and 0.8m of garden soil containing 19th-century and later material overlay the sand and gravel subsoil on the site. Towards the centre of the site a localised grey soil and small oyster shell midden, c. 0.2m thick, yielded fragments of late 17th-century pottery. No structural features were associated with the 17th-century soil.</p> <p>Razor shell and limpet throughout the upper levels of the sand subsoil indicate that the area was open sand-banks until the widespread deposition of the recent garden soil. Editor's note: This excavation, though carried out in 1996, was not reported on in time for inclusion in the bulletin of that year.</p>
Archaeological Licensee	Claire Walsh, Archaeological Projects Ltd, 25a Eaton Square, Terenure, Dublin 6W.

Reference number	1999:266
Location	Irishtown Road/Dermot O'Hurley Avenue, Ringsend O183337
Site Type	Urban
Excavation no.	99E0145
Description	<p>Five test-trenches were excavated on the site before development. They revealed largely 19th-century material sitting on layers of yellow sand and clay. This material appears to have built up on the site following the growth of this area as a suburb of Dublin during the 19th century.</p> <p>The site was of no archaeological significance.</p>
Archaeological Licensee	Avril Purcell, Margaret Gowen & Co. Ltd, 2 Killiney View, Albert Road Lower, Glenageary, Co. Dublin.

Reference number	2000:0337
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Location	Thorncastle Street, Ringsend 318030 234100
Site Type	Urban medieval
Excavation no.	00E0669
Description	<p>Monitoring was conducted between 28 August and 6 November on this site after planning permission had been received to expand an existing community centre, associated carpark facilities and ancillary works. The site covers an area of 2000m<sup>2</sup> and is bounded by derelict warehouses to the north, Thorncastle Street to the east, apartments to the south and the River Dodder to the west. The development is being constructed on the site of a recognised archaeologically sensitive area (SMR 18:53). Two further archaeologically sensitive areas are near the site, SMR 18:54 and 18:66. 18:54 is situated c. 400m to the south-east; 18:66 is located along York Road immediately to the north and east of 18:53.</p> <p>Surface clearance occurred in two areas, the first within the north-west portion of the site. In the course of this work, a sacral or minion cannonball was found within the topsoil. The remainder of the material consisted of sherds of modern ceramics. The surface of the second area was covered by layered concrete. No artefacts of an archaeological or historical nature were uncovered.</p> <p>A trench was dug adjacent to the north-eastern end of the site to retain a foul-water sewer. The trench consisted of areas of rubble and old brick foundations and contained a mixture of red to purple, coarse, gritty soil that contained a very high quantity of red brick and iron slag. Two other service trenches were dug. The first was dug to a depth of 0.6–0.8m, the second was dug to 1.8m.</p> <p>An old weighing bridge was situated within the southern portion of this area and was filled entirely with old car parts. Some of the layers expressed a slightly silty nature, while others were more coarse and sandy. The intense concentrations of iron slag show that some form of ironworking took place on or near the site. However, there are no historical records to substantiate this. Nothing of an artefactual or structural nature was found to indicate the above period.</p> <p>It is highly improbable that the find location of the cannonball was the point</p>

	of its original deposition. The ball probably belonged to Cromwell's arsenal and may have been misplaced when his army landed here in August 1649. It is possible that the ball may have been picked up and then discarded from lack of recognition.
Archaeological Licensee	Niall Gregory, Flat 1, Main Street, Blessington, Co. Wicklow. Dublin

Reference number	2000:0338
Location	Thorncastle Street, Ringsend
Site Type	Urban
Excavation no.	00E0744
Description	<p>Testing took place on a disused factory premises that closed down around 1983. The site is bounded on the north by the River Liffey and by York Road. It is bounded on the west by the confluence of the River Dodder with the Liffey and the lock system joining the Grand Canal to the Liffey. It is bounded on the east by Thorncastle Street.</p> <p>The development involves the demolition of the factory premises and the erection of a multi-storey building with basement carparking facilities. The testing was required because the site lies on the periphery of Ringsend village, and it sought to establish any adverse impacts on any archaeological remains that may occur on the site.</p> <p>The standing buildings on the site made it difficult to assess the site fully. Five test-trenches, previously opened by engineers on the site, were reopened to examine the stratigraphy and nature of the subsoil. Safety requirements precluded the digging of certain trenches on the inland portion of the site. The engineers' trenches were extended where necessary. All of the trenches yielded predominantly early modern stratigraphic deposits.</p> <p>The stratigraphy indicates activity on the site but mainly relating to reclamation and subsequent industrial activity. All of the evidence, archaeological and historical, places the activity securely in the 18th to early 20th centuries.</p>
Archaeological Licensee	Redmond Tobin, Margaret Gowen & Co. Ltd, 2 Killiney View, Albert Road Lower, Glenageary, Co. Dublin.



