

Appendix L

Archaeology & Cultural Heritage

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**Environmental Appraisal:
Archaeological, Architectural
and Cultural Heritage**

Dublin Waste to Energy Project
Pigeon House Road
Dublin 4

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Margaret Gowen & Co. Ltd

For
RPS-MCOS Ltd.

Illustrations

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1 Introduction

- 1.1 This report outlines the results of a preliminary or baseline archaeological, architectural and cultural heritage appraisal undertaken in respect of a site under consideration for development as a proposed thermal treatment plant on Pigeon House Road, Ringsend, Dublin 4.
- 1.2 Pigeon House Road is aligned parallel to the south bank of the River Liffey, and becomes primarily industrial in nature running east of Seán Moore Road toward the South Bull Wall. The site under consideration for development is positioned on the south side of Pigeon House Road, immediately west of the former Pigeon House Fort and current harbour. It is bordered on the west by Ringsend power station, and on the east by sewage treatment works. The site is currently utilised by Hammond Lane Metal Co. Ltd. for scrapping metal, by Hibernian Molasses and by Dublin City Council for car parking and temporary offices.
- 1.3 The appraisal was broadly focussed on a study area comprising the South Wall peninsula east of Seán Moore Road. The sources availed of were the Dublin Record of Monuments and Places (RMP) constraints maps, manual and files of the Archaeological Survey of Ireland (Fig. 1); the wrecks archive of the Underwater Archaeological Unit of the Department of the Environment, Heritage and Local Government; the topographical files of the National Museum of Ireland (NMI); historical maps in The National Library of Ireland's Historical Documents series, entitled *Historic Dublin Maps*, and held by the Map Library of Trinity College, Dublin; the publication *Excavations* (which contains summary accounts of all excavations carried out annually in Ireland) for the period 1969–2001; the *Dublin City Development Plan 1999* (Fig. 2); the *Dublin Docklands Area Master Plan: Inventory of the Architectural and Industrial Archaeological Heritage, Vols. 1 & 2* by University College Dublin (School of Architecture), and a number of other published and unpublished documentary sources detailed in the bibliography at the end of the report. A non-invasive inspection of the proposed location of the thermal treatment plant was carried out by an archaeologist and architectural historian on January 7th, 2004.

2 Receiving Archaeological, Architectural and Cultural Heritage Environment

2.1 *Early Historical Background*

A late seventeenth-century description of the Liffey estuary, corroborated by historical maps of the same period, 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. From the municipal archives, the description records how 'the tides uninterruptedly expanded themselves over vast tracts of north and south strands...and [how] in their progress toward the city branched out into many channels, both curved and intricate' (Gilligan 1988, pg. 14). Less significantly, deposits carried downstream by the Liffey and, more significantly, the currents induced by the rise and fall of the tide also led to the formation of a bar or submerged sandbank connecting the north and south bull sands to compound the situation. This bar, along with the north and south bulls, served as an 'immense loss of property of subjects and Crown revenue' (Gilligan 1988, pg. 34), 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. 3), would appear to have started from a small promontory in the general area of what is now the Abbey Theatre, continuing along a line that today extends along Amiens Street as far as the Five Lamps before turning slightly to the north between Ballybough Road and North Strand Road to Luke Kelly Bridge (over the Tolka) and on to Fairview Strand (De Courcy 1996). The impetus to extend this shoreline to the east came from the City Assembly, which commissioned a survey of the area stretching eastwards to the present-day East Wall Road in 1682. On the south side, the bay would have extended westward to Bath Avenue and to St Matthew's Church in Irishtown, while Ringsend occupied the end of a spit projecting into the bay. The only piece of dry land exposed in the bay at high tide was Clontarf Island, formed at the confluence of the Tolka and Liffey river currents.

The Assembly had prior to 1682 taken a speculative interest in the reclamation of the Liffey sloblands, offering George Burroes a lease of four and a half acres east of the mouth of the River Staine (a tributary of the Liffey) in 1599 to manufacture bricks. The period leading up to the Confederate Wars of the 1640s also saw interest grow in

the financial possibilities of reclamation work along the south side of the river. This is reflected in the number of disputes between the City Assembly and prominent property speculators of the day. While 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 to advance the interest of the city's merchants and traders became paramount. William Hawkins's construction of a wall along the river as far as the present day Townsend Street in 1662–63 was to have an adverse effect on the northern side of the river, where the force of the incoming tide would redirect the flow, causing the formation of sand banks and shallow streams that were even more hazardous to shipping.

The 1682 survey resulted in the division of the notional area ('the strand between Mabbot's Mill [in the area of Connolly Station] and the Furlong of Clontarf') into 152 lots, which were to be granted in fee farm to the mayor, recorder, aldermen, sheriffs, sheriffs peers and remainder of the common council, along with one lot each to the clerk of the Tholsel and the city surveyor. The obligation 'to take in and improve' the plots does not appear to have secured the new land from the sea, as four years later the assembly annulled the granting of the strand 'forasmuch as there were great disorders in doing the same' (*CARD v*, 383–4). This decision may indicate that such a huge reclamation undertaking was beyond the efforts of the individual leaseholders and that a more systematic effort would be necessary, perhaps backed by municipal authority, in order to save and reclaim the area from the sea. The city would not, however, be in a position to support such an undertaking for another generation.

The reclamation of the area between the city and Ringsend has been well documented in secondary sources, such as in De Courcy (1996). It 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. Relieved of responsibility for the construction of the south quays, the Ballast Office was free to concentrate its efforts on the northern bank of the river, and, as early as May 1712, work commenced along the line of the present-

day Eden and Custom House Quays. By October, 686 kiskes (baskets filled with stone) had been laid down, approximately as far as the western end of the North Wall.

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 (DU018:066 and DU019:029; see Fig. 1; Appendix 1) 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.

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2.2 *Cartographic Evidence*

The first map on record to show the mouth of the Liffey is a map of 1654 by William Farrand and William Starkes that was incorporated into Dr William Petty's Down Survey of forfeited land in 1655–56 (De Courcy 1996). The latter shows a single area of dry land, the Island of Clontarf, on an exposed sandbank that extends westward as far as the shoreline demarcated by 'The high road to Clontaff,' now broadly Amiens Street and North Strand Road. The island is envisaged as having served as a landing point for boats and men, along with the Clontarf shore, during the Battle of Clontarf between the Vikings and Irish under Brian Boru in 1014.

De Gomme's 1673 map (Fig. 3) 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. 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).

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 Greville Collins seventeenth century chart (Fig. 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. 5), show Cock Lake as a loop with two mouths (De Courcy 1996).

Rocque 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. 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. In c.1589, a John Forster and Skypper Berns had to 'remove the carcas of their ould hulke which perished in the pool of Clontarfe' (De Courcy 1996, pg. 310). 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. 6) is a little less graphic than Rocque's, but significantly it 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. 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. 4), where the perch is indicated close to the tip of the South Bull sands (Gilligan 1988).

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. 6). 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. 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 (DU019:027; see Fig. 1; Appendix 1) 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 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. 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. 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. 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 2).

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. 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 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).

2.3 *Archaeological Evidence*

Generally, the coastline of Dublin has been the focus of settlement since prehistoric times, and at Clontarf the indications of early settlement come from a small number of finds recorded in the National Museum of Ireland (NMI) archives. Earliest evidence derives from a flint flake (NMI P1953:11) and two artefacts of Bronze Age date, namely a bronze axe head (NMI 1968:300) and a bronze flanged axe head (NMI 1968:312) from Clontarf (Stout & Stout 1992). The record of a burial mound, 'Conquer Hill,' in the townland, substantiates Bronze Age activity. A slightly later find, known only from documentary references, is a Roman brooch dating from the first century AD (Stout & Stout 1992).

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 midden in the cliff face below the Bailly

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 (DU018:053) and Irishtown (DU018:054). Settlement at the latter was founded in the mid-fifteenth century, when Dublin Corporation ordered the expulsion of all people of Irish blood 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 2). 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.

2.4 *Architectural and Industrial Archaeological Evidence*

Protected structures on Pigeon House Road are detailed within the Dublin City Development Plan 1999 as 'Listed Buildings, structures and sites, including archaeology' (see Fig. 2; Appendix 3).

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.

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 (see Fig. 2; Appendix 4).

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 location of the thermal treatment plant.

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 the thermal treatment plant.

2.5 *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 discussed in more detail under the section entitled *Cartographic Evidence*. 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.

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3 Summary

- 3.1 No recorded, or known features of archaeological, architectural and/or cultural heritage are positioned at the proposed location of the thermal treatment plant on Pigeon House Road, Ringsend, Dublin 4.
- 3.2 The archaeological, architectural and cultural heritage of the south docks area in the environs of the proposed location of the thermal treatment plant, is tied firstly with the history of Dublin Bay as a sea artery of settlement, invasion, trade and communication and the docks situation on the South Bull sands, which served as one of the many hazardous obstacles to navigation in the bay. The sands proved particularly hazardous prior to the construction of the south sea wall in the early eighteenth century, although, as indicated by the records of the Underwater Archaeological Unit, vessels continued to become stranded on the South Bull sands into the nineteenth century. As recently as 2001 a previously unrecorded wreck was encountered in the intertidal zone on the northern part of Sandymount Strand at Ringsend during the excavation of a wastewater pipeline trench across the bay from Ringsend to Sutton.
- 3.3 Pigeon House Road now follows the alignment of the sea wall constructed in the eighteenth century, delimiting the northern edge of the south bull sands. The sea wall is afforded protection as a recorded monument, RMP DU019:029, and as a listed structure in the Dublin City Development Plan 1999. The earliest documented activity along the sea wall is connected with the development of Pigeon House Harbour adjacent to a sand bank known as the Green Patch in the eighteenth century. The harbour, situated directly east of the proposed location of the thermal treatment plant, evolved as a military strongpoint in the nineteenth century, and Pigeon House Fort is similarly afforded protection as a recorded monument, RMP DU019:027. The Former Pigeon House Hotel and surviving remnants of the fort are also listed as protected structures in the Dublin City Development Plan 1999.
- 3.4 The south docklands area, including the proposed location of the thermal treatment plant, have also formed the subject of an architectural and industrial archaeology survey undertaken by the School of Architecture, University College Dublin for The Custom House Docks Development Authority. No structures or features of either

architectural or industrial archaeological interest were identified during this survey, and following an inspection carried out for the purposes of this report, at the proposed location of the thermal treatment plant. Structures of architectural or industrial archaeological interest in proximity, additional to the complex of structures or features that comprise Pigeon House Fort, include the sewerage outfall works in the former basin of Pigeon House harbour and structures connected with a former isolation hospital now surrounded by the Ringsend power station.

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Appendix 1

Summary Information from the Dublin RMP constraint maps, manual and files

There is no information regarding the following monuments in the Dublin RMP files additional to that given in secondary documentary sources, as in De Courcy (1996), and outlined above, in Section 2 *Receiving Environment*. The RMP numbers used to identify the monuments are numbered according to the Ordnance Survey six-inch sheet on which they are located – in this case the relevant sheet is Dublin 19 – and the number of the individual monument. A county code, e.g. DU for Dublin, is also included. For Dublin, a set of more detailed and up to date maps, produced at scales of 1:5,000 (see Fig. 1) and 1:2,500, are also available, and the new map numbers are also provided. The national grid reference (NGR) is given for each monument, as is its location by street name or townland, the site type and the distance of the monument from the footprint of the proposed thermal treatment plant.

RMP No.	DU019:027	Map No.	3265
Street Name	Pigeon House Road	NGR	32038/23365
Site Type	Fort		
Distance	Monument constraints area commences c. 100m to the east		
RMP No.	DU019:029-01/02	Map No.	3264/3265
Street Name	Pigeon House Road Great South Wall	NGR	32268/23387
Site Type	Sea Wall (01); Sea Wall Site (02)		
Distance	On alignment of Pigeon House Road abutting footprint of proposed thermal treatment plant		

Appendix 2

List of Wrecks in the Underwater Archaeological Unit Shipwreck Inventory

The following is a list of wrecks in the files of the Underwater Archaeological Unit of the Heritage and Planning Division of the Department of the Environment, Heritage and Local Government. It includes only those wrecks that specifically mention the place of loss as Ringsend, Pigeon House or Poolbeg. There are, however, numerous other wrecks listed in the files that have the place of loss as 'River Liffey,' 'South Bull,' 'North Bull,' or simply 'Dublin Bay,' 'Dublin Harbour,' 'Dublin Bar' 'Dublin River' or 'near Dublin.'

Site Name	<i>Aldeborough</i>
Date of Loss	April 1725
Place of Loss	Poolbeg Harbour This British 'man of war' sank during a storm.
Site Name	<i>Antelope/Antelope</i>
Date of Loss	27 Sept. 1852
Place of Loss	Ringsend Point This vessel of Dublin was en route from New York.
Site Name	<i>Apollo</i>
Date of Loss	30 Jan. 1799
Place of Loss	Poolbeg This brig had its cables cut.
Site Name	<i>Argo</i>
Date of Loss	10 Dec. 1892
Place of Loss	Opposite the old coast guard station at Ringsend, River Liffey 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	<i>Ashbourne</i>
Date of Loss	1832
Place of Loss	Pigeon House

The captain of the vessel was Bennest 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

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

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

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

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

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 This vessel was lost.
Site Name	<i>Friendship</i>
Date of Loss	22 Nov. 1798
Place of Loss	Poolbeg This sloop of Barmouth was lost after her cables were cut.
Site Name	<i>Glory</i>
Date of Loss	26 Sept. 1805
Place of Loss	White Bank This vessel was en route from Glasgow when she went ashore.
Site Name	<i>Govenor Picton</i>
Date of Loss	26 August 1799
Place of Loss	Opposite Pigeon House This ship of Antigua ran aground and sank.
Site Name	<i>Henrietta Louisa</i>
Date of Loss	23 Sept. 1799
Place of Loss	Opposite Pigeon House This brig of Dantzic had its cables cut.
Site Name	<i>Henry</i>
Date of Loss	12 Jan. 1767
Place of Loss	Back of the piles at Dublin Port This vessel was wrecked.
Site Name	<i>Henry</i>
Date of Loss	23 Nov. 1798
Place of Loss	South Wall This brig of Liverpool was wrecked.
Site Name	<i>Hero</i>
Date of Loss	11 Oct. 1824
Place of Loss	Pigeon House

This vessel hit a sand bar and sank.

Site Name *Isabella*
Date of Loss 26 July 1811
Place of Loss Poolbeg
 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
 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
 This hobbler 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
 This ship of London became stranded and sank.

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

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

Site Name	<i>Poisedon</i>
Date of Loss	Around 1907
Place of Loss	Shally Banks, south of ESB power station, Poolbeg This Norwegian barque went ashore and remains are said to protrude from the sands.
Site Name	<i>Polly</i>
Date of Loss	25 April 1775
Place of Loss	Poolbeg This vessel was en route from London when she sank.
Site Name	<i>Princess Augusta</i>
Date of Loss	6 Dec. 1819
Place of Loss	White Bank This vessel was en route from Dublin to London when she ran ashore.
Site Name	<i>Prosperous</i>
Date of Loss	21 July/ Aug 1854
Place of Loss	Near Pigeon House This smack of Courtown was en route from Dublin to Holyhead when she sank after colliding with the <i>Hibernia</i> .
Site Name	<i>Providence</i>
Date of Loss	5 Feb. 1771
Place of Loss	Behind the piles at Dublin This vessel was en route from London when she was lost.
Site Name	<i>Providence</i>
Date of Loss	16 Nov. 1779
Place of Loss	Poolbeg This vessel was under the command of Maine when she was lost.
Site Name	<i>Rainbow</i>
Date of Loss	16 Jan. 1874
Place of Loss	Poolbeg lighthouse

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

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

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 Oct. 1799

Place of Loss Poolbeg

This ship had her cables cut.

Site Name *Times*

Date of Loss 13 Sept./ 29 Nov. 1851

Place of Loss Off Pigeon House

This steamer went ashore in dense fog but was got off again.

Site Name *Wellington*

Date of Loss 1 Dec. 1825

Place of Loss Near Pigeon House

This schooner of Wicklow sank.

Site Name *William*

Date of Loss Jan. 1609

Place of Loss Poolbeg

This vessel of Ayr was at anchor when she was lost in a storm.

Site Name	<i>Wilmington</i>
Date of Loss	4 Feb. 1791
Place of Loss	Poolbeg Harbour This vessel was en route from Philadelphia to Belfast when she was wrecked.
Site Name	<i>Young Christian</i>
Date of Loss	17 April 1799
Place of Loss	Poolbeg This vessel of Tidrickstol had her cables cut.
Site Name	<i>Unknown</i>
Date of Loss	1524–1561
Place of Loss	Poolbeg The Mayor took charge and returned goods from a wrecked ship to the merchant concerned.
Site Name	<i>Unknown</i>
Date of Loss	Jan. 1608
Place of Loss	Poolbeg This ship was 'riding at anchor' at Poolbeg when it was caught in a storm and wrecked.
Site Name	<i>Unknown</i>
Date of Loss	1760s (Oct.)
Place of Loss	Ringsend A severe gale in Dublin Bay wrecked two ships.
Site Name	<i>Unknown</i>
Date of Loss	17/20 Feb. 1770
Place of Loss	Poolbeg This stoop from Wales sank.
Site Name	<i>Unknown</i>
Date of Loss	5 Feb. 1771
Place of Loss	Behind the piles at Dublin Two unnamed ships were lost

Site Name	<i>Unknown</i>
Date of Loss	16 Dec. 1787
Place of Loss	Dublin Bay A southeast gale in Dublin Bay drove five vessels ashore south of the piles.
Site Name	<i>Unknown</i>
Date of Loss	22 Oct. 1883
Place of Loss	c. ½ mile north of Pigeon House Fort This dredger collided with the 60-ton collier <i>Annie</i> and sank. The dredger's anchor caused the <i>Duke of Leinster</i> to sink.
Site Name	<i>Unknown</i>
Date of Loss	20 June 1895
Place of Loss	200 yards inside Poolbeg lighthouse This vessel, a wooden sailing boat, was lost while on a pleasure trip in Dublin Bay.
Site Name	<i>Unknown</i>
Date of Loss	Feb. 1900
Place of Loss	Ringsend Basin This first-class sailing trawler was damaged and lost when she collided with a steamship.
Site Name	<i>Unknown</i>
Date of Loss	Unknown
Place of Loss	Poolbeg Six boat timbers were exposed in a sewage trench dug by a dredger.

Appendix 3

Protected Structures in the Dublin City Development Plan 1999

The following list was obtained from the 'Listed Buildings, structures and sites, including archaeology' detailed within the Dublin City Development Plan 1999 (see Fig. 2) as two lists, List 1 and 2 – Buildings, features, sites and other structures to be preserved or protected. Under the Local Government (Planning and Development) Act 2000, which provides for the inclusion of protected structures into planning authorities' development plans and sets out statutory regulations regarding works affecting such structures, there is no longer a distinction between List 1 and List 2. All structures listed in the development plan are now referred to as *Protected Structures* and enjoy equal statutory protection.

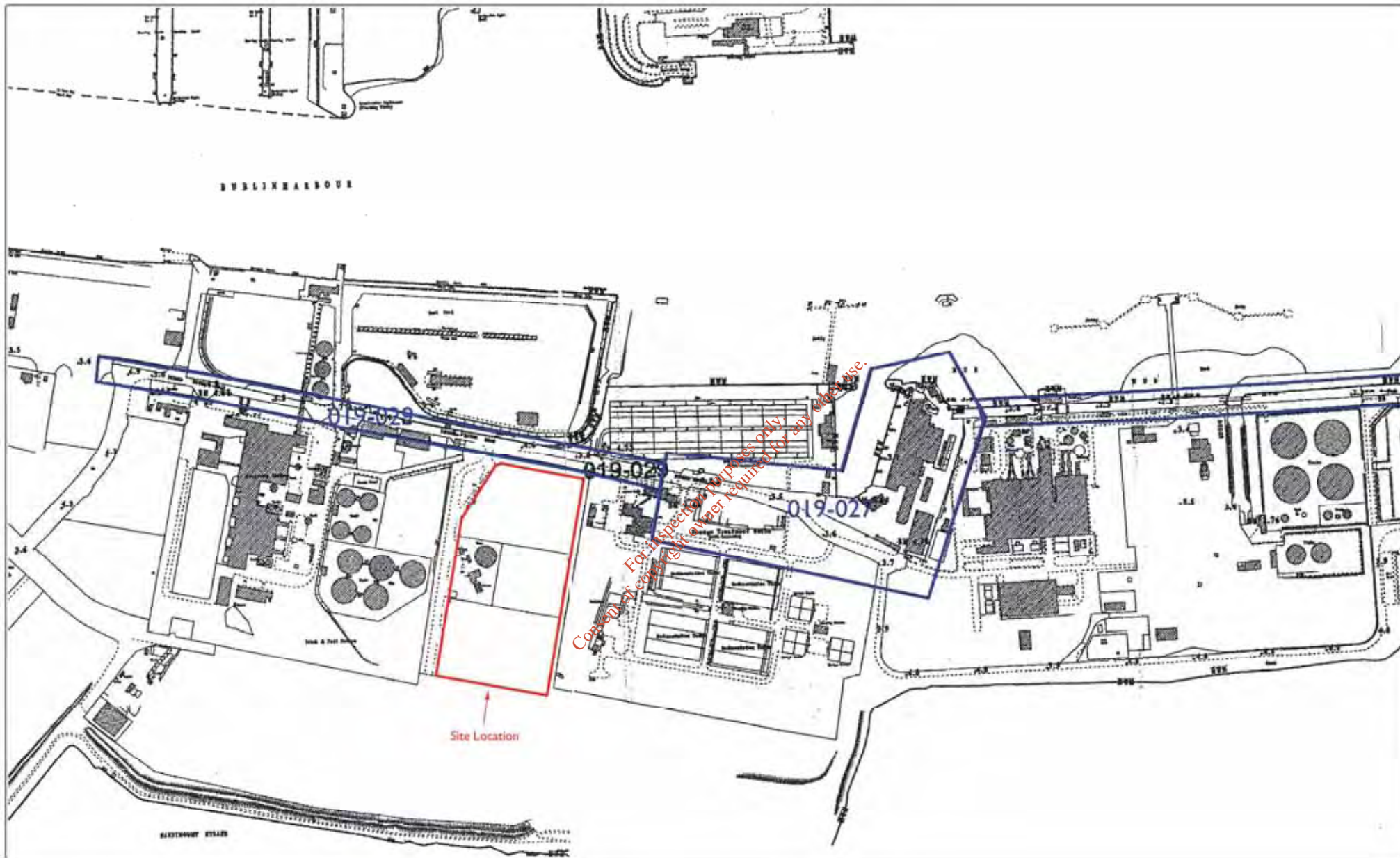
Ref	Street	Number	Description
1705	Pigeon House, Dublin 4	Not applicable	Great South Wall
1706	Pigeon House Road, Dublin 4	Not applicable	Former hotel
1707	Pigeon House Road, Dublin 4	Not applicable	Remnants of Pigeon House Fort
1708	Pigeon House Road, Dublin 4	Not applicable	Pigeon House power station: former redbrick electricity generating station
1709	Pigeon House Road, Dublin 4	70–80 (inc.)	Houses, including former coastguard premises
1818	Ringsend (South Bull Wall) Dublin 4	Not applicable	Poolbeg Lighthouse

Appendix 4

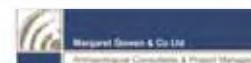
Docklands Industrial Archaeology Survey

The following list was obtained from the Dublin Docklands Area Master Plan *Inventory of the Architectural and Industrial Archaeological Heritage*, produced by the School of Architecture, University College Dublin for The Custom House Docks Development Authority (see Fig. 2).

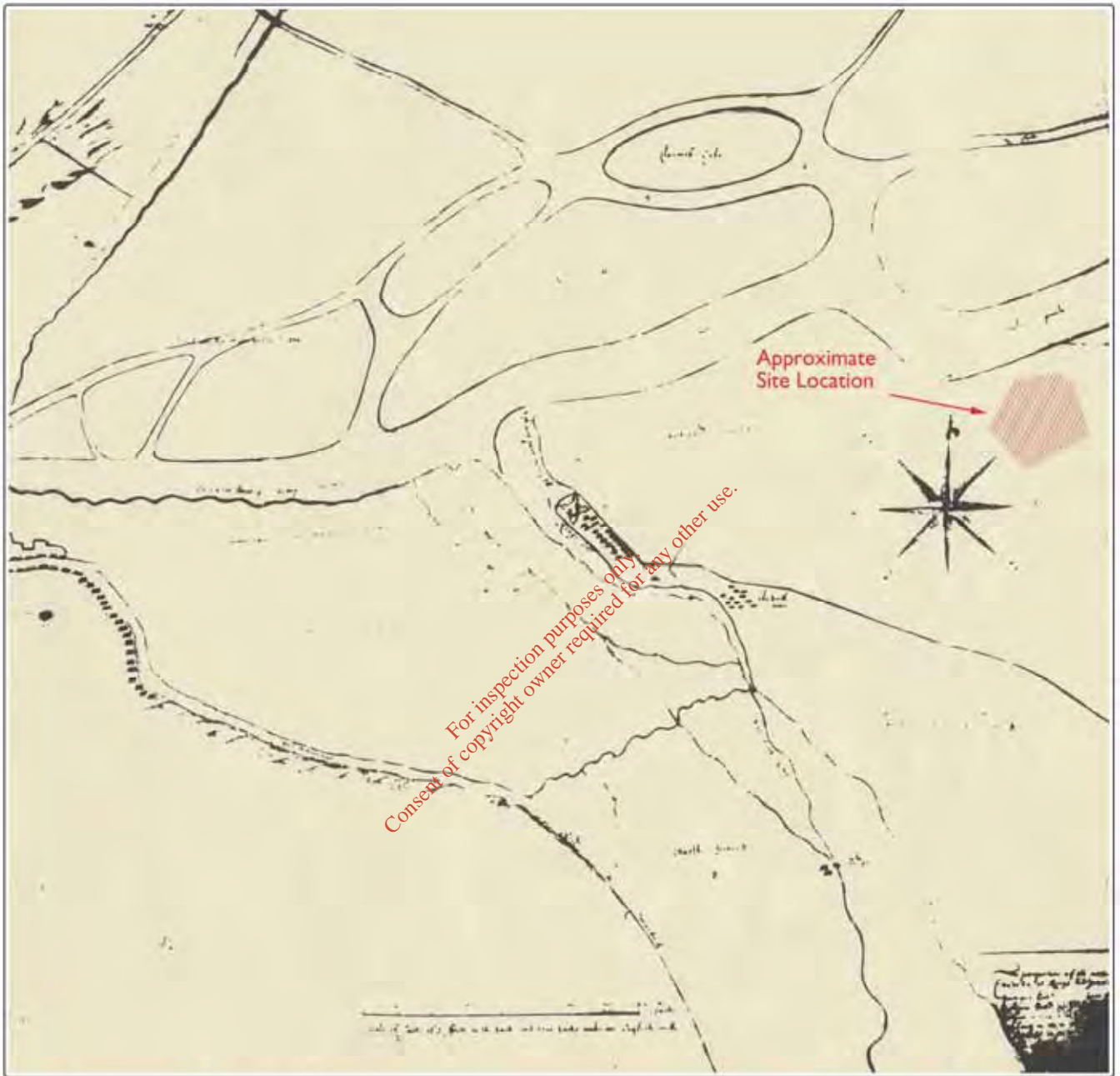
Site No.	Street	Classification	Map Designations
132.1	Pigeon House Road	Sewage Works	Outfall Works (Dublin Corporation)
180	Pigeon House Road	Hospital	Isolation Hospital or Tuberculosis Hospital
180.1	Pigeon House Road	Chapel	Catholic Chapel
180.2	Pigeon House Road	Convent	Convent
181	Pigeon House Road	Fort	Pigeon House-Hotel Barracks, Revenue Barracks; Pigeon House Fort
181.1	Pigeon House Road	Harbour	Basin
181.2	Pigeon House Road	Lifeboat House	Lifeboat House
182	Pigeon House Road	Electricity Works	Electricity Works (Dublin Corporation); Electricity Works E.S.B.



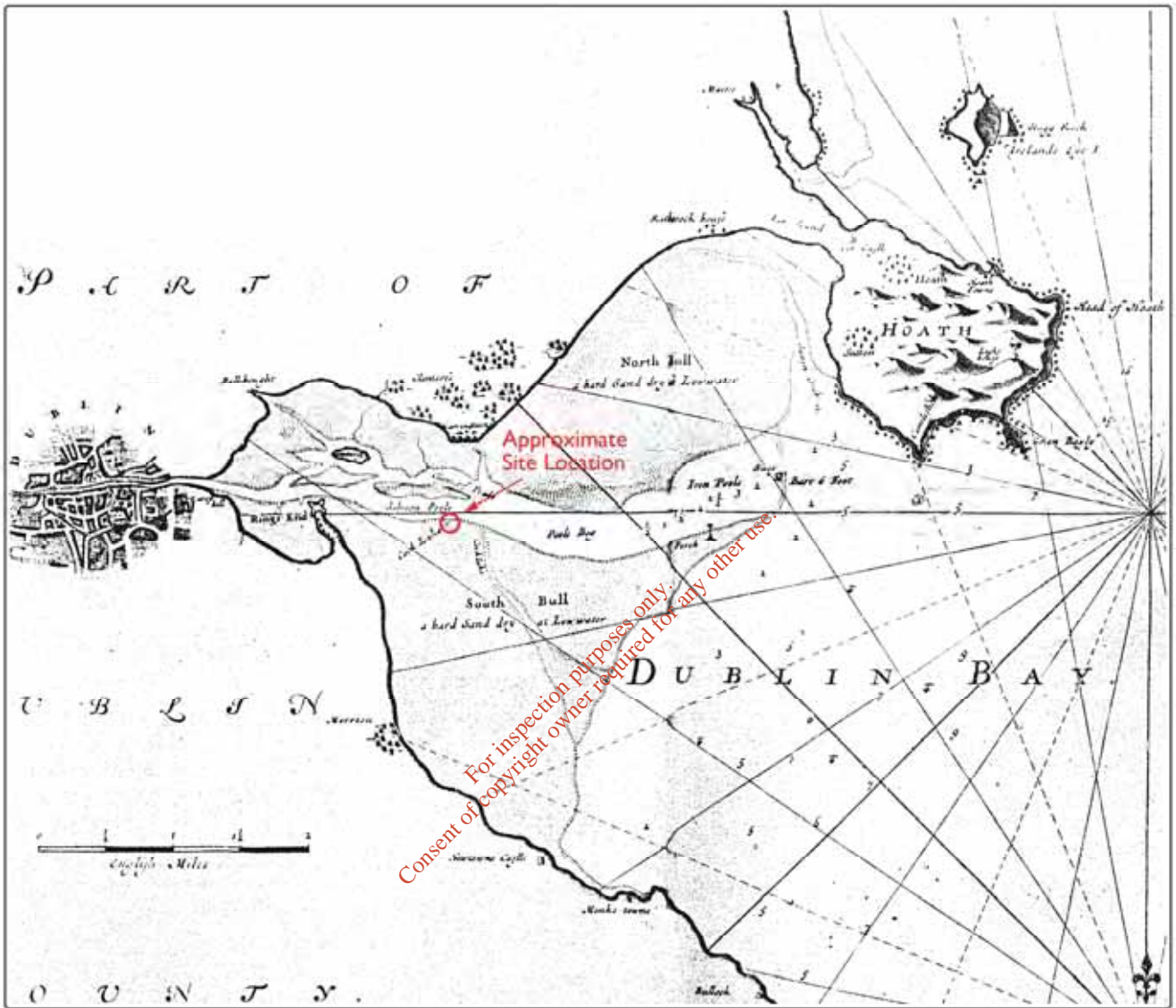
Job Dublin Waste to Energy Project,
 Pigeon House Rd, Dublin 4
Ref. 03795
Date 12.01.04
Client RPS-MCOS Ltd.
Scale 1:5,000 @ A3
Fig. 1 RMP constraint map



Job Dublin Waste to Energy Project,
 Pigeon House Rd, Dublin 4
Ref. 03295
Date 12.01.04
Client RPS-MCO5 Ltd.
Scale 1:5,000 @ A3
Fig. 2 Listed buildings & items of
 industrial archaeology



	Margaret Gowen & Co Ltd Archaeological Consultants & Project Managers
Job	Dublin Waste to Energy Project, Pigeon House Rd, Dublin 4
Ref.	03295
Date	12.01.04
Client	RPS-MCOS Ltd.
Scale	Not applicable
Fig. 3	de Gomme, 1673



Job Dublin Waste to Energy Project,
Pigeon House Rd, Dublin 4

Ref. 03295

Date 12.01.04

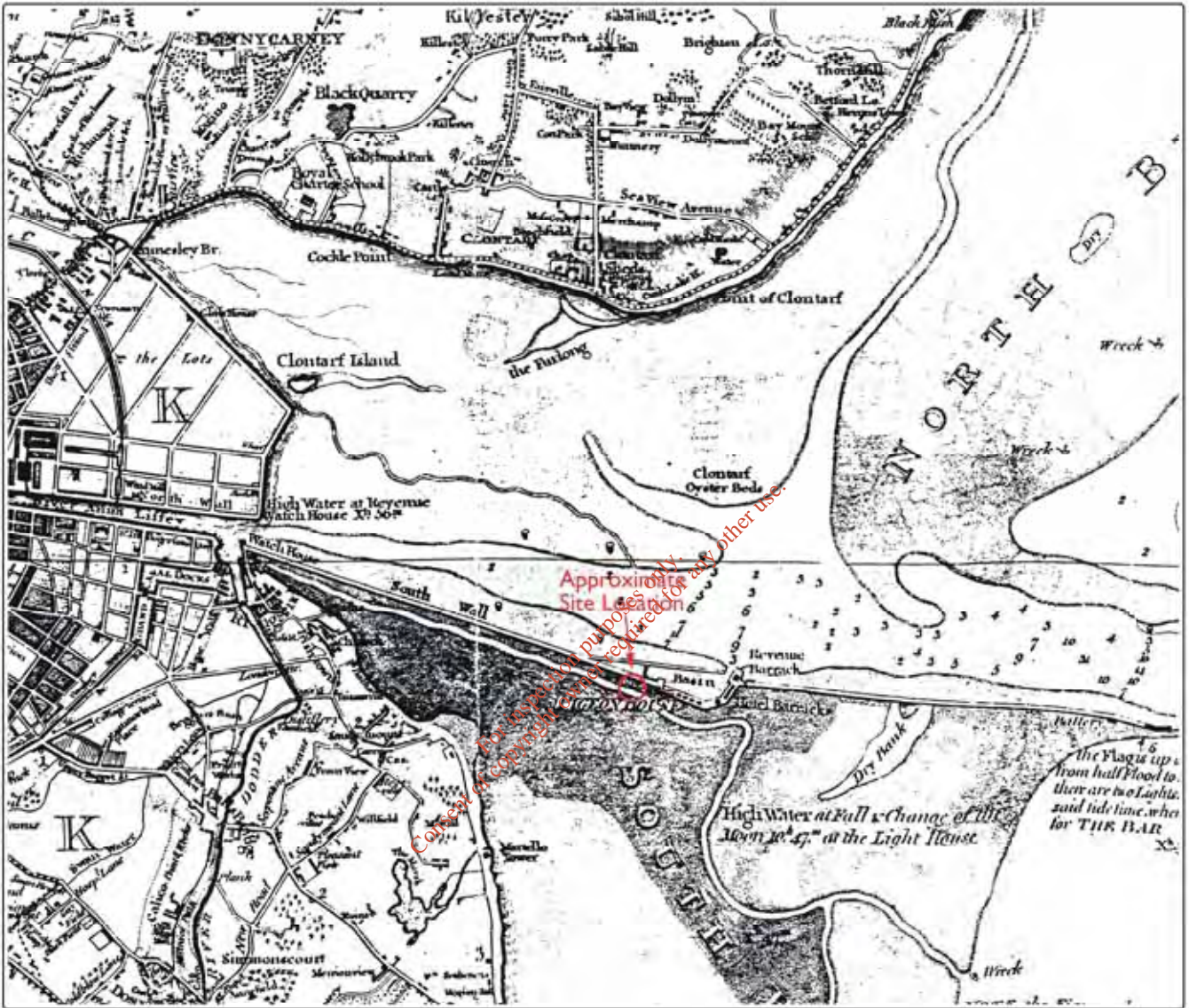
Client RPS-MCOS Ltd.

Scale Not applicable

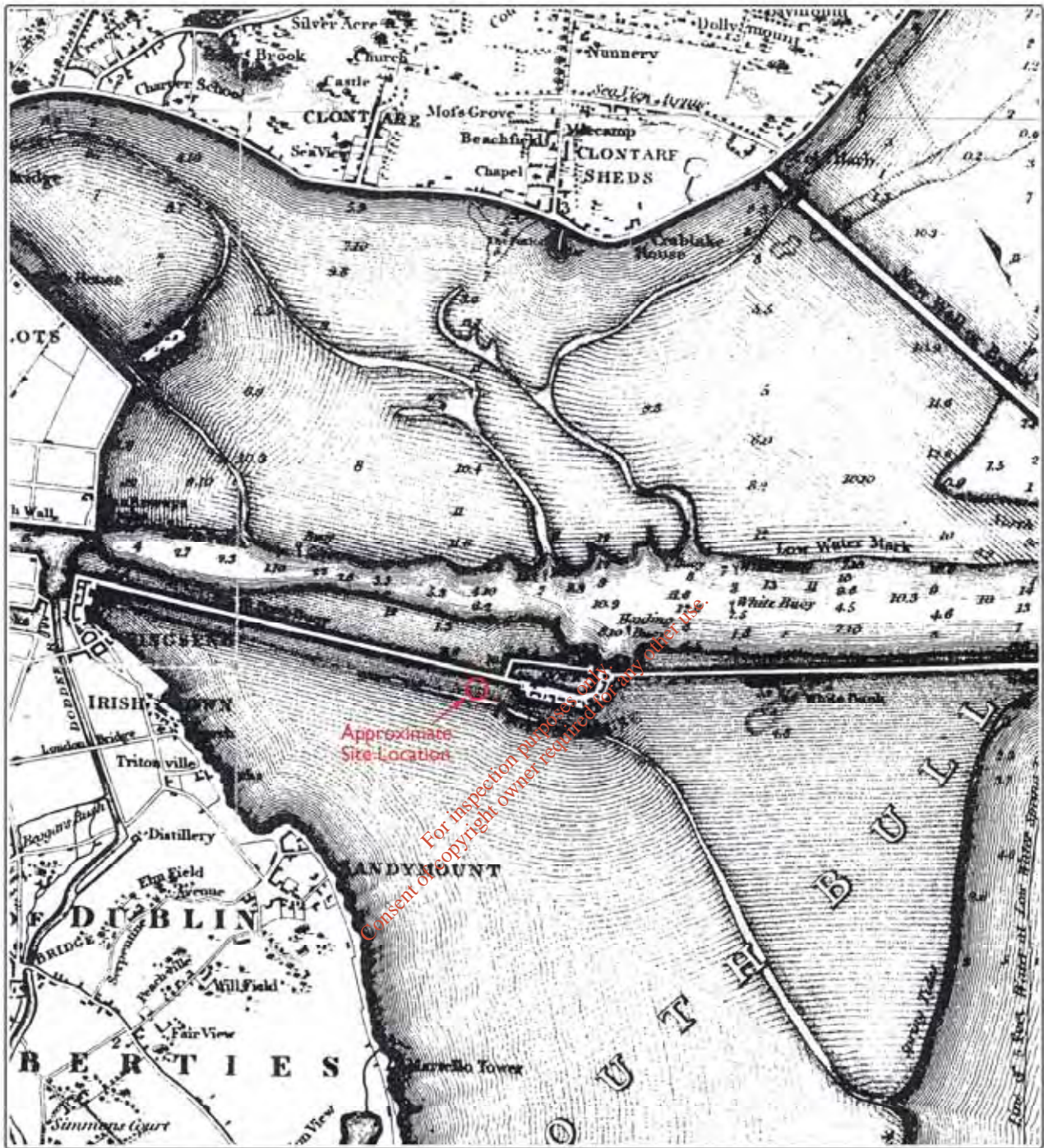
Fig. 4 Collins, 1686



Job Dublin Waste to Energy Project,
 Pigeon House Rd, Dublin 4
Ref. 03295
Date 12.01.04
Client RPS-MCOS Ltd.
Scale Not applicable
Fig. 5 Rocque, 1760

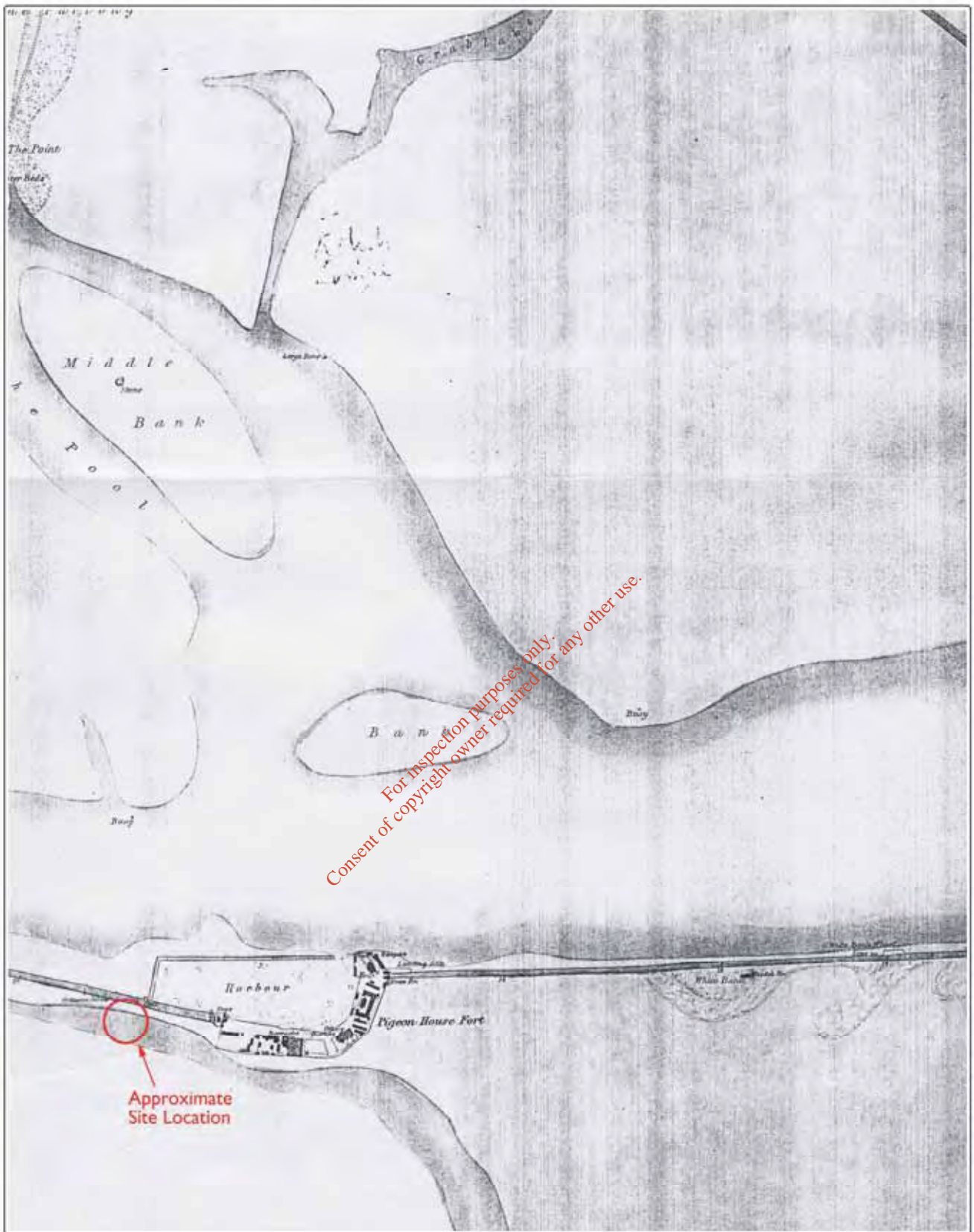


Job Dublin Waste to Energy Project,
 Pigeon House Rd, Dublin 4
Ref. 03295
Date 12.01.04
Client RPS-MCOS Ltd.
Scale Not applicable
Fig. 6 Taylor, 1816