Reference number	2001:415
Location	Thorncastle Street, Dublin
Site Type	Post-medieval reclamation
Excavation no.	00E0744 ext.
Description	<p>Testing was carried out on 27 and 28 March 2001, under an extension to the original license, in accordance with planning requirements placed on a development on the site and recommendations contained in a previous report. Further testing was required as the earlier assessment, carried out in October 2000, did not satisfactorily assess the archaeological potential of this site, being limited in its scope by the presence of standing buildings. The archaeological results were assessed through reopening the engineering test-pits over the site.</p> <p>Five trenches were opened. This second phase of testing was to assess the inland portion of the site for possible archaeological features. The results of the test-trenches support the conclusions of the previous assessment, showing conclusively that the whole area has been reclaimed. It would appear that reclamation on this site commenced in the late 18th century with the construction of the South Wall, followed by further reclamation during the development of the Grand Canal Docks, which were completed and opened in 1796. The Ballast Office records the dredging of 1,621 tons of material from the Liffey in 1785, and this must have included material deposited by the River Dodder as a sand bar across the channel of the Liffey. Both the historical and archaeological evidence agree that this area was a focus for reclamation and subsequent development.</p>
Archaeological Licensee	Redmond Tobin, Margaret Gowen & Co. Ltd, 2 Killiney View, Albert Road Lower, Glenageary, Co. Dublin.

Reference number	2002:0657
Location	Ropewalk Place, Ringsend O179338
Site Type	No archaeological significance
Excavation no.	02E0776
Description	Test excavation of a site at Ropewalk Place, Ringsend, Dublin 4, was carried out on 7 June 2002. The area of Ringsend (An Rinn) was tidal

	mudflats and sandbanks in the medieval period and later. Nothing of archaeological significance was uncovered.
Archaeological Licensee	Claire Walsh, 27 Coulson Avenue, Rathgar, Dublin 6.

Reference number	2004:0519
Location	U2 Tower, Britain Quay, Dublin O180345
Site Type	Urban
Excavation no.	04E0271
Description	Monitoring of engineers test pits was undertaken in 2004. The site is to be developed as a landmark tower, on the junction of the Grand Canal Locks with the Liffey at Britain Quay, Dublin 4. Eight test-trenches were excavated mechanically at sites chosen by the engineers. In addition, several geological bores were undertaken. The borehole results are summarized as follows: present ground level to 5m, fill with rubble, etc.; 5-11m, river silt; 11-20m, fine silty sand; 20- 29m, rock interface. This indicates a 5m depth of 18 <sup>th</sup> century dumped deposits. There is little chance of an archaeological horizon being present below 5m, which is river level.
Archaeological Licensee	Claire Walsh, 27 Coulson Avenue, Rathgar, Dublin 6.

Reference number	2004:0579
Location	Poolbeg Yacht and Boat Club, Pigeon House Road, Dublin 318852 232910
Site Type	Marine
Excavation no.	04E0740
Description	Monitoring was carried out of dredging work at Poolbeg Yacht and Boat Club, in association with the development of a marina on the River Liffey in Dublin Port. The monitoring of back-hoe dredging was achieved through constant visual inspection of the excavator bucket as it came out of the water and deposited each load in the barge alongside. In addition, the barge, the dredger and the excavator's cab contains a computer screen showing the image of the surrounding sea-bottom with depths indicated, as well as the position and depth of the excavator bucket at any time, and this was

	<p>accessible to the archaeologist. This computer also shows the depths to which the surrounding substrate has been dredged.</p> <p>The dredged material consisted of two layers. The upper layer consisted of a soft brown silt with much modern debris. This debris included several modern mooring blocks, engines and tyres. Three modern vessels were recorded within this layer. The underlying stratum was a sterile grey silt. No archaeological stratigraphy or finds were recovered during monitoring.</p>
Archaeological Licensee	Jacinta Kiely, Eachtra Archaeological Projects, Ballycurreen Industrial Estate, Kinsale Road, Cork.

## Appendix 18.5

### Features of Industrial Archaeological Interest

Features of industrial archaeological interest identified in the Draft Planning Scheme Area are included in tabular form below (source Dublin City Industrial Heritage Record, 2007). Please note that features identified in this survey have not been verified in the field.

Site No.	Street	Classification	Map Designations
18-12-118	York Road	Boat Slip (Wooden Pier)	OS 1907, OS 1935
18-12-151	Pigeon House Road	Syphon House	OS 1907, OS 1935
18-12-152	Pigeon House Road	Dublin Corporation Main Drainage Pumping Station	OS 1907, OS 1935
19-9-001	Pigeon House Road	Boat Slip	OS 1864, OS 1908
19-9-004	Pigeon House Road	Dublin Corporation Outfall Works	OS 1908
19-9-005	Pigeon House Road	Lifeboat House	OS 1908, OS 1936
19-9-006	Pigeon House Road	Electricity Works	OS 1908, OS 1936
19-9-007	Dublin Harbour	Dolphin Cooling Water Intake	OS 1936
19-9-008	South Bull, South Wall Road	Lifeboat House	OS 1864, OS 1908, OS 1936
19-9-009	South Bull, South Wall Road	Sluice House	OS 1908, OS 1936
19-9-010	South Bull, South Wall Road	Causeway	OS 1864, OS 1908, OS 1936
19-9-011	White Bank Wharf, South Bull, South Wall Road	Slip	OS 1864, OS 1908, OS 1936
19-9-012	Pigeon House Road	(Former) Slip	OS 1864, OS 1908, OS 1936