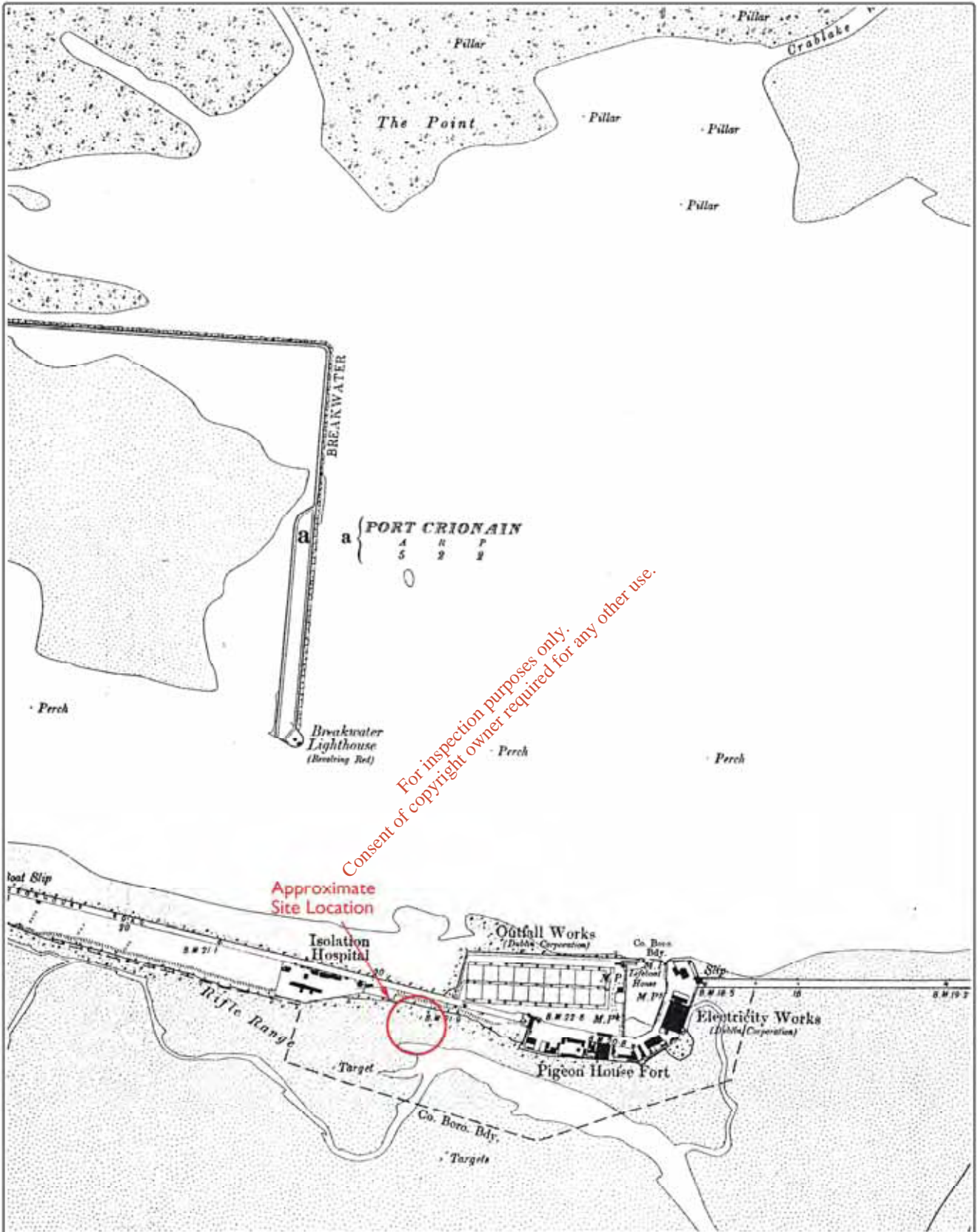


Margaret Gowen & Co Ltd
Archaeological Consultants & Project Managers

Job Dublin Waste to Energy Project,
Pigeon House Rd, Dublin 4
Ref. 03295
Date 12.01.04
Client RPS-MCOS Ltd.
Scale Not applicable
Fig. 7 Duncan, 1821



Job Dublin Waste to Energy Project,
Pigeon House Rd, Dublin 4
Ref. 03295
Date 12.01.04
Client RPS-MCOS Ltd.
Scale 1:10,560
Fig. 8 1st ed. OS map, 1843



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Job Dublin Waste to Energy Project,
 Pigeon House Rd, Dublin 4
Ref. 03295
Date 12.01.04
Client RPS-MCOS Ltd.
Scale 1:10,560
Fig. 9 OS map, 1912

Appendix M

Architectural Heritage

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DAVID SLATTERY – Architect – Historic Buildings Consultant

8, Vergemount, Clonskeagh, Dublin 6, IRELAND. Phone: 01-2697344 Fax: 01-2604098

e-mail: slatcon@iol.ie

Dublin Waste to Energy Project/Baseline Monitoring

On the instruction of RPS/MCOS I have prepared a general description of the Pigeon House Road peninsula from the South Bull to the Southbank Roundabout. This evaluation specifically relates to the existence of buildings and structures which are listed as Protected Structures and which may have a bearing on the development of the Dublin Waste Energy Project on the proposed site at Shellybanks Road and Pigeon House Road. The document provides information on areas and structures which will require inclusion within the E.I.S.

In June 2002 I completed an interim report on the significance of buildings and structures at the former Pigeon House Power Station. An amount of the information appended to that report has been included in this document. In March 2002 I completed a report for the owners of the former St. Catherine's Hospital as part of an appeal against its listing as a Protected Structure. Some information from that report has also been appended.

The Appendix to the report include the following:-

1. Photographs of Pigeon House Road taken in December 2003
2. Photographic Record of Pigeon House Power Station completed June 2002.
3. Photographic Record of 85C Pigeon House Road (St. Catherines Hospital) Completed March 2002.
4. Copy of Irish Builder and Engineer 5th November 1904
5. Copy of Supplement to the Irish Builder and Engineer 5th November 1904 with illustration of the newly constructed "Dublin Corporation Electric Light Station at the Pigeon House Fort Dublin".
6. Copy of the Dublin Docklands Study - Building Inventory Form completed by the School of Architecture, UCD on the ESB offices (former Pigeon House).
7. Extract from "The Liffey in Dublin" by JW DeCourcy, Associate Professor Emeitus of Civil Engineering at UCD, including description of Pigeon House Hotel.
8. Copy of relevant sections of the history of the ESB - "Electricity Supply in Ireland" by Maruice Manning and Moore McDowel.
9. Extract from "Encyclopaedia of Dublin" by Douglas Bennett.
10. "The Move to the Pigeon House" - Early E.S.B. document in possession of Dublin City Archive.

11. Copies of the following Ordnance Survey Maps:-
Dublin 1803 - Colonel Fisher
Ordnance Survey Sheet - 19 - Surveyed 1837 Revised 1843
Ordnance Survey Sheet - 19/9 - Surveyed 1863 Published 1868
Ordnance Survey Sheet - Revised 1909 Published 1911
Ordnance Survey Sheet - Revised 1907/08 - Published 1912
Ordnance Survey Sheet - Revised - Addition of 1938
Ordnance Survey Sheet - Revised 1936 - Published 1939

1. Description

The Pigeon House Road Peninsula is described in some detail in the Dublin Docklands Study - Street Inventory Form. Pigeon House Road from the South Bank roundabout to the South Bull has no residential content. The area is industrial in character with substantial areas of wasteland. To the south of the roundabout are large container stores and the former premises of Irish Glass.

Pigeon House Road continues due east past the single storey FAS building and the adjoining complex of the Poolbeg Power Station and the Dublin Coach Works. The view east is dominated by the former Power Station and the Poolbeg Station Towers in the background.

The Dublin Corporation Sewage Treatment Works lies to the north of Pigeon House Road. Fragments of the former Military Garrison western entrance are to be seen in cut stone on the roadside north together with capped rubble walls.

The former Pigeon House Hotel faces seaward on its north west elevation with the bow fronted elevation to the south east. Further north lies the Pigeon House Power Station fronting west onto the harbour and containing within the complex further fragments of the Military Barracks including a gun emplacement on the most northerly point. The harbour quays remain substantially intact with items of industrial archaeology still in place.

The entrance to the new Generating Station terminates the route east and Pigeon House Road now curves south and east past the perimeter of the E.S.B. premises; past the Irishtown Nature Park and down to the South Bull. The views and vistas south and north from this location are exceptional.

At the beginning of the South Bull is located a small single storey free standing stone structure formerly a pumping station.

Whilst the peninsula is highly industrial in content with substantial open areas of semi waste land it is still of interest. The size and scale of some of these buildings is substantial and unique. The peninsula does provide a location for some of the finest views and vistas of the River Liffey and Dublin Bay. It also contains a series of Protected Structures which will be referred to later.

2. Background

The background development of the peninsula is clearly indicated on the historic maps. The first edition of the Ordnance Survey indicates a small number of structures which still survive including Pigeon House hotel and the Pigeon House Fort.

2.1 The 1868 Ordnance Survey Map

The map indicates quite clearly the military establishment including the former Pigeon House Hotel with barracks buildings and drawbridges at the east and west gates together with the Harbour.

2.2 The 1911 Ordnance Survey Map

The map indicates the development of the Electricity Works on the Pigeon House Fort site and most of the original military buildings still survive. Subsequent land reclamation and development has seen most of the military buildings demolished and removed and major industrial development on the land.

3. Protected Structures

The Protected Structures within the vicinity are located and numbered on the enclosed map. A number of Protected Structures survive on the peninsula and these include the following:-

3.1. The Pigeon House Road - Nos. 70 - 80 (Including Coastguard House)

This includes a terrace of two storey houses with former coastguard house terminating the block to the east, (see enclosed photographs). The building is some distance from the site and so cannot be considered as likely to have any major impact on the development. It is the nearest residential element within the area and no other housing exists on the peninsula.

3.2. St. Catherines Hospital - No. 85A Pigeon House Road

This building was recently added to the List of Protected Structures. The building is illustrated in the accompanying photographs and whilst listed as a Protected Structure it is somewhat dubious in its architectural qualities and might be considered for delisting. The building is of early 20th century construction. Originally it was constructed as a Cholera Isolation Hospital and in the 1940's and 1950's served as a Tuberculosis Hospital for terminally ill patients. The building does not embody any particular architectural design qualities. It cannot be considered as a piece of significant 20th century architecture. The building originally formed part of a complex of buildings which are now gone and so its significance within a complex is not of note. The location and environment of the building are poor in their setting in an industrial wasteland behind the high boundary wall to Pigeon House Road.

The building itself is in poor condition and is a sub-standard construction even for a 20th century building. External brickwork is undergoing decay and deterioration. No architectural records of the building or its architect have been located. Whilst the building is listed as a Protected Structure it would seem that its status and qualities do not merit this listing. It is difficult to consider what impact its status may have on any development adjoining its site. Views and vistas of St. Catherines Hospital are of little significance and views and vistas from the hospital are limited and tend to focus to the north.

3.3. Remnants of the Pigeon House Fort and Harbour

The extent of these remains is undefined and will require clear definition. It is clear from a cursory evaluation that a number of fragments of original features still survive including the West Gate Drawbridge structure. Further structures and fragments survive on the perimeter of the harbour.

3.4. The Former Pigeon House Hotel

The Pigeon House Hotel is a significant building dating from the 18th century. It was built circa 1793 to the design of Robert Pool and constructed to provide accommodation for cross channel passengers. During 1798 the Pigeon House Hotel became part of the military fortifications and remained part of the fortifications until 1897. The Pigeon House Hotel as it now stands must be considered as a landmark structure. It merits views and vistas both to and from the building. Views and vistas relate to the harbour and to the north westerly aspects. The south east and south vistas are of lesser significance but will also require evaluation as to the impact of the proposal on the views and vistas to and from the Pigeon House Hotel.

3.5. The Pigeon House Power Station

The former Pigeon House Power Station was constructed as the Dublin Corporation Electric Light Station in 1902. The original building has been added to and extended to over the years but the original Power station is clearly identifiable within the overall complex. The Power Station was reviewed in the Irish Builder in 1904 (photograph enclosed) and is described in some detail in Maurice Manning/Moore McDowels "The History of the E.S.B.".

The description within the Protected Structure List refers to the Power Station. It would seem reasonable to interpret the extent of the listing as applying to the original Power Station and not later extensions.

3.6 The Pumping Station

This small stone structure is presently undergoing remedial works and repair. Whilst of some antiquity it cannot be deemed as suffering any likely impact from the current proposal.

4. Conclusion

Whilst the proposed site at Pigeon House Road/Shellybanks Road has no features or structures of architectural significance there are a number of Protected Structures and features of some architectural significance.

David Slattery Dipl. Arch., F.R.I.A.I.

20th January, 2003

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**PHOTOGRAPHS OF
PIGEON HOUSE ROAD
TAKEN IN
DECEMBER 2003**

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1. View Southeast - No. 70 - 80 Pigeon House Road. These buildings are listed as Protected Structures but are at some distance from the site.



2. View South - No 70. - 80 Pigeon House Road.



3. View Southwest.



4. View South to Pigeon House Road and the rear of Nos. 70 - 80 and the Southbank Roundabout..



5. The Peninsula - View North from Sandymount Beach.



6. The South Bull - View West.



7. The west entrance to the Former Fortifications.



8. The Pumping Pool - View East.



9. The Pumping Station and the South Bull - View East.

PHOTOGRAPHIC RECORD
OF
PIGEON HOUSE POWER STATION
COMPLETED
JUNE 2002

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Photograph 1.

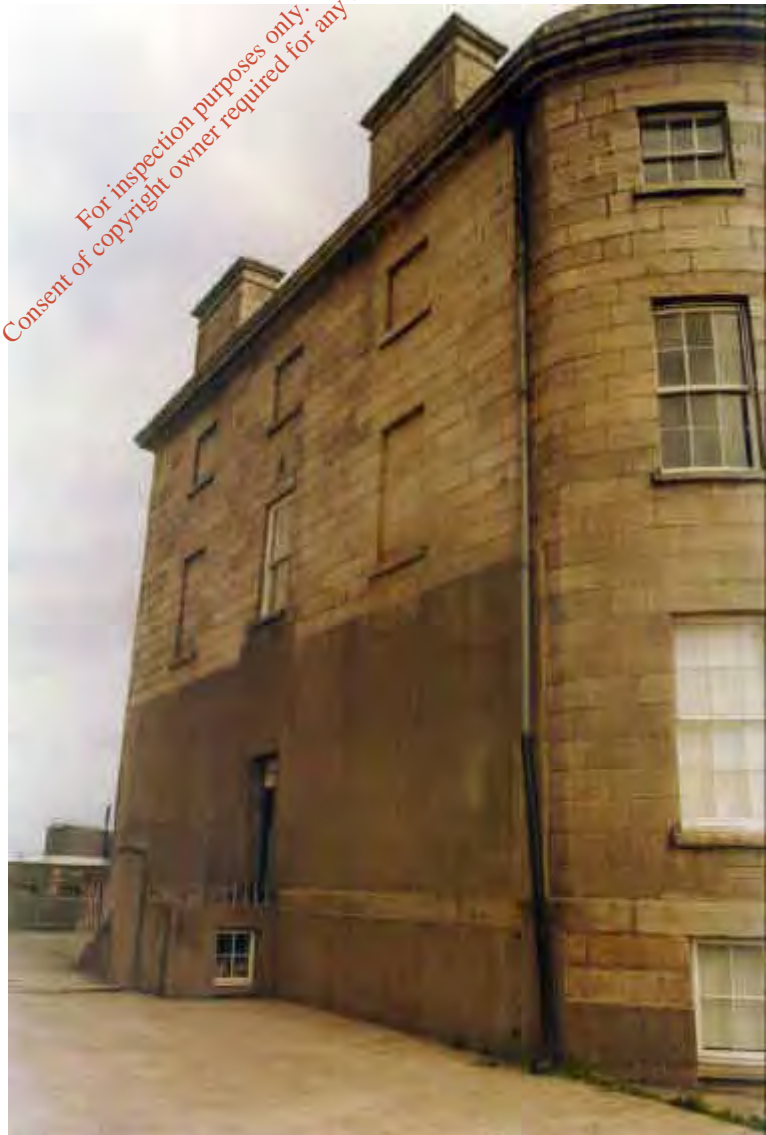


Photograph 2.

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Photograph 3.



Photograph 4.



Photograph 5.



Photograph 6.



Photograph 7.



Photograph 8.



Photograph 9.

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Photograph 10.



Photograph 11.

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Photograph 12.



Photograph 13.

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Photograph 14.



Photograph 15.



Photograph 16.

PHOTOGRAPHIC RECORD

OF

85C PIGEON HOUSE ROAD
(ST. CATHERINE'S HOSPITAL)

COMPLETED

MARCH 2002

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1. View of 85C (Pigeon House Road) from the west. The gable end of the two storey building can be seen in the centre of the photograph. The building to the right would appear to have been part of the original complex but is not included with the site curtilage.



2. View of 85C Pigeon House Road from the east. The white van in the centre of the photograph adjoins the entrance to the yard.



3. 85C Pigeon House Road. Elevation to the north for 85C Pigeon House Road. The side entrance and large factory to the rear which is of more recent construction.



4. The warehouse to the left with the red sliding doors is a later extension.



5. The original single story structure can be seen to the right in this small gable fronted building. The building to the rear with the large entrance gate is not part of the original structure and is a later addition.



6. View of the rear of the factory building which is proposed for listing as a protected structure. This building is of no architectural significance or value.



7. The main elevation of No. 85C. The chimneystack in the centre has been removed. The turret feature referred to in the conversation's officers report is of minor interest and the view of the building is observed by the long wall which was built concurrently with the hospital building.



8. The main elevation of 85C. The early 20th century windows have survived at first floor level. These are of no particular significance as items of joinery and the building itself cannot be considered as having any particular merit.



9. The boundary wall to the north side of the hospital. Note the wall is leaning inwards. It may be necessary to demolish the wall in the near future as it appears to be nearing the point of structural instability.



10. The gable end of 85C to the west. The upper section of the building would appear to have been rebuilt as the brickwork in that area is of different type to that below. It may be that the roof profile was altered at a later stage. The gable fronted and rendered block to the rear is a later extension and of no architectural significance but would appear to be proposed for listing as a protected structure in the Conservation Officers documentation.



11. The main front wall and tower feature. Note the deterioration in the brickwork. Most of the brick has lost its face or fire-skin face. The quality of the brick is sub-standard and the material is in general an underburn brick. The level of porosity of these walls would now be very high.



12. The capping to the wall is in concrete. The condition of the gutters above and general pipework is poor. The detail to the windows is unexceptional and window joinery is of no particular note.

COPY OF
IRISH BUILDER AND ENGINEER
5TH NOVEMBER 1904

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OUR ILLUSTRATIONS.

Dublin Corporation Electricity Works.

The new electric generating works of the Dublin Corporation, which have been erected on the site of the old Pigeon House Fort, at the mouth of the harbour, are illustrated in this issue.

There is probably not in the wide world an engineering scheme that has given rise to so much discussion as the Dublin Corporation Electric Lighting. As a scheme it had critics beyond computation, ourselves occasionally amongst the number. There were those who found fault with the details of the scheme, the financial programme, and the

locus of the power station; others who went so far as to say the citizens would never, never see the light of these lamps, but these at least have been put to shame, for the works have lighted Dublin now for many months without a single serious break down. This is neither the time nor the place to rake up the old, but not yet dead, controversy; suffice it for us to give a fair and impartial account of a visit that we some little time ago paid to the station. The power station and all its appurtenances are situate within the limits of the old Pigeon House Fort, an historic spot. The derivation of the name is often wrongly attributed in some way to the gentle dove or pigeon, but birds had nothing whatever to say to it. The Pigeon House derived its name from a hotel kept by a man named John

Pigeon more than 100 years ago. The spot was a packet station for England. From here sailed the old packets on their oft-times perilous three days' voyage; here arrived the tired, sick, and wearied travellers after their prolonged buffeting on the choppy sea between England and Ireland. Undreamt of in those days were the palatial and comfortable mail steamers and the no less luxurious North Wall boats, aboard of which it may almost be said that it is a man's own fault if he chooses to become sea sick. Right glad were the weary voyagers of those days to gain the hospitable shelter of John Pigeon's comfortable hostelry, and all this and more you will find in the pages of one or other of Charles Lever's delightful Irish novels. The effluxion of time, as the

lawyers say, brought about the disappearance of the Pigeon House Inn, and in course of time became the site of a new fort, built to speedily dispose of the King's most daring enemies who might sail into Dublin Bay with evil intent against the ancient capital city of Ireland and the Port of Dublin, and that office it fulfilled down to a few years ago, when it was bought by the Corporation of Dublin from the War Department for a sum of £60,000, being deemed no longer suited to repel foreign invasion, a fact which it took a good many years to impress upon the War Office, the powers of modern gunnery notwithstanding. It remained, as we have said, in the possession

of the War Department until recently, and it was used as a barracks for a detachment of artillery, and occasionally as a training ground for the Dublin Artillery Militia. It was regarded as a by no means popular station by that gallant corps, and being without a Vartry supply, strange and weird are the tales of the wonderful "creepy-crawlies" that found their way into the soups served at the Militia Officers' Mess. Now all is changed. The old buildings still stand in their massive War Office granite aspect, but dominating them all is the new power house and other buildings. The main structure, as may be seen by our supplement, is far from being unpicturesque, despite its extremely modern and severely practical uses. Inside, the great engines and dynamos work incessantly and almost silently. The aspect of "reserved strength"

in a great power house is to us always impressive. There is here energy enough to light a great city, to turn countless looms, spindles or printing presses, or to electrocute thousands of human beings! The size of the engine house, its cleanliness, its absence of noise, and the few men one sees about, bring home to one the great advancement of modern science. How wonderful it would all have been thought even five and twenty short years ago! Outside the new buildings stand prominent at the harbour's mouth, while from afar the great chimney, nearly 200 feet high, is a land mark for miles around.

The buildings cover an area of some 23,000 square feet. Facing the harbour is the boiler house (179 ft. by



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COPY OF SUPPLEMENT

TO THE

IRISH BUILDER AND ENGINEER

5TH NOVEMBER 1904

WITH ILLUSTRATION OF THE

NEWLY CONSTRUCTED

"DUBLIN CORPORATION ELECTRIC
LIGHT STATION

AT THE

PIGEON HOUSE FORT DUBLIN"

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THE IRISH BUILDER AND ENGINEER

November 5, 1904

The new electric generating works of the Dublin Corporation, which have been erected on the site of the old Pigeon House Fort, at the mouth of the harbour, are illustrated in this issue.

The power station and all its appurtenances are situated within the limits of the old Pigeon House Fort, an historic spot. The derivation of the name is often wrongly attributed in some way to the gentle dove or pigeon, but birds had nothing whatever to say to it. The Pigeon House derived its name from a hotel kept by a man named John Pigeon more than 100 years ago. The spot was a packet station for England. From here sailed the old packets arrived the tired, sick, and wearied travellers after their prolonged buffeting on the choppy sea between the palatial and comfortable mail steamers and the no less luxurious North Wall boats, aboard of which it may almost be said that it is a man's own fault if he chooses to become sea sick. Right glad were the weary voyagers of those days to gain the hospitable shelter of John Pigeon's comfortable hostelry, and all this and more you will find in the pages of one or other of Charles Lever's delightful Irish novels. The effluxion of time, as the lawyers say, brought about the disappearance of the Pigeon House Inn, and in course it became the site of a new art, built to speedily dispose of the King's most daring enemies who might sail into Dublin Bay with evil intent against the ancient capital city of Ireland and the Port of Dublin, and that office it fulfilled down to a few years ago, when it was bought by the Corporation of Dublin from the War Department for a sum of £60,000,000 being deemed no longer suited to repel foreign invasion, a fact which it took a good many years to impress upon the War Office, the powers of modern gunnery notwithstanding. It remained, as we have said, in the possession of the War Department until recently, and it was used as a barracks for a detachment of artillery, and occasionally as a training ground for the Dublin Artillery Militia.

Now all is changed. The old buildings still stand in their massive War Office granite aspect, but dominating them all is the new power house and other buildings. The main structure, as may be seen by our supplement, is far from being unpicturesque, despite its extremely modern and severely practical uses. Inside, the great engines and dynamos work incessantly and almost silently. The aspect of "reserved strength" in a great power house is to us always impressive. There is here energy enough to light a great city, to turn countless looms, spindles or printing presses, or to electrocute thousands of human beings! The size of the engine house, its cleanliness, its absence of noise, and the few men one sees about, bring home to one the great advancement of modern science. How wonderful it would all have been thought even five and twenty short years ago! Outside the new buildings stand prominent at the harbour's mouth, while from afar the **great chimney, nearly 200 feet high is a land mark for miles around.**

The buildings cover an area of some 23,000 square feet. Facing the harbour is the boiler house (179 ft. by 53ft.), with the engine house (179 ft. by 50 ft) adjoining. A large workshop (50 ft. by 20 ft), switch room, test room and stores are placed on the east side of the engine house.

A small basement with resistance rooms, lavatories, etc., is situated under the switch room, whilst the first floor contains the offices, accumulator room, men's mess room, and stores, etc..

The materials used in the construction of the buildings were, as far as possible, of Irish manufactures. The buildings are faced with red bricks, with a sparing use of Irish granite for dressings, copings, etc. The roofs are covered with blue slates, and the skylights glazed with Messrs. Mellowe's "Eclipse" glazing.

The various buildings are erected on a thick concrete bed, while for the chimney shaft the foundations consist of about 120 12 inch by 12 inch piles, with a bed of concrete 10 ft. deep to take the footings. With base 20 ft. square the shaft diminishes to an octagon at a height of 50 ft. from the ground, the total height being 186 ft.

With the boiler house running alongside the harbour wall excellent facilities have been secured for the delivery of coal, while an ample supply of water for condensing purposes is assured. The steamers are brought alongside the harbour wall, and the unloading of the coal and its delivery into the boiler furnaces are carried out entirely by mechanical means.

In the boiler house there are erected four boilers of the water tube type, and six Lancashire boilers, all of which are equipped with superheating arrangements.

The engine room is, of course, the most imposing part of the works, and here there are already erected and at work four slow-speed, three-phase generators, two of 1,000 kilowatts capacity, and two of 500 kilowatts. These generators are driven direct by Marine type compound engines, the principal data of the machines being as follows:-

	1,000 kw Sets	500 kw Sets
Speed, revolutions per minute.....	84	94
Number of magnet poles.....	72	64
Number of coils per phase.....	36	32
Weight of flywheels and magnets, in tons	44	33
Diameter of wheels, in feet	18.3	14.2

In addition to the slow speed sets another plant of the high-speed class of a capacity of 1,500 kilowatts is in course of erection.

On the right of the engine room is the switch gallery where all the electrical connections of the system converge, and from this point the engineer in charge is able to control the generation of the electrical energy and its transmission to the city. For the lighting of the works a battery of accumulators has been provided, this being situated over the workshop.

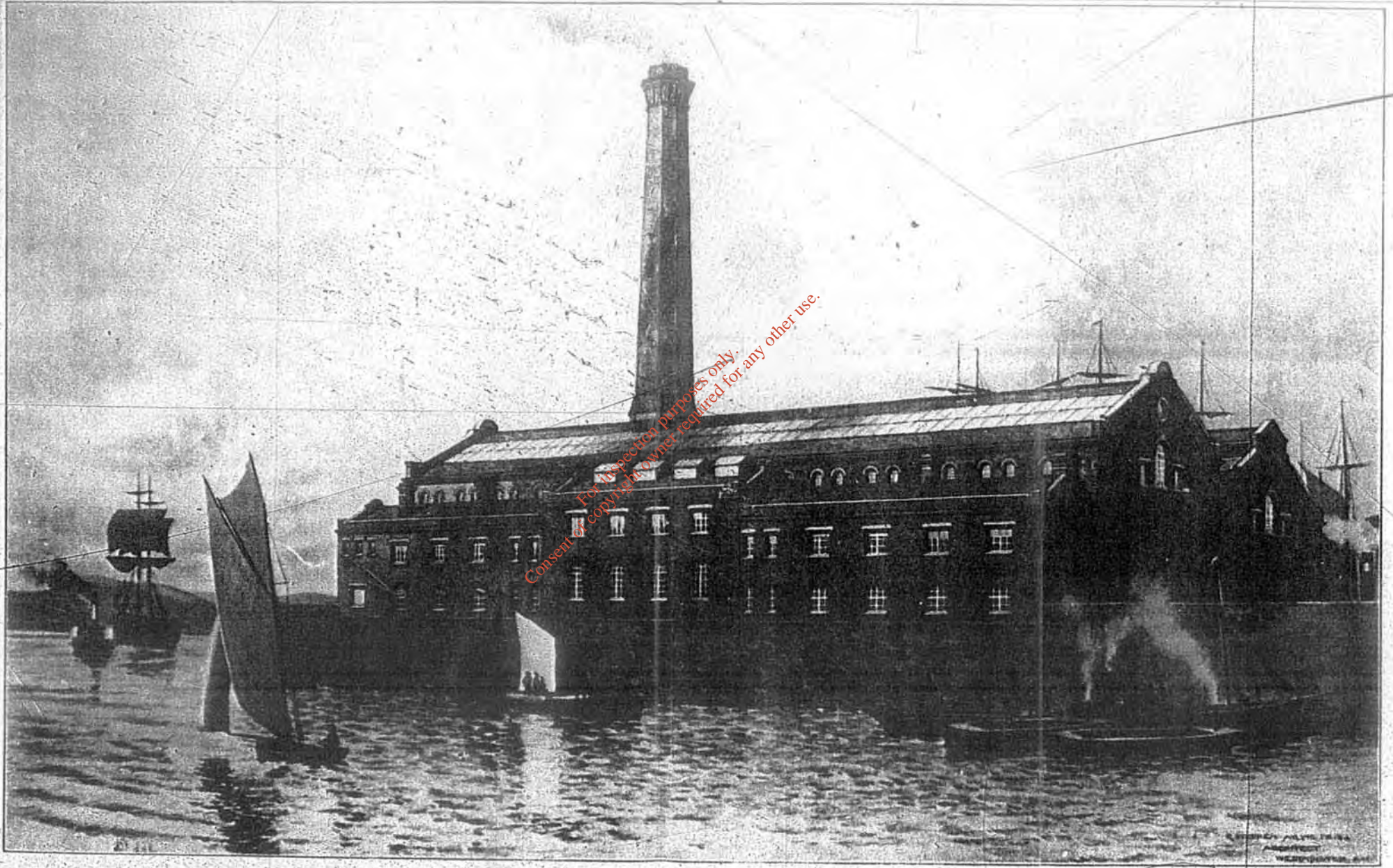
The generators deliver the electricity to the bus-bars on the switchboard at a pressure of about 5,000 volts, at which pressure it is transmitted to the Fleet street central distributing station by three trunk mains. From the distributing station the current is conveyed to sub-stations placed at different positions throughout the city, and at these sub-stations the pressure is automatically transformed from high to low pressure.

The 487 public are lamps used for the street lighting are supplied with continuous current provided by means of motor generators at Fleet street distributing station. These motor generators are operated by the high pressure current taken direct from the Pigeon House works.

The electrical engineers responsible for the entire scheme are Messrs. Robert Hammond and Son, of 64, Victoria Street, Westminster. The architect was Mr. Stephen Ayling, F.R.I.B.A., also of Westminster, and the building contractors were Messrs. J. and W. Stewart, of Belfast and Dublin. Our illustration is from a water colour drawing by the architect.

The portraits we public are those of Mr. Robert Hammond, the electrical engineer in Chief, who is responsible for the entire scheme; Mr. Mark Ruddle, the city electrical engineer, into whose permanent charge the whole system has now been committed; Mr. Stephen Ayling, the architect who designed the new power house and other buildings; Mr. W.J. Stewart, the surviving member of the firm of J. and W. Stewart, of Belfast, who were the contractors for the whole of the building works, and which they have completed in a most satisfactory fashion; and Mr. J.C. Irwin, who, as Chairman of the Public Lighting Committee of the Dublin Corporation, came prominently before the public as one of the prime movers with Sir Thomas Pile on the initiation and advancement of the scheme.

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▲ THE DUBLIN CORPORATION ELECTRIC LIGHT STATION AT THE PIGEON HOUSE FORT, DUBLIN.

Electrical Engineers: Messrs. R. HAMMOND & SONS, London.

Architects: R. S. AWLING, F.R.I.B.A., London.

Contractors: Messrs. J. & W. STEWART, Belfast.

COPY OF THE
DUBLIN DOCKLANDS STUDY -
BUILDING INVENTORY FORM
COMPLETED BY
THE SCHOOL OF ARCHITECTURE, UCD
ON THE
ESB OFFICES
(FORMER PIGEON HOUSE)

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Street Name Former street name Inventory No. O.S. Map Number Plan & Quadrant Related forms **Current Description**

Pigeon House Road runs parallel to the south bank of the river Liffey, with the South Bank Road between it and the river. It continues the line east from York Road and this line continues to terminate at the Outfall Works in Ringsend, via a recently created circuitous route. At the junction with Cambridge Avenue it bends southeast to join a roundabout, to continue southeast along South Bank Road, until a point where a curved link runs northwards to join the original run of Pigeon House Road. The streets running south starting at the west end are: Cambridge Road, Cambridge Avenue and South Link Road. The road is 1750 metres long and is generally 15 metres wide.

The central stretch of the south side consists of a single-storey brick terrace with extended porches which back onto the rears of houses on Ringsend Park. (See Map indicating building fabric of historic or architectural interest) They face the road and a grassy strip and stone wall onto the lower-level South Bank Road toll road. The view north is across to North Wall Quay with tops of warehouses, boats and cranes visible. Looking east the Poolbeg chimneys, large cranes and the trees of Ringsend Park can be seen. Pedestrian lanes run south into Ringsend Park at intervals. Past the terrace lies a group of two-storey houses with gardens to the street. They face towards the Stella Man's Rowing Club and over the river to the cranes and containers of Dublin Port.

This is followed by two short two-storey terraces of houses, some rendered over brick, with granite cills and brick eaves course. (See Map indicating building fabric of historic or architectural interest) A short section of Ringsend Park lies behind a decorative low stone wall but is screened by trees. Beyond the junction with Cambridge Avenue are a pair of rendered two-storey houses and a two-storey detached house. (See Map indicating building fabric of historic or architectural interest)

Cambridge Road to the south runs past Ringsend Park with two-storey brick terraces. (See Map indicating building fabric of historic or architectural interest) Due to the new road a series of ramps and roundabouts have been introduced leading past Dublin Corporation Main Lift Pumping Station and its high rendered and stone wall, towards the remainder of Pigeon House Road. The roadworks for the East Link crossing have severed Pigeon House Road, so that the next short section has become an access road leading to boat clubs.

On the river side is a container storage depot, while the land side has a variety of buildings: a charming two- and three-storey brick house behind a brick garden wall, and a two-storey granite building with brick chasings to open and a taller tower-like entrance with machiolated upper floor windows. (See Map indicating building fabric of historic or architectural interest) A single-storey granite structure serves as a garage. (See Map indicating building fabric of historic or architectural interest) A two-storey rendered Scout Hall completes the assembly.

The road then turns sharply right, becoming Seán Moore Road as it passes the entrance to the container depot before joining the roundabout.

Beyond the roundabout and as the residential element is left behind it becomes wider and industrial in character with large container area to the west and the Irish Glass premises behind treelined fencing to the south. As the road turns north, while Whitebank Road continues towards the Ringsend Roadstone Depot, at the junction the view south is of the cast-iron tanks of the Dublin Gas Co. The road then turns sharply east with the large steel structure of the container crane towering over the landscape.

The south side becomes more built up with a low stone wall surrounding a single-storey corrugated FÁS building, adjoining the vast brick complex of Poolbeg Power Station, and Dublin Coach Works, with its concrete towers dwarfing the better known Poolbeg chimneys in the distance. An angled bridge-like structure connects the brick building top floor to the cylinders across the street. Further on is an attractive brick structure, six-bay two-storey building with semi-circular projection in centre of west front, (See Map indicating building fabric of historic or architectural interest), with single-storey shed beyond.

The street narrows and slopes up with views across the Liffey to the cranes and tanks of the docks behind and opening out towards the sea. The view east towards Poolbeg Power Station towers and the constant cry of seagulls is only intermittently broken by traffic.

The Dublin Corporation Sewage Treatment Works is lowlying sprawling brick building facing north and towards

an older stone wall with moulded capping. (See Map indicating building fabric of historic or architectural interest) Fragments of a stone building give hints of the former history of the area.

The former Pigeon Hotel (See Building Inventory) is a solid stone building with full height bows to either end of the south east elevation and its entrance facing towards the sea. It is now surrounded by brick, steel and concrete buildings and tall chimneys, and a large lone octagonal brick chimney. The brick assembly is of almost sculptural interest—three elements visible; chimney, gable-fronted shed and high three/four-storey structure, with steel two-storey superstructure.

The entrance to the power station terminates the view with new brick-paved paths; beyond lies a large corrugated copperclad, barrel-roofed warehouse.

The road curves south past the station and narrows, to bring into view the entire length of Dublin Bay with its backdrop of hills across an uninterrupted silent expanse of sand and sea.

As the road continues to curve the views are constantly changing from south Dublin Bay, east across the open sea, to north towards Howth, with only the large cylinders/tanks of the power station visible on land.

The road then becomes a pedestrian walkway out to sea as the South Wall begins.

Pigeon House Road ranges from quiet old terraces to some of Dublin's largest and busiest industrial areas to a haven looking back towards the bustle of everyday life silenced by miles of sand and sea.

Please refer to the map accompanying this inventory indicating building fabric of historic or architectural interest.

Importance

Local

Monuments

None

Features

South Wall: 1748-1795. 5.6 km long breakwater commenced in 1715. Stone wall runs parallel to the line of old piles; two parallel walls faced and surfaced with more granite blocks which interlock without bonding.

Lighthouse 1761-1768. Granite on timber caissons filled with masonry.

Listed Buildings

List 2: Former Hotel (ESB offices).

Historical Account

Improvement of the Liffey estuary was undertaken during the eighteenth century by the Ballast Board, which was established in 1708. Following a survey made in that year by Richard Moland the approved line of the new channel was staked out according to lines marked on Moland's map (RIA MS. 3 C 24, 44-45). The new channel extended in a straight line from the mouth of the river near Hawkins' Wall to a point north of Ringsend; when the river was confined to this channel it was envisaged that scouring and flooding would naturally deepen the channel. Walls built by the Ballast Board extended east on both banks of the river to Ringsend and reclamation of the land behind the walls was planned by the Corporation (Burke, p 226). In 1748, the Ballast committee proposed the erection of a double wall from what was known as the Green patch, near the site of what is now Pigeon House Harbour, to Ringsend as a solution to the perennial expense of repairing and replacing the timber piles. The space between the double wall was filled in, and a roadway made on this filled area became the Pidgeon House Road. The name is derived from the overseer of the Ballast Office's employees on the construction of the South Wall, whose name was John Pidgeon. A wooden house was built for him and for storing materials on the site which became known as the "Pigeon House" (Bennett p 156). In 1760 the Ballast committee arranged for the construction of a blockhouse at the eastern end of the wall where it joined the timber framework across the South Wall. Pidgeon was allowed to reside in the blockhouse and to sell refreshments from there to passengers from the packet ships (Gilligan pp 57-61).

In June 1791 the Ballast Board oversaw the construction of a small tidal harbour or "bason" at the Pidgeon House, which became known as Pigeon House Harbour, and was completed by 1793. In August 1793, the Board decided that the arrangements previously undertaken by Pidgeon and his successors for the shelter and sustenance of packet ship passengers were no longer adequate and it was decided to build a hotel at the new Pigeon House Harbour. The building was completed in 1795 (Gilligan p 61). The architect of the hotel is not known, although there is a reference to one Robert Cook winning first premium for his designs in the architectural competition to design the hotel (*Journal of the Corporation for Preserving and Improving the Port of Dublin*, 14 Oct 1793.)

The outbreak of the rising of 1798 coupled with the threat of a French invasion resulted in a request to the Ballast Board from the Lord Lieutenant for the temporary use of the "quays, buildings and adjoining land at the blockhouse for military defence purposes". The premises were never returned to the Board. Instead a fort was constructed on the site, which became known as the Pigeon House Fort, although there are few records of any military action involving its guns. The blockhouse was removed in 1835 but the Pigeon House Fort remained in Government hands until 1897 when it was purchased by Dublin Corporation in connection with its proposed main drainage scheme (Gilligan, pp 61-2).

In 1902 Dublin Corporation opened its new electricity generating station at the Pigeon House harbour (Gilligan p 61-2). Following the establishment of the Electricity Supply Board in 1927, it took over responsibility for the Pigeon House generating station in 1929. In 1949 the ESB reclaimed foreshore to the south of the Pigeon House Road for the station itself and to construct a new wharf 550 feet long on the river front with associated reclamation for storage of coal adjoining the wharf (Gilligan, p 181). This station continued in operation until 1975, although in its later years it was used mainly as a standby. In 1995 The Pigeon House Heritage Project was established to transform the now derelict power station into a £10 million national science museum, expected to be completed in 2000.

The hotel building, which was used by the War Office as officers' quarters, is still in existence and was until the 1970's used by the ESB as offices. Portions of the old walls of the fort may still be seen together with some of the barracks buildings in which the troops were quartered (Gilligan, pp 61-2). In recent years the building became obsolete and fell into disrepair. The ESB gave the building to the Bolton Trust, and with the help of the IDA, paid for its refurbishment, under a design team headed by Brendan Brennan of ESB and Duncan Stewart.

Photographic details

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 61181652/2711/96, 61181652/2711/97
 61181652/2711/98, 61181652/2711/99
 61181652/2711/100, 61181652/2711/101

Photographer(s) Ciaran O'Brien

Date(s) photographed 18/08/96

Photographic Storage Photo CD 61181652/2711
School of Architecture UCD

Photographic Files: Buildings See related forms for individual building photographs.

Cartographic Record

Rocque, *A Plan of the City of Dublin and the Environs*.
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 Taylor: 1816.
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 Duncan : 1821.
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 OS : 1948.

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 William Sadler's painting of Pigeon House Harbour &
 Fort, c. 1820.

Additional Drawings

Pigeon House Fort :
 OPW Drawings no. 3287-3338.
 1825 & 1850 plans, 19th century alterations etc., OPW
 (file).
 Tracings of plans and elevations of Fort, 1880,1896.
 OPW. B. 3.

Additional Sources Photographs

ESB Power Station :
 IAA Inv. No. 12/68.

Pigeon House Fort :
 IAA Inv. No. 52/27.

Pigeon House Hotel :
 IAA Inv. No. 71/56.

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Researcher

Katherine McClatchie

Recorder

Rachel McKenna

Checked

Loughlin Kealy

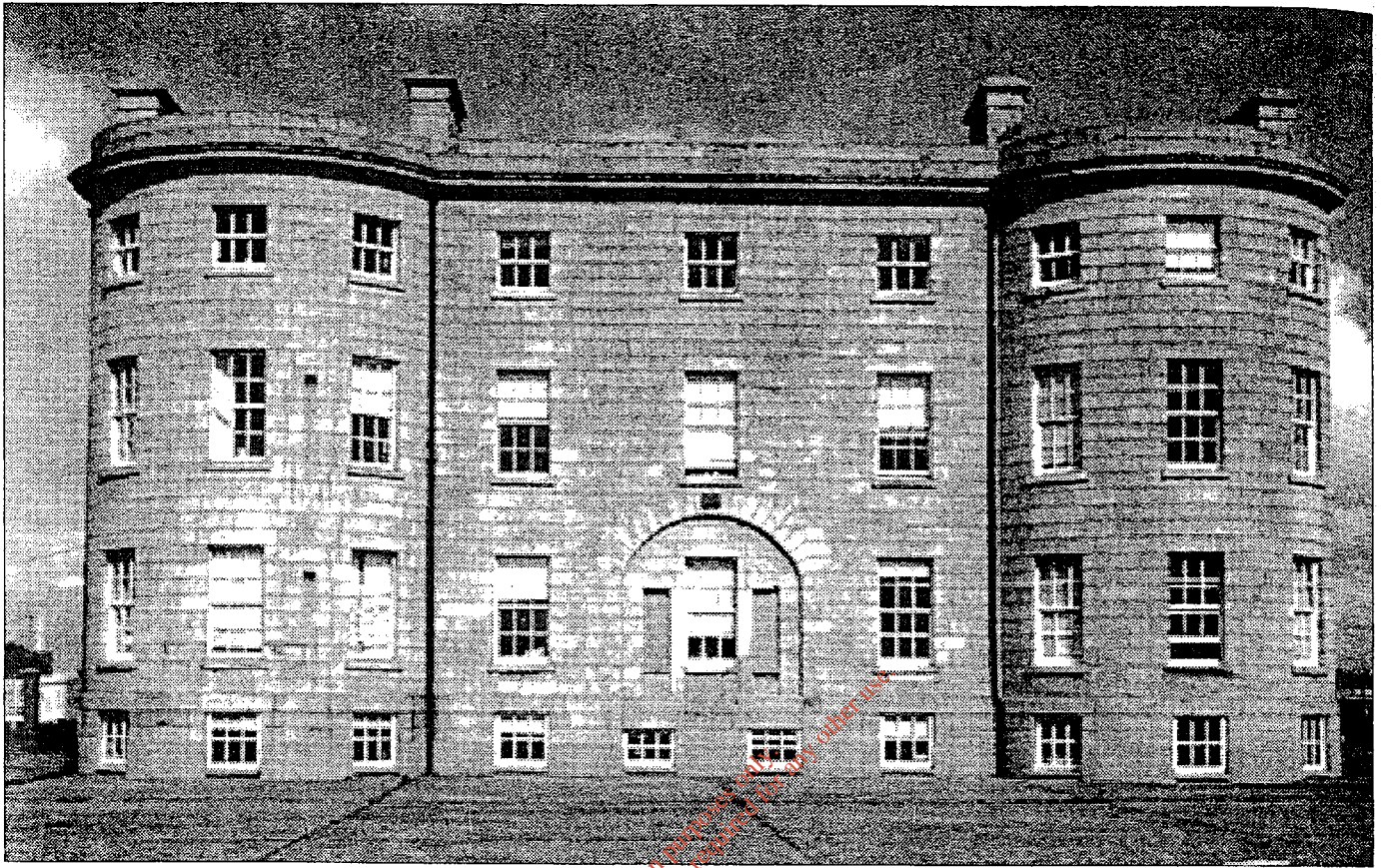
Revised

Mona O'Rourke

Form of Storage

Building Inventory Form

E S B O f f i c e s P i g e o n H o u s e R o a d



Inventory Number	234	Form Storage	School of Architecture UCD
Local Authority Designation	List 2	Related Forms	Q68
Building Number 1st	None	Building Number 2nd	None
Building Name	ESB Offices (former Pigeon House)	Post Code	4
Street Name	Pigeon House Road	Previous Address	None
Postal Address	ESB Offices Pigeon House Road Dublin 2		

Summary Description

Detached seven-bay three-storey over semi-basement Georgian hotel with full-height bows to either end of southeast elevation and breakfront end to north elevation.

ESB Pigeon House Road Dublin 4

Plan and Quadrant	Number on Plan	Sector and Block	Map Type	Map Sheet
DDS	234	N/A	OS 1/1000	3264.08/09/10

Period	A	Present Use Primary	Offices
Date	1793-95	Present Use Secondary	None
Type	Dwelling	Original Use Primary	Hotel
Condition	Good	Original Use Secondary	Residential
Importance	Architectural; Historical event	Rating	Local
		Number of Bays	Seven
		Number of Storeys	Three Over Basement

Composition

Detached seven-bay three-storey over semi-basement Georgian hotel with full-height bows to either end of southeast elevation and breakfront end to north elevation.

Roof

Pitched, hipped and slated roof with granite ashlar stacks having cornice bands; granite parapet wall

Walls

Granite ashlar façade with granite cornice and blocking course. West elevation is rendered at ground floor.

Openings: doors

Granite doorcase, to north elevation, of unfluted Doric engaged pilasters supporting entablature; arched door opening.

Openings: windows

Granite lintels and cills to timber 6/6 and 3/3-pane sash windows. Round-headed niche to ground floor of south elevation contains three windows.

Interior

Not inspected.

Site

Part of later complex of buildings.

Other

N/A

Observations

None

Date of Inspection 2 September 1996

Name of Recorder Jacqui Donnelly

Checked by Mona O'Rourke

Photographic File 61181652/2873/75
61181652/2873/76

No. Exterior Photos 2

Photographer(s) Gerry Hayden

Date(s) Photographed August 1996

Photographic storage Photo CD 61181652/2873 School of Architecture UCD

Sources of Information Please cross-refer to related street inventory where background material relating to the building and its context is located and where the specific building references are collated.

Date of Entry 10/10/96

EXTRACT FROM
"THE LIFFEY IN DUBLIN"

BY

JW DECOURCY
ASSOCIATE PROFESSOR EMEITUS OF
CIVIL ENGINEERING

AT UCD,

INCLUDING DESCRIPTION OF
PIGEON HOUSE HOTEL

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The
Liffey
in
Dublin

J.W. DE COURCY

Gill & Macmillan

In 1618 the government purchased the house with some 400 acres of land for use as a viceregal residence, and already in 1623 James I was referring to it as 'his majesty's park which is to be enclosed near Dublin for the breeding of deer and maintenance of game'. Additional lands were, however, considered necessary to support the splendour of a viceregal demesne and deer park. So, during the next 40 years, further areas were purchased to establish a greater park that would include also land south of the Liffey. Between 1660 and 1670, possibly on the instructions of the duke of Ormonde, then lord lieutenant, the enlarged park was enclosed with a high stone wall, badly built under the direction of the architect William Dodson (d. 1671) and requiring extensive early reconstruction. In 1838 D'Alton would report that the Phoenix Park wall was then about 7 miles in length, surrounding a park about 1,760 acres (712 ha) in area.

In 1680 part of the park south of the Liffey was included in the site of the new Royal Hospital, and the remainder was detached from the park, which thenceforward was confined to the north of the river. This area was known at the time as 'the Phoenix' and was described by Phillips in 1685 as 'Parke'. By 1682 the 'Parke Gate' existed, and Brooking (1728) suggests that it was located in the position it now occupies at the east end of Conyngham Road.

The names Phoenix Park and Deer Park were both used. Francis Place's drawing of 1698/9 is entitled 'Dublin from Phoenix Park', and Rocque uses this name in 1756. The City Assembly records, however, continue to speak of the Deer Park up to 1767; and in 1732 a contemporary account noted that 'the Deer-Park is much larger than Hide-Park, is walled in with stone wherein is a Ring as in Hide-Park, where the Nobility in their coaches resort to as the Quality do in London'.

In 1745 or 1746 Philip Stanhope (1694–1773), fourth earl of Chesterfield, then lord lieutenant, opened most of the park for public recreation, erecting at his own expense a column surmounted by a phoenix and carrying an inscription that he had 'ordered this wild and uncultivated land to be ornamented for the pleasure of the citizens'.

Many views have been drawn of the Liffey at Islandbridge and eastward into the city as seen from the heights of Phoenix Park near the site of Fisher's house, later the Magazine Fort.

Artists include:

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Brocas, J.H. (NLI, 1961 Tx [1])	Brocas, S.F. (NLI, 388 TC)
Campbell, C.M. (NLI, 1968 Tx [1])	Connor, M. (NLI, 390 TB)
La Porte, J. (NLI, 966 TC)	Malton, J. (bib. ref. 76)
O'Connor, J. (NLI, 391 TC)	Petrie, G. (NLI, 389 TA)
Place, F. (NGI, 7516)	Ricciardelli, G. (Proby Collection)
Tudor, J. (NLI, 377 TB)	

[4, 29, 49, 65, 66, 69, 76, 103, 160, *CARD*, IV, V, VII, XI, maps (Phillips 1685, Brooking 1728, Rocque 1756)]

PIGEON (PIDGEON), JOHN

See PIGEONHOUSE: A PRECINCT.

PIGEONHOUSE: A PRECINCT



The causeway from Ringsend (W. Sadler)

The Revenue map of 1694 and Bowen's map of 1728 describe an area of the South Bull at the edge of the 'south channel' of the Liffey as the Green Patch. It was a small isolated area that remained dry at high tide. Its precise size and location are uncertain, and severe storms probably changed its

outlines from time to time. Located close to the Salmon Pool and Poolbeg, it was an early staging-place for ships unloading to lighters in the estuary, and it was clearly a significant feature in the estuary when the Ballast Office initiated the South Wall project in 1715.

'The Piles' reached their westernmost point on the Green Patch in 1731, and it was appropriate that they should be met there by the Ballast Office Wall (1748–59), which both completed the channel protection and, with its roadway, linked Ringsend to the Green Patch. In 1766 the Ballast Office committee 'ordered two new wharfs to be built at the end of the new wall near the blockhouse, one at each side, for the more convenient landing any goods that may be necessary'.

The date of the blockhouse is not given in the reports of the Ballast Office, but this structure (see illustration on p. 301 for its location), in whatever form it took, appears to have been the first building erected in what will be called in this book the Pigeonhouse precinct. The blockhouse was used for the storage of tools and materials and as a repository for jetsam and flotsam claimed by the Corporation. It is said to have been built in 1760 and John Pigeon became its resident supervisor or caretaker in 1761. His name was quickly attached to the building for, in their map of 1765, Scalé and Richards name it as Pidgeon House. At that time, the Salmon Pool, or part of it known as the Pigeonhouse Hole, was used as a mooring-place for cross-channel boats, some of whose passengers were then landed by wherry on the Green Patch for journey onward by road. The Green Patch was also a place of excursion for Dubliners who wished to view the South Wall works at close hand. John Pigeon, aided by his wife and daughters, all of whom it seems were able to live in the blockhouse, established a resting-place with refreshments and a boat service for both sets of visitors, and he would continue to provide this amenity until his death in 1786.

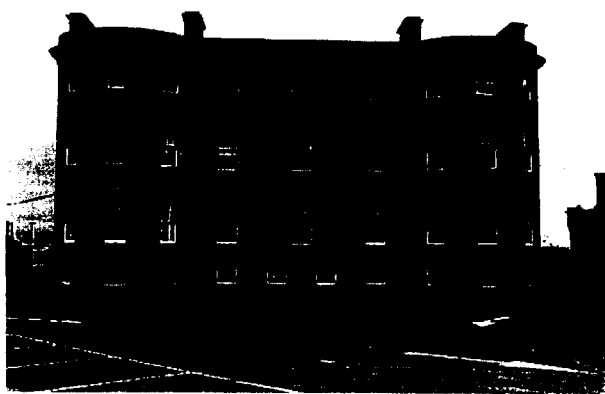
Mackenzie's chart, drawn in 1775, shows three buildings on the Green Patch at that time. These are probably the blockhouse, the Revenue Barracks, about which little is recorded (one

presumes it was basically a customs and excise post), and what appears to be a storehouse. It also suggests that a wall had been built to protect the south shore of the Green Patch against wave action. In a puzzling detail, Mackenzie also shows a harbour, opening to the Liffey channel, which had not then been built. Perhaps it was under discussion at the time.

A new period began for the Pigeonhouse precinct with the establishment of the Ballast Board in 1786. New 'blockhouse' accommodation was developed in 1787. It was now an eight-roomed lofted building, containing two rooms for the new supervisor, Francis Tunstall, two rooms for the contractors working in the precinct and on the South Wall, and two rooms for Patrick O'Brien and his wife, housekeepers, who were permitted to continue the Pigeonhouse tradition of refreshments for visitors. In 1791 a harbour to be called Pigeonhouse Harbour or Dock was planned. The existing South Wall formed its southern and eastern quays, and new walls were built in the channel of the Liffey to form the north and west sides of the basin. It came into service in 1793 and made it possible for passengers to disembark directly onto a quay. It must be said that it was never an efficient harbour, as it could dry out completely at low tide and was shown for instance on Frazer's survey of 1838/42 as dry and standing wholly on dry ground at low tide.

With the increase in cross-channel passenger traffic, it was considered that more elaborate accommodation should be provided for travellers. This led to the construction in c. 1793 of what was called the Pigeonhouse Hotel, an imposing cut-stone building in formal style, with Mrs Tunstall as manageress. It was ornately finished, according to contemporary records, with 2 chimney-pieces of mountain stone, 14 of black stone, 9 of Kilkenny marble, and with a large 'Tuscan frontispiece', cornices, moulded architraves and piers, and an arch over the front door. At this stage the same records were speaking of 'the Town of Pigeon House'.

In 1798 the rebellion of the United Irishmen led the government to ask the Ballast Board for the



Pigeonhouse Hotel

use of the Pigeonhouse precinct as a temporary military strong point. This began a military occupation of the precinct that would last until 1897. In 1800 Bligh noted on his map the existence of the Revenue Barracks and the 'Hotel Barracks', with a larger structure between them, along with a number of small buildings west of the hotel. He also showed that defensive gateways had been erected on the South Wall at both ends of the precinct, one guarding the approach from Ringsend, and the other preventing access along the South Wall from the east. The blockhouse of 1787 had apparently been demolished. According to a map prepared in 1813 by the army, and reading this in conjunction with a layout of the precinct prepared in 1861 (see illustration on p. 301), the buildings shown by Bligh included soldiers' quarters, stores, a magazine, and tanks for fresh water (piped water would not be made available by the city for another 30 years or more), and both gateways were protected with trenches cut in the paved surfaces and crossed by windlass-operated drawbridges.

During the early years of the 19th century the harbour continued to be used for the cross-channel packet-boats carrying mail and passengers. It was from this harbour that the *Prince of Wales* and the *Rochdale* sailed in November 1807 on the ill-fated voyage that was to end with shipwreck and many drownings on the South Bull between Blackrock and Sandymount some 36 hours later.

Between 1803, when the Pigeonhouse Fort was one of the barracks chosen for attack by Robert

Emmet, and 1813, the army built an armoury and a guardhouse commanding the road from Ringsend, and installed 24-pounder guns trained on the South Bull sands and the mouth of the river. In 1814 the government, citing the Defence Act and brushing aside Lord Fitzwilliam's claim that all the new land in the precinct and on the South Bull was his property, formalised its occupation of the precinct by buying it from the Ballast Board for approximately £100,000. Its purchase included the hotel and the harbour, together with a 180-metre length of the road towards Ringsend, a similar length of the South Wall east of the precinct, and a 120-metre-wide belt of sand on the South Bull strand south and east of the built precinct.

Although Haliday, who was a member of the Ballast Board in 1848, records that the hotel was still available until that year for dinner 'for good fellows', the hotel was in 1814 being used as officers' quarters, and a plan of the Pigeonhouse Fort as it then became known, showed that by 1861 the Revenue Barracks, portrayed by Sadler as a substantial two-storey cut-stone building, had become the fort hospital. The everyday pursuits of the garrison had been catered for by the building of a handball alley, which can still be seen, a canteen which was the soldiers' eating and drinking area, and a prison. At that time the harbour, although out of use for the mails from 1813 onwards when Howth began to replace it, was still protected by a boom and presumably still used for military transport. The full complement of the fort in 1862 was 13 officers, 242 non-commissioned officers and men, and 12 horses. It is said, however, that the Pigeonhouse Fort troops were never called into active service except to menace with their guns those gathering for the monster Repeal of the Union meeting called by Daniel O'Connell across the river in Clontarf in October 1843. As a result the perceived need for the fort diminished during the century, until in 1897 it was vacated as a military post, and the precinct was sold to Dublin Corporation for £65,000, with the army retaining in perpetuity a right of way through it for its troops.

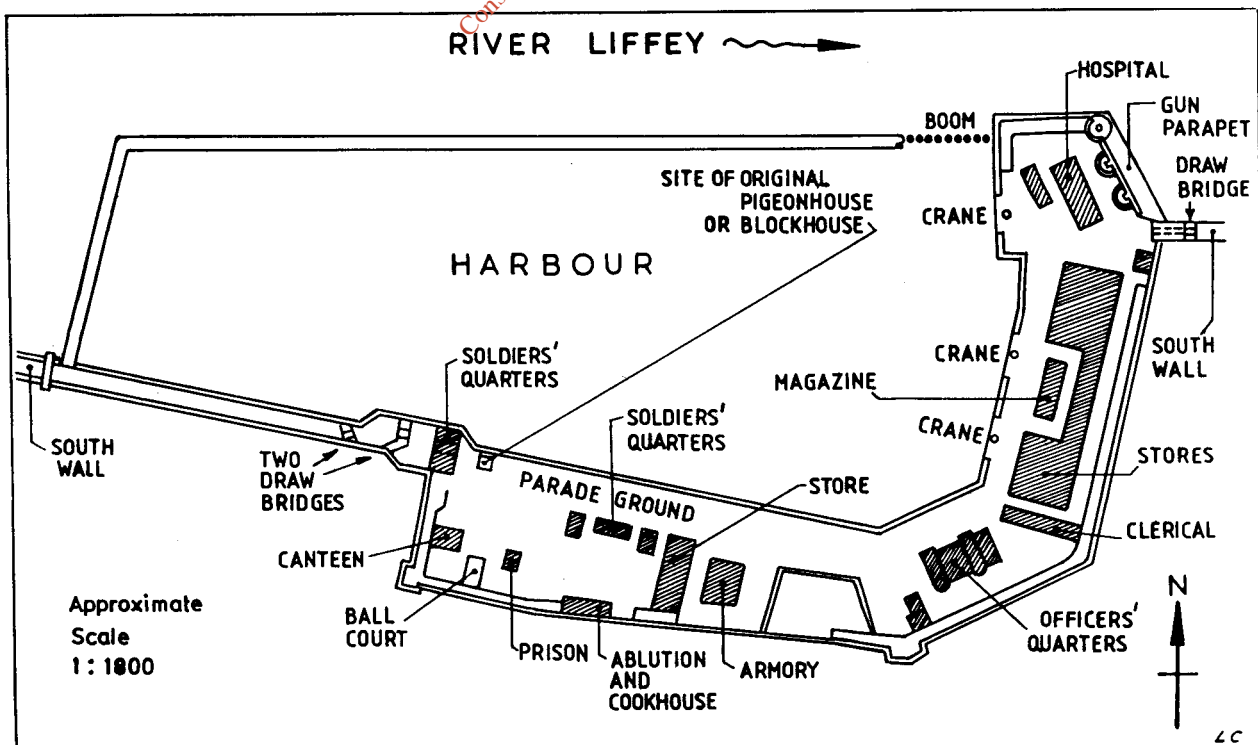
The Pigeonhouse precinct now entered its third

phase, this time as an area of service for the city of Dublin. Some years earlier, in 1878–81, the commissioners for the Rathmines and Pembroke townships had completed a comprehensive drainage project, in which the sewage of their area was pumped through a station at Londonbridge Road to discharge into the Liffey estuary through a penstock house still to be seen on the South Wall at the White Bank near Costello's, east of the Pigeonhouse Fort. The pipeline, 1.8 m in diameter, traversed the precinct, running beside the South Wall to the penstock house. This large main outfall sewer is of interest in that it remained in service for over 100 years, bypassing the Corporation works of 1896–1906 described below, and discharging sewage into the Liffey untreated except for the removal of sand and grit, which might otherwise have interfered with the channel of the river.

The purchase of the precinct in 1897 coincided with a long-delayed decision to develop a metropolitan sewerage system for a large area of the city. As part of this scheme, commenced in 1896 and opened with great splendour in 1906, sewage was treated in a battery of sludge beds which occupied about 90 per cent of the Pigeonhouse harbour. The effluent from this

treatment was discharged to the river, and the settled solids were taken in a specially designed sludge boat for disposal at sea beyond the Baily lighthouse. A small area of the harbour at its east end was retained as a quay for berthing and loading the sludge boat.

Early in the 20th century the Corporation, which at the time controlled its own supply of electricity, found that its generating station at Fleet Street in the city was inadequate for the rapidly increasing demand for energy. In 1902 the foundation-stone for a new generating station in the Pigeonhouse precinct was laid by the lord mayor, Timothy Harrington, MP, and this began a history of electricity supply from the precinct that continues to this day. The first Pigeonhouse generating station, which met a demand of about 5,000 kilowatts, would remain in operation until 1971, being taken over by the Electricity Supply Board, established in 1927, and being developed in capacity over the decades up to about 95,000 kilowatts. In 1971 the coal-fired Pigeonhouse station was replaced by the Poolbeg station, using either oil or natural gas as fuel. It now has a capacity of 660 megawatts, which may be further increased.



Pigeonhouse Fort, 1861

During the second half of the century the area south of the precinct was used for controlled refuse disposal, and a substantial hillock enlarging the Green Patch was formed on the edge of the South Bull, or, as it might now be called, Sandymount Strand. Inside this raised area, which now contains also Irishtown Conservation Park, the Corporation built a new sewage treatment plant, and brought it into service in 1985. This plant provides three-stage treatment for most of the sewage of Dublin south of the river, now including the former Rathmines and Pembroke townships. It discharges its residual effluent into the Liffey east of the electricity generating station, and dumps the consolidated sludge by boat north of a line extending due east from the Baily lighthouse. A jetty in the channel of the Liffey near the mouth of Pigeonhouse Harbour now allows the sludge boat to operate independently of the tide, and the sludge beds of the earlier plant are used today only to deal with storm overflows.

The Pigeonhouse precinct has continued to expand during the second half of the century. The Port and Docks Board has built three new quays along the Liffey west of the Poolbeg station. These are the South Quay, which is designed to handle container traffic, the South Bank Quay for roll-on/roll-off traffic, and the Coal Quay as the centre for coal importation. The Ringsend electricity generating station, with its coal conveyor gantry spanning over Pigeonhouse Road, lies at the western boundary of the precinct, and the oil storage tank farm attached to the Poolbeg generating station extends the original Green Patch eastwards to meet the remnant of the Shelly Banks strand that still separates it from the White Bank.

[6, 60, 87 (vols. 2, 3), 90, 129, 134, 154, 155, *CARD*, XI, *DHR* (Kelly, O'Donnell), *Engineers Journal*, vol. 41, no. 9 (de Courcy), maps (Revenue 1694, Bowen 1728, Scalé and Richards 1765, Mackenzie 1776, Bligh 1800/3, Frazer 1838/42, Dublin Port 1987)]

PIGEONHOUSE, REVENUE BARRACKS AT

See PIGEONHOUSE: A PRECINCT.

PIGEONHOUSE, TUNSTALL'S HOUSE AND OFFICE AT

See PIGEONHOUSE: A PRECINCT.

PIGEONHOUSE BARRACKS

See PIGEONHOUSE: A PRECINCT.

PIGEONHOUSE DOCK

See PIGEONHOUSE: A PRECINCT.

PIGEONHOUSE FORT

See PIGEONHOUSE: A PRECINCT.

PIGEONHOUSE GENERATING STATION

See PIGEONHOUSE: A PRECINCT.

PIGEONHOUSE HARBOUR

See PIGEONHOUSE: A PRECINCT.

PIGEONHOUSE HOLE

See POOLBEG.

PIGEONHOUSE HOTEL

See PIGEONHOUSE: A PRECINCT.

PIGEONHOUSE ROAD

See PIGEONHOUSE: A PRECINCT.

PIGEONHOUSE SEWAGE TREATMENT WORKS

See PIGEONHOUSE: A PRECINCT.

PILES, THE

See THE SOUTH WALL.

PILING ENGINE

See THE SOUTH WALL.

PILL, THE

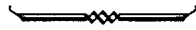
The Pill, known in Dublin as 'the Pill beyond the water', was an area with imprecise boundaries,

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Electricity Supply in Ireland



The History of the ESB

MAURICE MANNING AND
MOORE McDOWELL

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GILL AND MACMILLAN

For many years Municipal Bodies have had brought before them in a forcible manner the error that was originally committed in entrusting the supply of water and gas for their citizens to private companies. These powers, taking the form of unending monopolies for the companies to whom they were granted, the rate-payers have had to pay such prices for the supply as yield large profits to the companies, who, being free from competition, are not always so willing to study the interests of the consumer as would be the case if competition existed, or if the supply was vested in the hands of the citizens themselves.²⁰

The Corporation declared that while it had been well aware of the importance of having the electric light undertaking under its own guidance, it waited until such time as sufficient progress had been made in the development of the various systems to enable it to undertake the supply of electricity without loss to the rate-payers. It felt encouraged to take this step by what it regarded as the excellent financial results to itself and to the citizens that came from the construction of the Vartry Water Works which, according to the Corporation, gave Dublin 'one of the purest and best supplies of water in the Kingdom'. At first the Corporation had intended to use the water power on the property of the Corporation at Islandbridge from the falls on the Liffey to generate their electricity and this electricity would then be used for the lighting of the public streets. Initially it was felt that this water power would be sufficient, but after examination it was decided that in fact it would not. A change of plan then took place and it was decided that a more central station within easy reach of coal supply would be better. At this stage the committee decided that nothing hasty should be done and, in their own words, were 'determined to make themselves acquainted with all the most recent advances in the applications of electric lighting, with the various systems in use for the distribution of electricity.'

To do this properly the committee

... on *two occasions*, made a round of all the central electric lighting stations in the Kingdom owned both by municipalities and private companies, and arrived at the conclusion that an alternating current distributed at high tension, and transformed at convenient positions into a suitably low tensioned current for the consumers' houses was the system best adapted to the demand likely to be met with in Dublin.²¹

In 1890 the exertions of the committee came to fruition when plans and specifications were prepared for the first installation at Fleet Street. In March 1891 work on construction commenced and in September 1892 the station and system of street mains was completed and handed over to the Corporation. Public supply commenced at once.

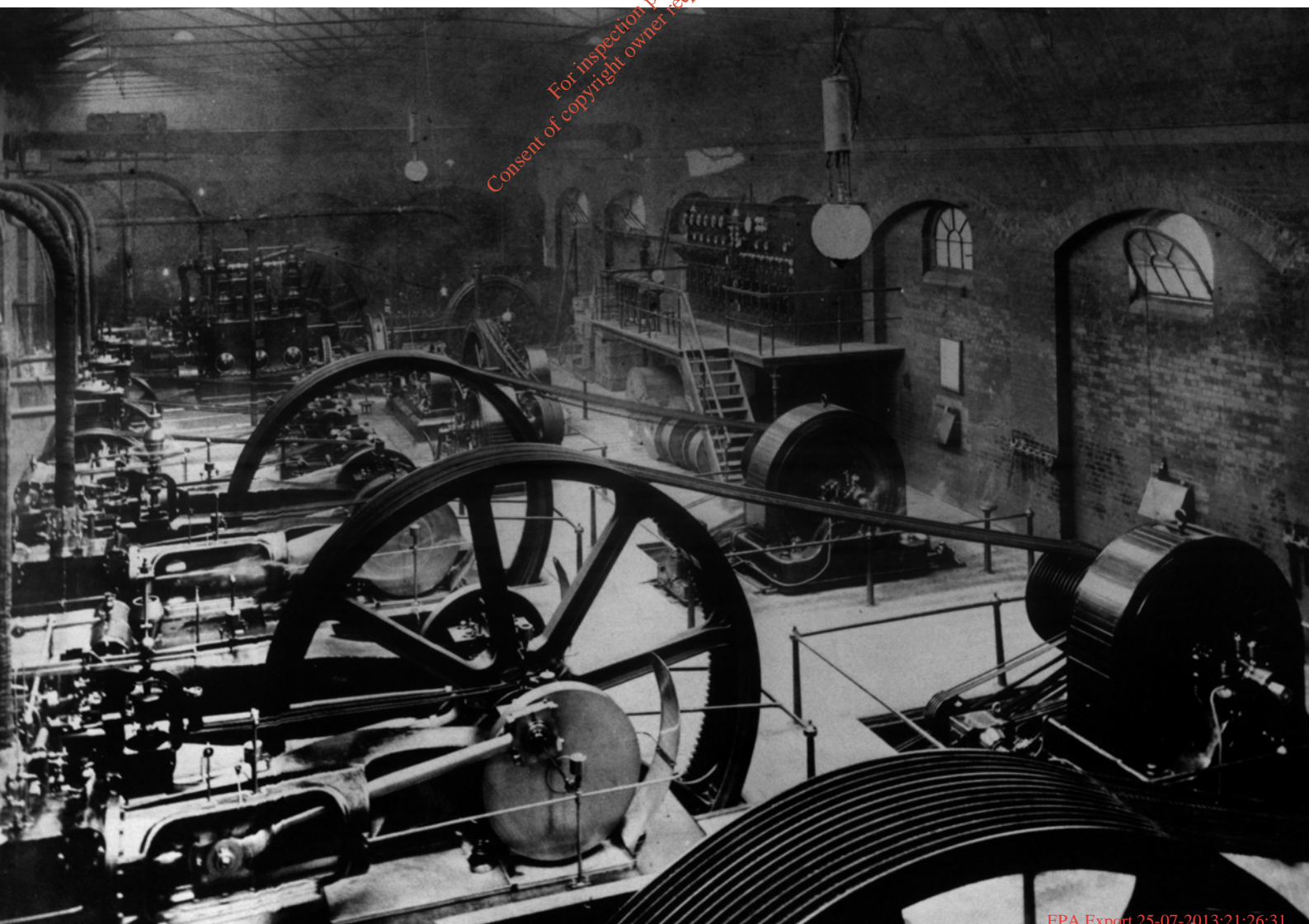
The initial reaction to the new scheme was reasonably enthusiastic. Applications came in in considerable numbers so that in early 1893 extension of the street mains had to start and further extensions followed in the winter of 1894. By 1897 the undertaking was beginning to show financial progress. In that year, after paying back the usual annual instalment of principal and loans amounting to £2,400 and the interest on the outstanding balance of loans amounting to £1,600, there remained a net surplus of £950. The undertaking had now reached the stage where it had become a source of revenue for the Corporation.²²

It was at this stage that the undertaking met with a severe technical setback when the

cable network supplying the consumers failed. The rubber insulation on the cables had begun to decay and it was found necessary to replace the whole of the mains by a different class of cable. Some advantage was salvaged, as the occasion was availed of to bring about some technical improvements, including the abandoning of individual transformers, distributing instead from central substations and using new bitumen concentric cables. Overall, however, the failure of the cables proved something of an embarrassment for the electricity undertaking. After only five years in existence it was being forced to undertake major structural alterations and this, combined with the fairly frequent cable failures which preceded the breakdown, created a lack of confidence among consumers, some of whom began to install plants of their own or were falling back on the old reliable, gas. Consumption decreased in 1898 by 43,000 units and, more importantly, there was a net revenue loss of £362 that year. The new mains were only completed by the end of 1899 so that total consumption showed only a small increase that year. However, as soon as the new mains came into operation there was a perceptible increase in the number of new consumers.^{2 3}

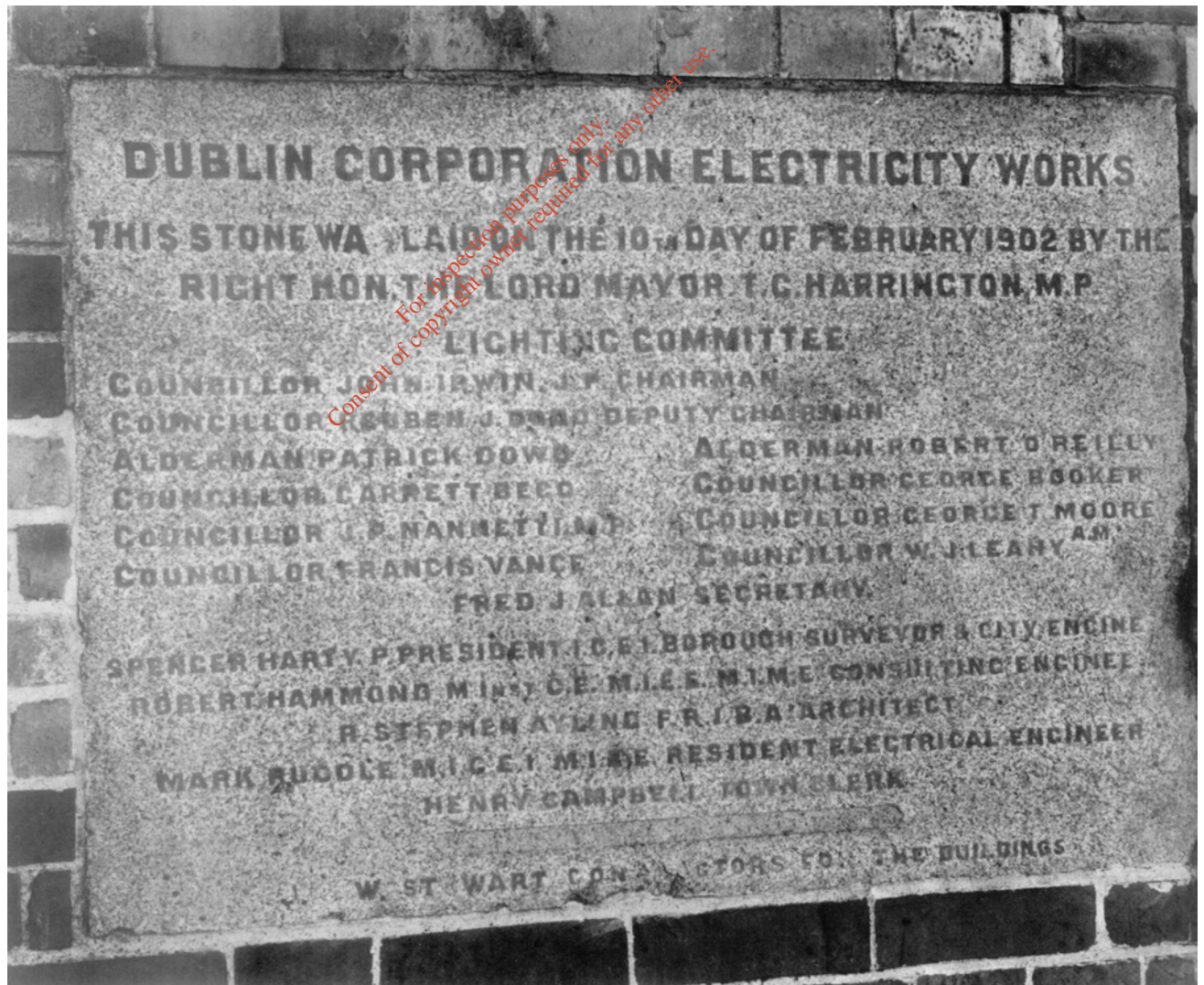
The question of municipal boundaries was soon to create problems in Ireland as it had in England. The actual jurisdiction of Dublin Corporation did not at this stage cover the entire city area. The municipal rivalry which was such a part of British life was to be found also in Dublin where a series of townships exercising independent functions existed side by side. Two of the most important of these were Rathmines and Pembroke and they soon began to develop their own schemes for electricity. Reason might have

Dublin City power station at Fleet Street, about 1900.



suggested that some attempt would be made to co-ordinate these new schemes with the one already being run by the Corporation. As matters developed it appeared as if the two townships almost deliberately sought to make themselves as different as possible from the existing scheme. For a start, the city scheme used alternating current, but the townships adopted direct current. This meant that in spite of the proximity of the townships to the city, standardization was ruled out: different voltage prevented the use of standard lamps and standard motors. It seems clear that the difference in design was to some extent influenced by local politics.²⁴ Rathmines and Pembroke felt threatened by their bigger neighbour and were anxious to preserve their independence and maintain their network independent of the city. The more they differed from the city, the longer they would continue to exist as separate entities, certainly for distribution if not necessarily for generation. Thus electricity became a pawn in the game of local politics, a further guarantee for the smaller unit against eventual absorption by the bigger neighbour, a guarantee of continuing local distinctiveness and, most of all, a guarantee against any

Foundation stone, laid on 10 February 1902, for Dublin Corporation's Electricity Works at Pigeon House.



form of overall co-operation, co-ordination or uniformity. And so the switch-in at Rathmines was made by the Lord Lieutenant on 31 August 1900. The capital expenditure had been £71,000.²⁵

In spite of local difficulties, Dublin continued to grow. In 1904 it had six hundred and fifty consumers, with a revenue of £27,000, and its operation covered one and a half square miles. With growing demand, Fleet Street was proving to be inadequate. More than that, a number of private concerns, both in Ireland and in Britain, were attempting to buy out or take over the Corporation's electricity interest. These included the Municipal Industries Syndicate of London which proposed to spend £380,000 on electrical installations for Dublin in 1898 and the Dublin United Tramways Company which wanted a permanent arrangement with the Corporation and renewed their offer on a number of occasions in 1900. The Corporation turned down both these and other such offers and instead went ahead with plans for expansion which included the closing down of the Fleet Street plant and the building of a new generating station.²⁶

The direction of this expansion was placed under the control of the city engineer, Mr Hammond. The site chosen by him for the new plant was surprising and led to considerable local controversy. This was Pigeon House, the site of the old packet station between Ireland and Britain. It is not possible to be certain why the site was chosen but it seems that political factors determined the choice. The government had little use for Pigeon House and may well have been happy to offload it on the Corporation for this new enterprise. Whatever the reason, the decision was not a popular one. The Master Electrical Contractors of Dublin protested about the site, arguing that it was too far away from the load centre and that it had bad foundations. They wanted the new plant located at Sir John Rogerson's Quay.²⁷

A special report into the workings of the electricity supply in Dublin was commissioned. Published in 1913, it also criticised the site, claiming that its choice had been 'a mistake of great magnitude' and that it led to higher charges, duplication of staff and centres of control. This report also found fault with the type of plant used. The Local Government Board too was opposed to the Pigeon House site, arguing against the distance of transmission cables from the load centres and the amount of unremunerative cable buried in the ground, the layout of the boiler-house and the price at which the electricity was being sold.²⁸

However, the work went ahead. Generation was to be three-phase, 50 cycle, 5,000 volts, transmitted at this pressure by three-phase underground cables of 0.15 sq. in. section to Fleet Street. From this distribution centre nineteen substations were to be fed in different parts of the city. The four-wire network was a radically new step, and Dublin was one of the first cities in the world to adopt this type of supply. It was questioned at the time by a number of engineers who doubted its feasibility and reliability.

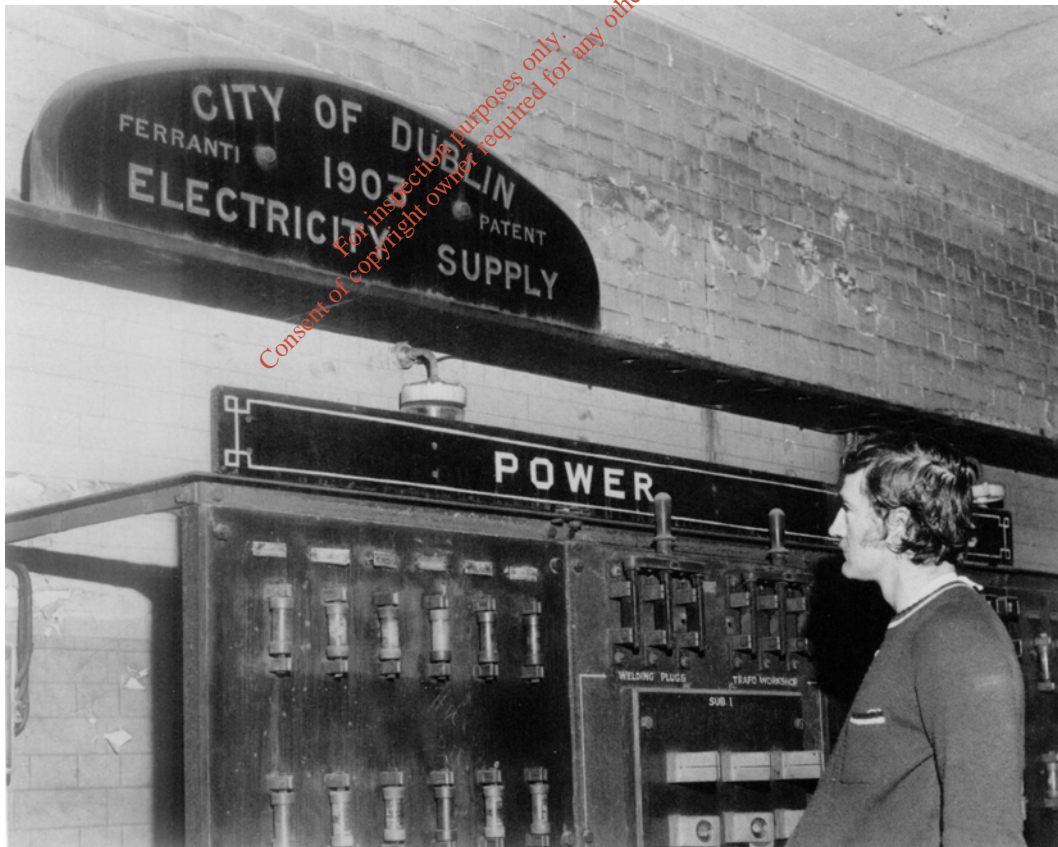
The new generating station at Pigeon House began supplying the new system of mains in July 1903 and the generating plant at Fleet Street was finally shut down in September 1903, when the entire supply to both old and new mains was transferred to Pigeon House.²⁹

In retrospect, the Pigeon House site may not have been all that bad a choice. Because it was situated so far from the load centre, high tension transmission became essential and this necessity forced the engineers to fight for the three-phase, four-wire system of distribution, something which was strenuously opposed at the time before the Local

Government Board and in the House of Commons. Before the plan was sanctioned, the engineers had to visit Strasbourg, Mannheim and other German cities to see the scheme in operation. The Pigeon House site prevented later headaches by forcing the adoption of this distribution system, which was to become the standard system throughout most of the world. In addition, the fact that Pigeon House was not in a built-up area made expansion and later developments there possible when the need arose, something which might not have been the case had the Sir John Rogerson's Quay site been chosen.³⁰ Once the work was completed the Corporation went ahead with what was for the time an aggressive approach to the sale of electricity. This included using advertising and canvassers in search of new consumers. Efforts were to some extent rewarded with the abandoning of a number of private plants in favour of linking up to the city one and with a number of new consumers signing on.

At this time also, other developments took place which were to have considerable significance later on. In 1908 a company was formed with the intention of using Ireland's turf resources as a source of electricity supply. This was the Dublin & Central Ireland Power Company which hoped to use peat from the Robertstown district of the Bog of

Some of the original equipment at the Pigeon House plant, Dublin.



Allen to generate electricity, which would be supplied to the surrounding areas, as far as the Shannon in the west and Howth in the east, by means of overhead high-pressure electric mains. To go ahead with this it was necessary to promote a bill in the House of Commons. This bill was strongly opposed at the committee stage by the representatives of Dublin Corporation who feared competition in the Dublin area; these fears were based in part upon the fact that the company had already begun negotiations for supply to a number of Dublin companies. The Corporation got its way on this point, with a clause being inserted preventing the company from operating in Dublin. However, the Corporation need not have become quite so agitated for nothing further was ever heard of this project, or indeed of the company.³¹

The effect of the First World War on the Irish electricity industry was to arrest its growth to some extent. High prices and shortages of materials halted expansion; services to new consumers were stopped altogether. In addition, it was not possible to raise further loans. There were other factors too which depressed demand, including the stringent economies forced on consumers, the economy campaign preached during the coal shortage and the 1913 law enforcing early closing of shops. Since most electricity was used for lighting, this law had an adverse effect on supply which was further exacerbated by the introduction of daylight saving time during the war.

Overall, however, the experiences of the war were to focus attention on the possibilities of electricity. The shortages caused by the war gave a boost to those who sought alternative sources of power. The coal shortage led to the setting up in 1918 of a government committee on natural resources for the entire United Kingdom with a sub-committee for Ireland. The chairman of the Irish committee was Sir John Purser Griffith,³² a distinguished engineer who had long attacked the failure of the administration and of Irish industrialists to use Ireland's resources properly. This committee's report was published in May 1921.³³ About the same time, another commission was looking into Ireland's natural resources—the Commission of Enquiry into the Resources and Industries of Ireland. This commission had been set up by the Sinn Féin government under the chairmanship of Hugh Ryan and reported in January 1922. It too included a 'Report on Water Power'.³⁴ Both of these reports came to broadly similar conclusions, in favour of greater use of the country's water resources for the generation of electricity. Sir John Purser Griffith argued that this was logical since peat and coal were vanishing commodities while water supply was perennial. His report mentioned in particular the possibilities of the Rivers Shannon, Erne, Bann and Liffey and placed particular emphasis on the possibility of harnessing the Liffey, mainly for the reason that it was close to the greatest centre of demand, Dublin. The Ryan report, which was independent of the Griffith one, concurred broadly with these findings. There had, of course, been earlier enquiries into the natural resources of Ireland but these particular ones carried much more weight, coming as they did on the eve of independence and so soon after the shortages caused by the First World War.

Sir John Purser Griffith quickly established himself as the great advocate of Liffey development, seeing it as the ideal way to meet the demands for cheap power and lighting and he himself began to produce a stream of pamphlets, newspaper articles and speeches urging that the Liffey should be harnessed for the supply of hydroelectric power to Dublin and its environs.

To further the cause of the Liffey, a private company, the Anna Liffey Power

EXTRACT FROM
"ENCYCLOPAEDIA OF DUBLIN"
BY
DOUGLAS BENNETT

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(1829–82), while walking in the Phoenix Park were murdered outside the Viceregal Lodge by a Fenian splinter group, the Invincibles, using surgical knives. James Carey (1845–83) a Dublin bricklayer and member of the group turned informer resulting in the execution of five associates, Joseph Brady, Timothy Kelly, Thomas Caffrey, Michael Fagan and Daniel Curley. Others were sentenced to penal servitude; these included James Fitzharris known as Skin the Goat, who drove the party to the Park. James Carey was murdered in 1883 aboard the *Melrose Castle* off Capetown, by Patrick O'Donnell, one of the Invincibles.

Pigeon House Road

From York Road, Ringsend, to the South Wall.

John Pigeon was a workman and caretaker employed during the building of the South Wall. His house was a large wooden structure built at this time for storing wreck and builders materials. A seven-bay three-storey hotel designed by Robert Pool was erected between 1793–95 for persons crossing to or

from England. John Pigeon had several pleasure boats that took trippers around the bay from the hotel. The hotel became a barracks in 1798 and a fort from 1814–97. During the height of the tuberculosis epidemic of the 1940s and 50s a former cholera isolation hospital on Pigeon House Road was used for terminal TB cases. A large generating station commenced in 1902 dominates the area.

See Poolbeg Street and Quays.

Pill Lane (now Chancery Street)

From Arran Street East to Church Street.

Name possibly comes from a creek or pool.

In an estuary at the confluence of the Liffey and the Bradogue river which flows along East Arran Street and into the Liffey at Ormond Quay, the Abbey of St Mary had a pier for the use of its fleet which traded with England and France. Chancery Street as the lane is now called, stands on the site of the estuary. The old name of the street was Pill Lane. In 1641 Charles I granted to the city by Charter the ground called the Pill. The present street runs at the back of the Four Courts. Nos. 28–60 include the Bridewell

Pigeon House Hotel. Designed by Robert Pool and erected 1793–95.



"THE MOVE TO THE PIGEON HOUSE"

EARLY E.S.B. DOCUMENT

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OF

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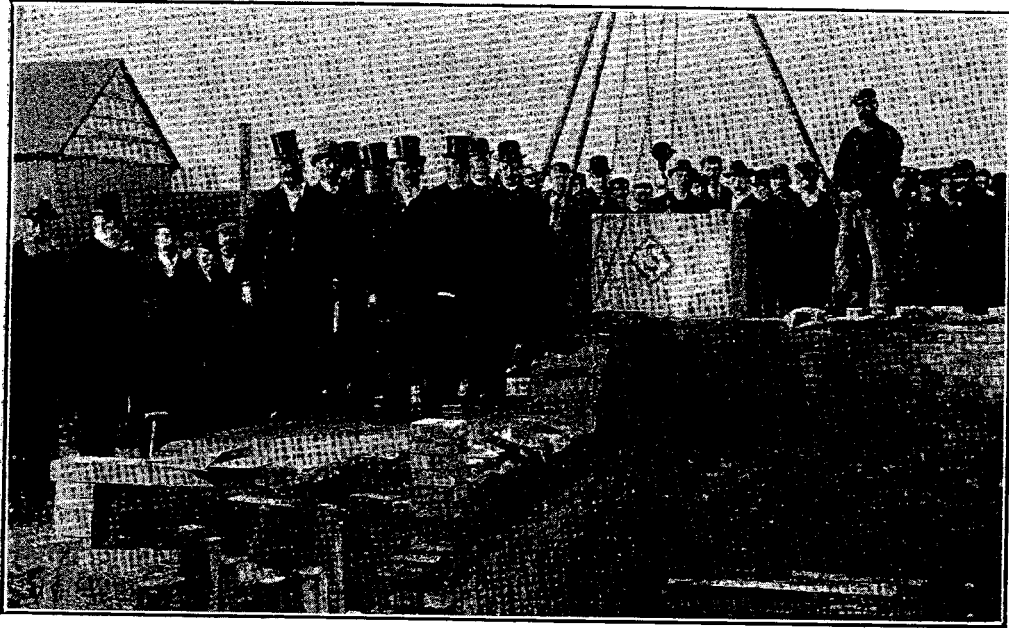
The MOVE TO PIGEON HOUSE



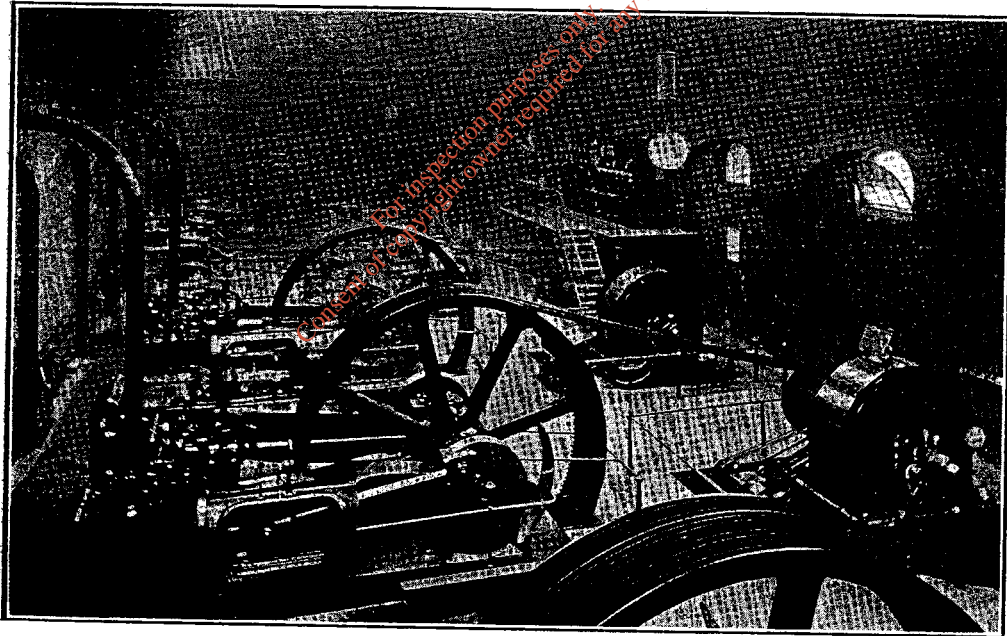
WHEN the Fleet Street works became unequal to the task of supplying the demand, it became necessary to seek a new site for a works, and the present Pigeon House was selected. The old Pigeon House Fort had been acquired from the War Office for the purpose of the new Main Drainage Works, and it was found much more effective for the uses of peace than it ever had been for the purposes of war. Pigeon House has old historic associations. It was at one time a port of departure for the old cross-Channel boats, and some of the buildings provided for the accommodation of travellers still remain, although most of the old landmarks have disappeared. Comparatively few of Dublin's citizens have ever seen Pigeon House except from some distant point on the coast, but the place is well worth a visit, quite apart from its association with two of the greatest of the municipality's enterprises.

When the new system of supply was being planned, strenuous opposition was offered to the Corporation's proposals. Efforts were made by enterprising capitalists to take the business of electricity supply out of the hands of the Corporation, but those endeavours were successfully resisted by the municipal representatives. The system of distribution designed by the Corporation adviser, Mr. Robert Hammond, was very strongly attacked by technical experts; and even impartial Continental engineers, who had themselves been the pioneers of three phase generation and transmission, were frankly doubtful as to the soundness of Mr. Hammond's proposals. But time and experience fully justified the wisdom and foresight which designed Dublin's distribution system, which became the model and the standard for the electrical world.

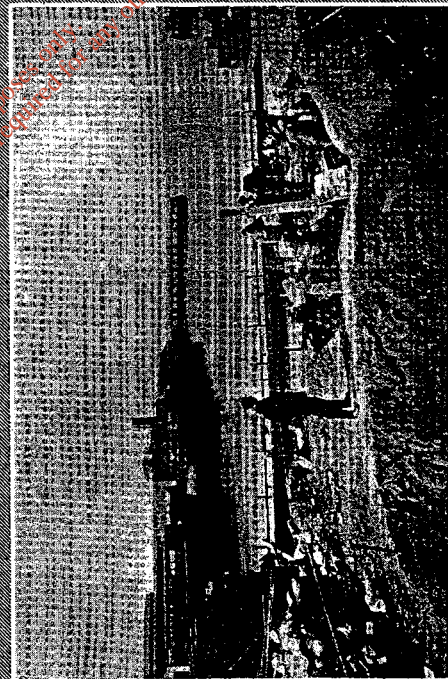
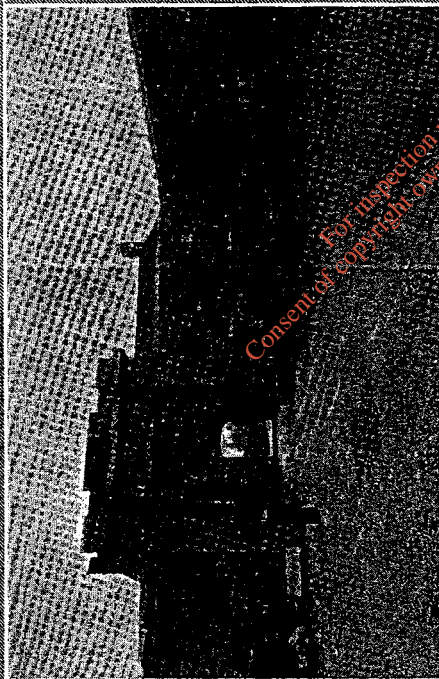
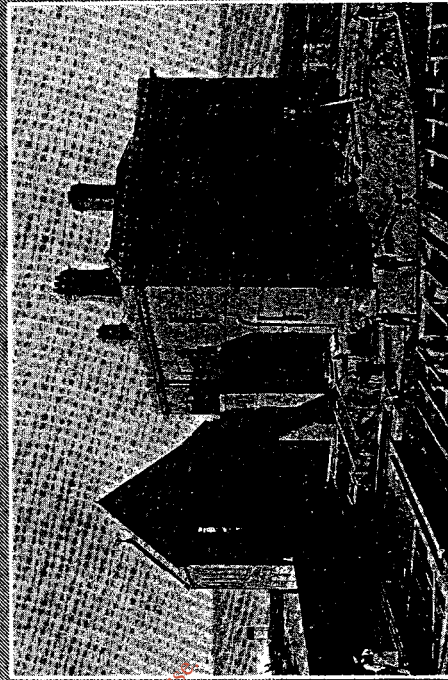
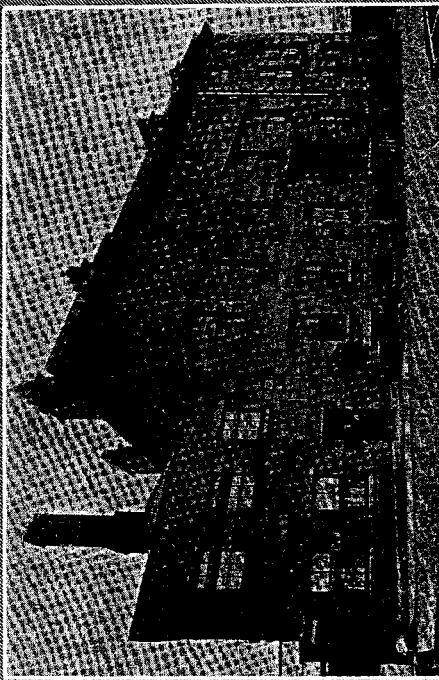
Pigeon House works at its inception was as up-to-date as any existing electricity works. It was well placed for the purpose of obtaining cheap coal and an ample supply of condensing water. It still remains a modern generating station, although use has not been made of the high steam pressure and temperature which are common in works designed in recent years. Up-to-date steam turbines and boilers are installed and all the modern mechanical devices for handling coal and ashes. A total shift staff of eight men suffices to operate the plant of twenty thousand horse-power, burning 200 tons of coal in the 24 hours of a winter day.



LORD MAYOR HARRINGTON LAYING THE FOUNDATION STONE OF PIGEON HOUSE WORKS, 10TH FEBRUARY, 1902.

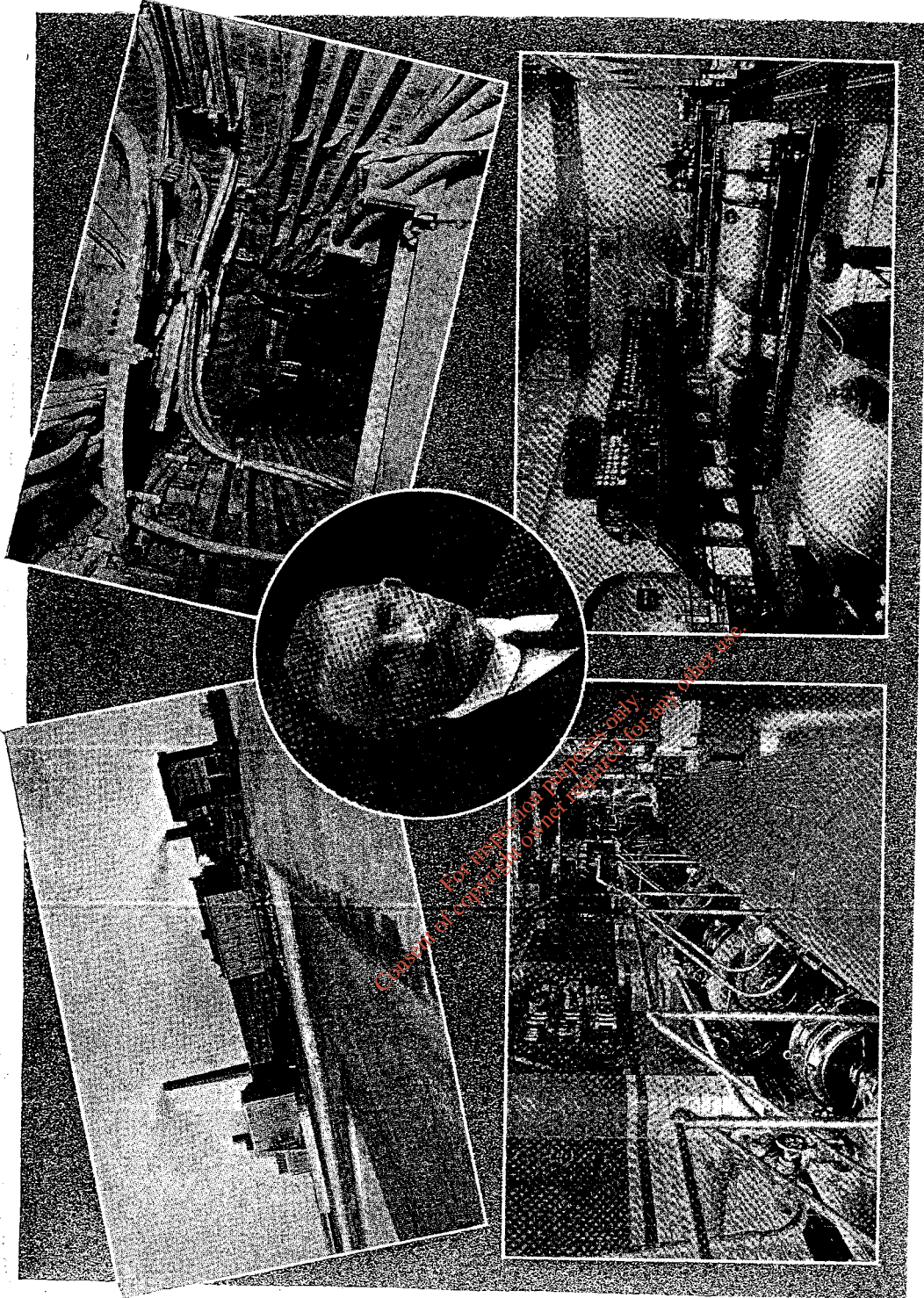


VIEW OF OLD ELECTRICITY WORKS, FLEET STREET, 1900.



OLD HOTEL, PIGEON HOUSE.
MILITARY HOSPITAL AND CHAPEL, PIGEON HOUSE (NOW DEMOLISHED).

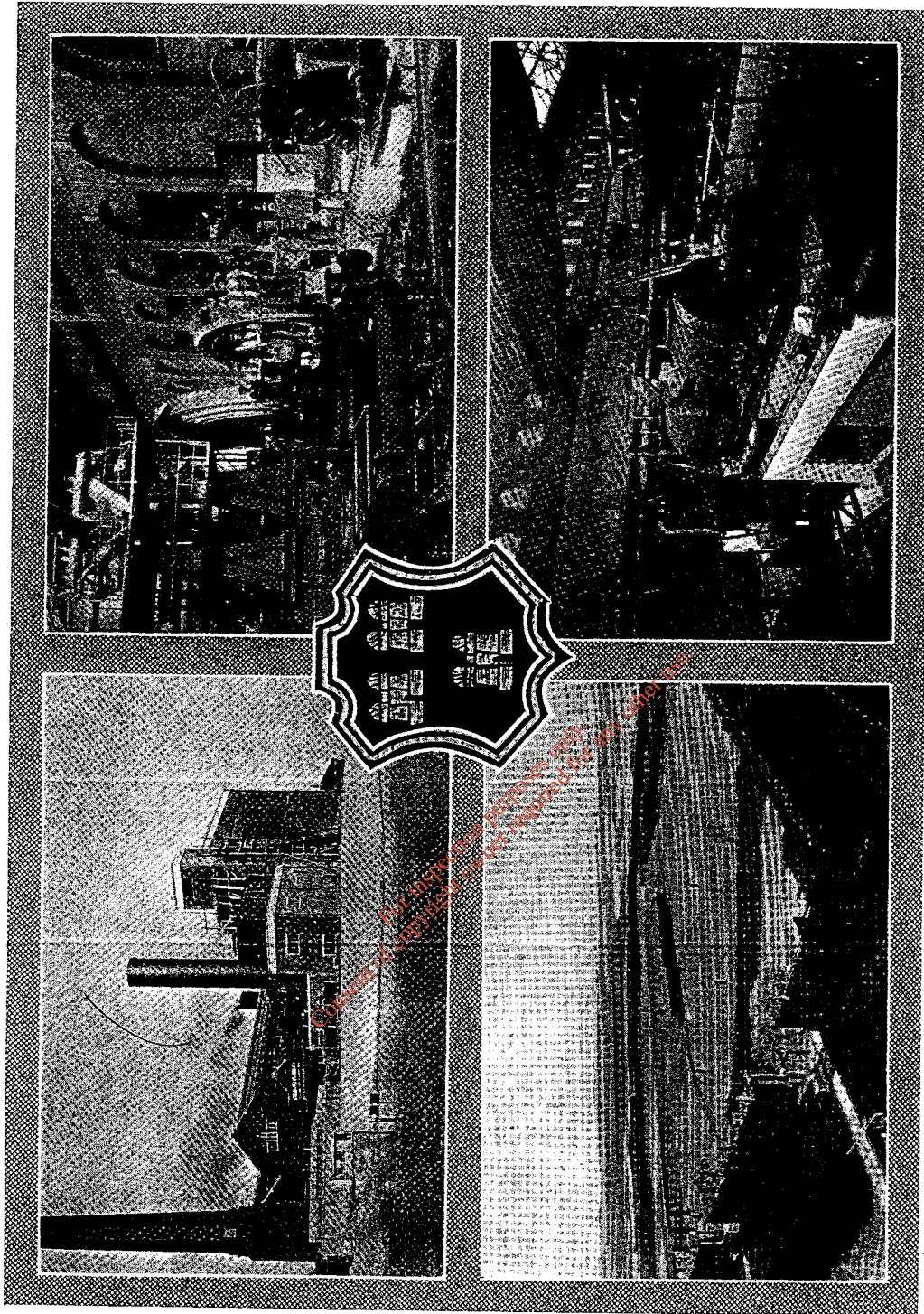
ENTRANCE TO PIGEON HOUSE,
PIGEON HOUSE HARBOUR.



VIEW OF WORKS FROM SEA.
CONDENSING WATER PUMPHOUSE.

CABLE TUNNEL, SHOWING CABLES TO CITY.
NEW ENGINE ROOM, SHOWING STEAM TURBINES.

B. NORTH, MECHANICAL SUPERINTENDENT.
VIEWS OF PIGEON HOUSE WORKS.



NEW BOILERHOUSE.
 SITE AND FOUNDATIONS FOR BOILERHOUSE.
 OLD ENGINE ROOM.
 A 5,000 K.W. TURBINE BEING ERECTED.
 VIEWS OF PIGEON HOUSE WORKS.



NEW 5,000 K.W. TURBINE INSTALLED IN OLD ENGINE ROOM.
OLD SWITCHBOARD.

OLD BOILERHOUSE.
NEW SWITCHBOARD.
C. H. MCKEOWN, A.M. INST. E.E., GENERATING ENGINEER.

VIEWS OF PIGEON HOUSE WORKS.

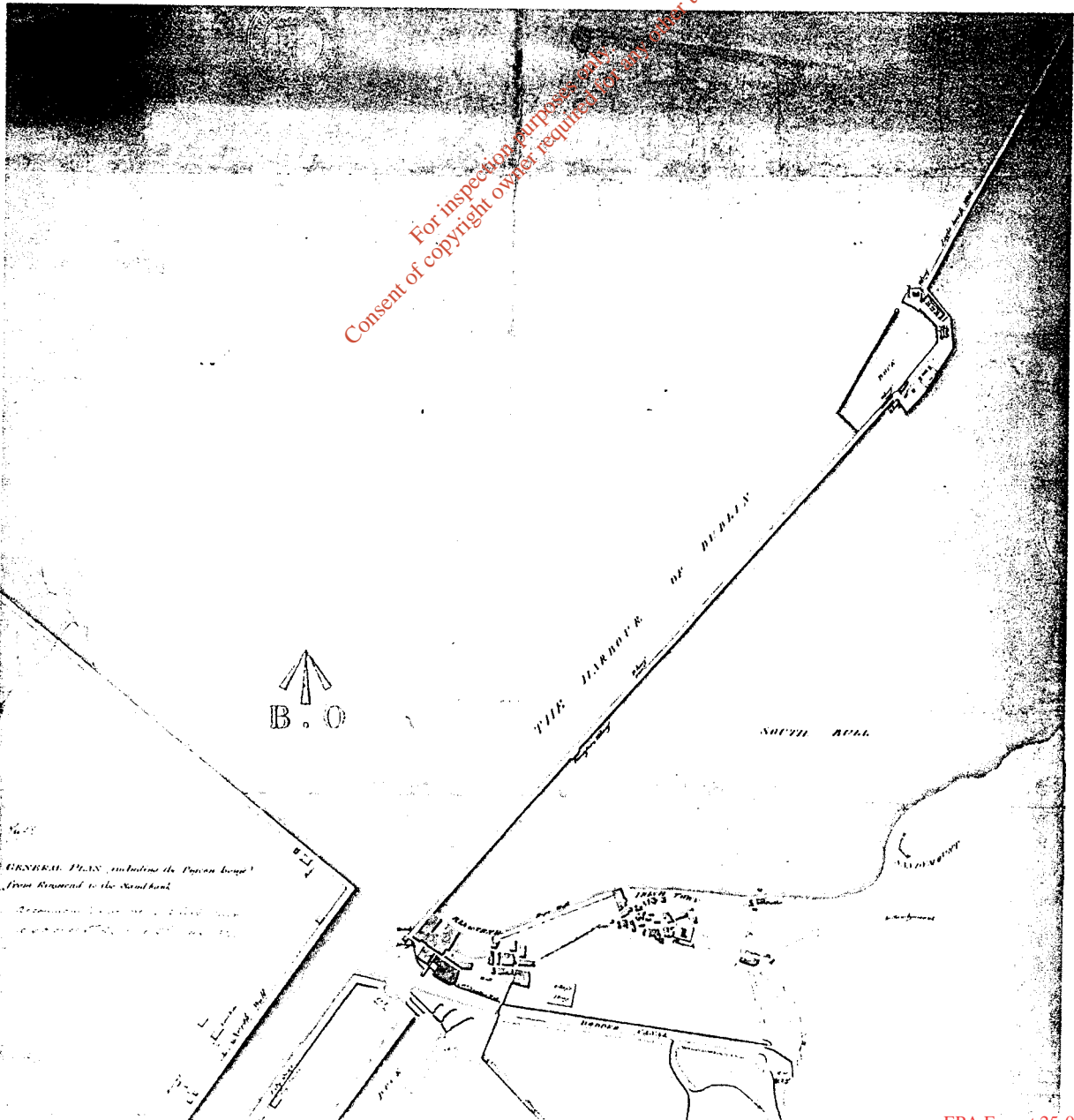
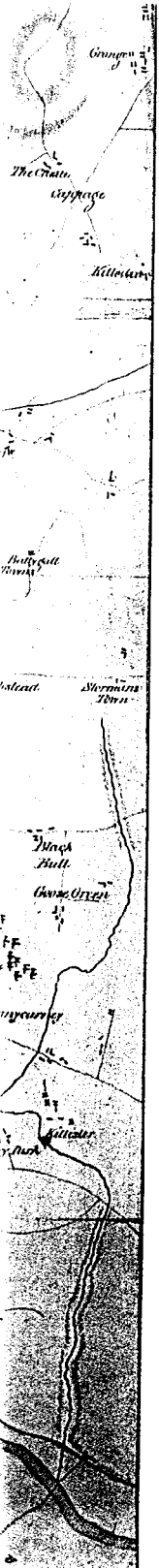
ORDNANCE SURVEY MAPS

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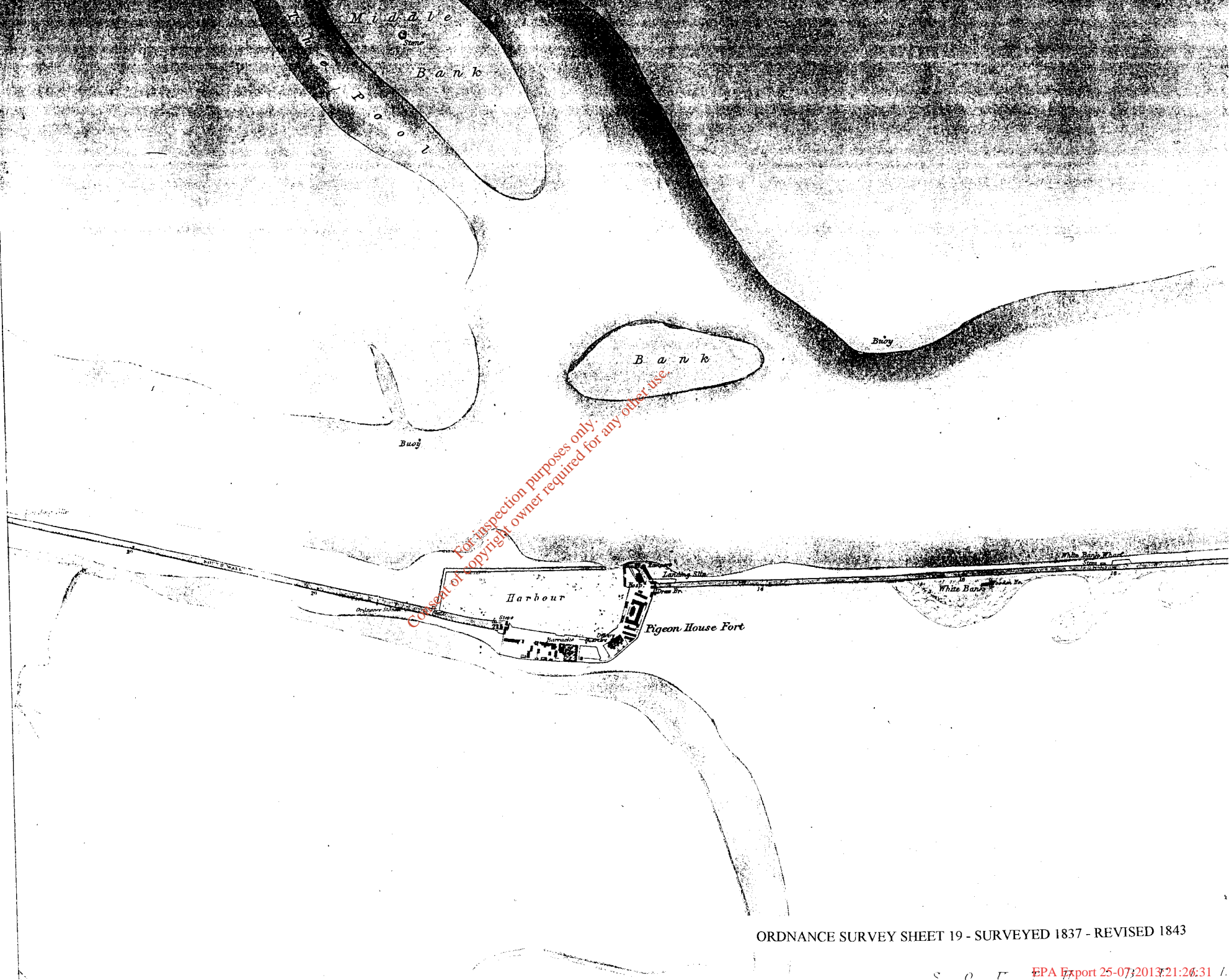
Dublin 1803

ustrates
g the rela-
and
's report
dated

Below: This is a general plan of the harbor at Dublin covering the area from Ringsend to the sandbank showing the Pigeon House, drawn to a scale of 500 feet to one inch. The map was sent with Colonel Fisher's letter of August 30, 1803 to Colonel Twiss. This is the easternmost part of the Dublin area and, although subsequently altered, is still recognizable today. The Grand Canal, seen heading southwestwards from the Liffey, circled the south side of Dublin and headed inland, providing access for water-borne traffic to the island's interior. Subsequent changes have included the reclamation of the area described as the South Bull and the construction of extra docks and piers on the north side of the estuary. The Grand Canal, with a length of 80 miles and with 52 locks along its route, provided a link between Dublin Bay and the River Shannon. Construction of the canal began in 1756 and was completed in 1804. Apart from its use for transport, it also improved the water supply to the ever-growing city. The canal's importance declined with the rise of the railways from the mid-19th century. Today the canal is used primarily by leisure craft.



18



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⊕ Buoy

⊕ Buoy

Oyster Bed

Isolation Hospital

Marine Establishment

EFFLUENT CHANNEL

PRECIPITATION TANKS

INLET CHANNEL WITH SLOUGE CULVERT UNDER

PRECIPITATION TANKS

EFFLUENT CHANNEL

HARBOUR

Hospital

East Gate & Draw Br

Gate

32

Draw Br

West gate

Barraque

8 Filtriers Ltct

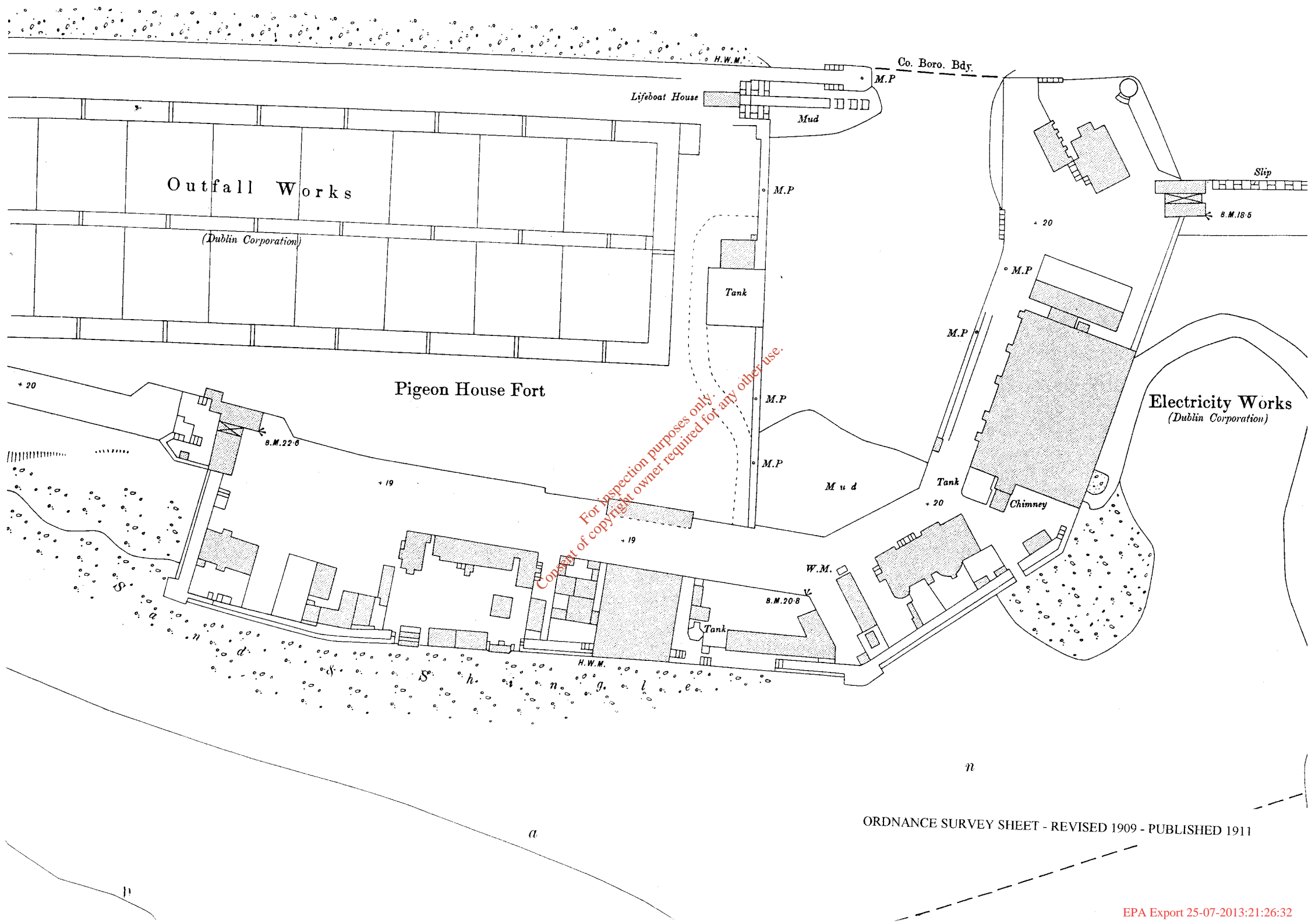
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SOUTH DOCK

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18.2

1/500



Outfall Works

(Dublin Corporation)

Pigeon House Fort

Lifeboat House

Mud

Electricity Works
(Dublin Corporation)

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Co. Boro. Bdy.

M.P.

M.P.

Tank

M.P.

M.P.

M.P.

M.P.

Mud

Tank

Chimney

W.M.

B.M. 20-8

Tank

H.W.M.

ORDNANCE SURVEY SHEET - REVISED 1909 - PUBLISHED 1911

Perch

Breakwater
Lighthouse
(Revolving Bed)

Perch

Perch

SOUTH DOCK WARD
SOUTH DUBLIN UNION
DONNYBROOK P.
DUBLIN

Boat Slip

20

20

B.M. 21-1

Isolation
Hospital

20

Outfall Works
(Dublin Corporation)

Co. Boro.
Bdy.

Lifboat
House
M.P.

Slip

B.M. 18-5

16

B.M. 19-2

Electricity Works
(Dublin Corporation)

Pigeon House Fort

B.M. 22-6 M.P.

B.M. 20-8

Riggle Range

Target

B.M. 21-9

Co. Boro. Bdy.

Target

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Lodge

Stand Halls

b

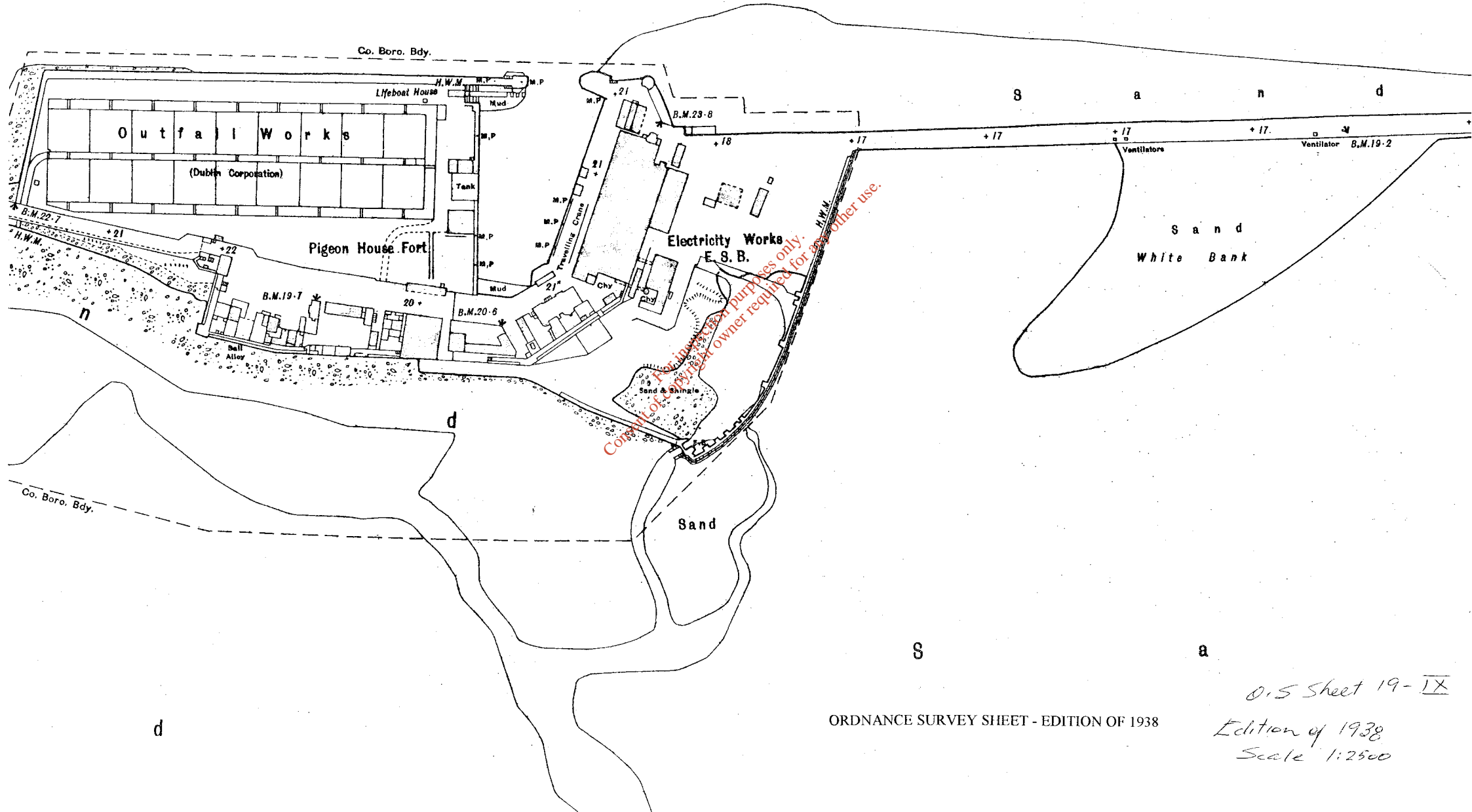
b

D.S. Sheet 19.
Revision of 1907-08 Published 1912.

ANCE SURVEY SHEET - REVISED 1907/08 - PUBLISHED 1912

EPA Export 25-07-2013:21:26:32

Dolphin
Cooling Water Intake



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ORDNANCE SURVEY SHEET - EDITION OF 1938

O.S. Sheet 19-IX
Edition of 1938
Scale 1:2500

Co. Boro. Bdy.

Co. Boro. Bdy.

Lifeboat House

H.W.M.

M.P.

M.P.

Mud

M.P.

M.P.

+21

B.M.23.8

+18

O u t f a l l W o r k s

(Dublin Corporation)

Pigeon House Fort

+22

B.M.19.7

20 +

B.M.20.6

Mud

M.P.

M.P.

M.P.

M.P.

Travelling Crane

21 +

Chy

Electricity Works
E. S. B.

H.W.M.

Ball Alley

Sand & Shingle

d

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Appendix N

Material Assets

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**DUBLIN WASTE TO ENERGY PROJECT –
BASELINE MONITORING**

**REPORT ON MATERIAL ASSETS IN THE
AREAS OF IRISH TOWN, RINGSEND &
SANDYMOUNT**

FEBRUARY 2004

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INTRODUCTION

This report sets out a brief commentary on the following :

- (i) current residential values in the Ringsend, Irishtown and Sandymount areas.
- (ii) current industrial, commercial and development land values in the Ringsend, Irishtown and Sandymount areas.

METHODOLOGY

We are familiar with the areas of Irishtown, Ringsend and Sandymount and we also carried out a “drive past” inspection of the area in February 2004. This did not involve the inspection of individual properties.

We have studied the Dublin City Development Plan 1999 and the Draft Dublin City Development Plan 2004 in relation to land use zoning in these areas.

IRISHTOWN & RINGSEND

Background:

Irishtown & Ringsend are traditional dockland areas located on the eastern side of Dublin’s central district. The area is currently undergoing unprecedented development as part of the Dublin Docklands Development Masterplan for the Grand Canal Docks Area which provides a strategy for the social, economic and physical rejuvenation of the area. The areas are serviced by the DART and the Coast Road (R131) to the east, Ringsend Road (R118) and Bath Avenue (R111) to the west and the East Link Road to the north in addition to numerous local distributor roads. These areas are within the jurisdiction of Dublin City Council.

Property Types:

Residential

There is a broad mix of residential property types in these areas, varying from older terraced dwellings and local authority estates to modern apartment and townhouse developments. There are cottages and terraced townhouses mainly located in areas around Pigeon House Road, Stella Gardens and west of the South Lotts Road. New developments of apartments and townhouses are generally centralised in the Ringsend Road, South Lotts Road, Grand Canal Docks and Fitzwilliam Quay areas. There are also further large-scale apartment developments planned at Grand Canal Harbour, Charlotte Quay and Barrow Street. A number of local authority flat complexes and estates are located at Thorncastle Street, Oliver Plunkett Street and around Ringsend Park.

Commercial

The land around the Poolbeg Peninsula is in general industrial and storage use with some ancillary second generation office accommodation. This area is associated with Dublin Port

and is primarily owned by the Dublin Port Company. Users include ESB, Dublin Corporation Sewerage Works, Irish Cement Ltd, Irish Glass Bottle Company Ltd etc.

There are a number of modern office developments located at the Grand Canal Docks and Charlotte Quay. Further proposals to construct large developments at Grand Canal Harbour and the South Lotts Road \ Barrow Street areas are at various planning \ construction stages.

There is mix of local retail and offices generally around the Ringsend Road, Bridge Street and Irishtown Road Areas.

Property Values:

We set out below a range of values applicable to the various types of properties available in the Irishtown and Ringsend areas:

Residential

Dwelling Type	Range of Values
Modern 1 bedroom apartments	€275,000 - €375,000
Modern 2 bedroom apartments	€300,000 - €450,000
Modern 3 bedroom apartments	€400,000 +
1 bedroom terraced cottages	€250,000 - €300,000
2 bedroom terrace townhouse	€300,000 - €400,000
3\4 bedroom semi-detached house	€400,000 - €550,000

Commercial

Property Type	Range of Values
Development Land	€20,000,000 + per hectare
Industrial Property (rental)	€75 - €100 per square metre
Office Property (rental)	€250 - €400 per square metre
Retail Property (rental)	€350 - €500 per square metre

SANDYMOUNT

Background:

Sandymount is a prime inner suburban district, located on the coastline between Irishtown and Merrion Road. The area has an extensive choice of amenities including Sandymount Strand, a number of sports grounds and the soon to be redeveloped Lansdowne football stadium. The area also benefits from being within close proximity to many of the City's principle business quarters. Sandymount is serviced by the DART and the Coast Road (R131) to the east and the Merrion Road (R118) to the west, with numerous local distributor roads in-between. This area is within the jurisdiction of Dublin City Council.

Property Types:

Residential

There is an excellent mix of property types in Sandymount, ranging from modern 1 bedroom apartments to period properties with sizeable curtilages. Due to its location in close proximity to Dublin some of the most expensive housing in the city is located in Sandymount. The area comprises terraced, semi-detached and detached houses constructed between the early to mid nineteenth hundreds and period housing dating back to the Victorian and Edwardian eras. There are a number of modern infill apartment and townhouse developments constructed on backland developments off the main distributor roads of Sandymount Road, Tritonville Road, Claremount Road, Gilford Road, Park Avenue etc.

Commercial

Sandymount Village is located central to the area and comprises a mix of shops, café's and local businesses.

There is little evidence of extensive standalone office or industrial developments either located or proposed in the Sandymount area.

Property Values:

We set out below a range of values applicable to the various types of properties available in the Sandymount area:

Residential

Dwelling Type	Range of Values
1 bedroom apartments	€275,000 - €375,000
2 bedroom apartments	€300,000 - €450,000
3 bedroom apartments	€400,000 +
2 bedroom terraced townhouse	€400,000 - €550,000
2 bedroom semi-detached house	€500,000 - €650,000
3\4 bedroom semi-detached house	€500,000 - €750,000
Large terraced & semi-detached houses	€850,000 +

Commercial

Property Type	Range of Values
Development Land	€20,000,000 + per hectare
Office Property (rental)	€200 - €300 per square metre
Retail Property (rental)	€400 - €550 per square metre