

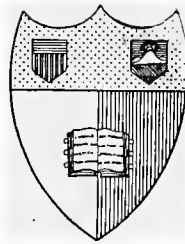
DUBLIN

of the
FUTURE



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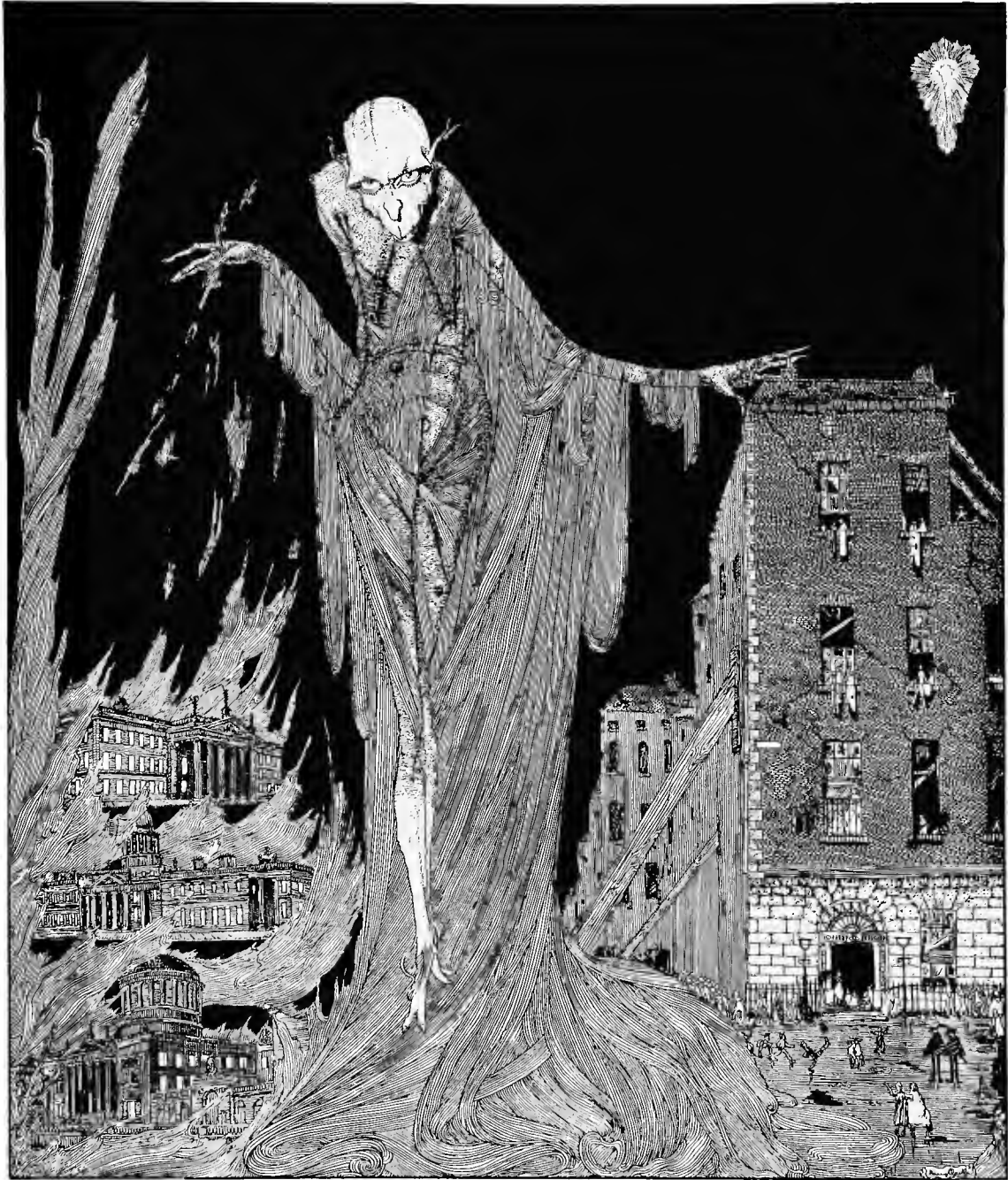


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DUBLIN

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DUBLIN



The last hour of the Night.

DUBLIN
of the
FUTURE
THE NEW TOWN PLAN

*Being the scheme awarded
the first Prize in the
International Competition*

By
Patrick Abercrombie, M.A., A.R.I.B.A.
Sydney Kelly, F.S.I.
&
Arthur Kelly

VOLUME ONE
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*To the Most Hon.
The Marquis of Aberdeen & Temair, K.T., G.C.V.O., G.C.M.G., LL.D., &c.
and the Marchioness of Aberdeen & Temair, LL.D., &c.
To whose munificence, and personal interest in the
welfare of the City of Dublin, this scheme of
Town Planning for its future is entirely due,
This Report and these Plans
are
humbly and respectfully
Dedicated
by
The Authors*

FOREWORD.

“Dublin, from its geographical position and lines of communication, is the natural commercial gateway to the greater part of Ireland, and should be treated as a National, and not merely a local, asset.”—SIR JOHN PURSER GRIFFITH, M.Inst.C.E.

The Civics Institute of Ireland, under whose auspices this volume is published, is an organisation with open membership, founded on co-operative lines, to afford facilities for the study and investigation of those problems of Civics which affect the lives of all people.

In the year 1914 a Competition was promoted by the Institute to elicit designs and reports of a tentative nature on a plan for “Greater Dublin,” calculated to suggest measures for the development of the City, and especially to outline proposals for meeting the housing needs of the population. For the best design submitted in this Competition, the Marquis of Aberdeen and Temair presented a prize of £500. The Competition attracted wide attention, designs and reports being received from leading experts in Ireland, England, and America.

The Members of the Institute feel that with the recent change in National circumstances a new epoch has begun, and that the present is a most opportune time to arouse the interest of the Citizens, hence it is that the design and report prepared by Professor Patrick Abercrombie, and his partners, Messrs. Sydney A. and Arthur J. Kelly, and unanimously awarded the prize by the Adjudicators in the year 1916, now appears.

It is well to emphasise the fact that a City Plan is not a grandiose scheme for immediate and costly civic improvements. On the contrary, as opposed to the present planless and haphazard growth, squalor and extravagance, a City Plan would mean a well-reasoned scheme, outlining an economic system of scientific, artistic and hygienic municipal reconstruction and development, providing specially for the conservation of citizen life and natural resources, and the total abolition of slum conditions.

The argument against piecemeal Planning, so strongly put forward by the Authors, may be, perhaps, reinforced by a quotation from another Preface, written by the late Dr. B. B. Stoney, the great Port planner and bridger of the Boyne:—

“Then prove we now with best endeavour,
What from our efforts yet may spring;
He justly is despised who never
Did thought to aid his labours bring.
For this is art’s true indication,
When skill is minister to thought;
When types that are the mind’s creation,
The hand to perfect form has wrought.”

REPLANNING OF DUBLIN

Financial assistance for reconstructive purposes will we hope be obtainable from the Government in the future, but a well-informed citizenship is the first and most essential force for the proper correction of the defects of community life. Public representatives and thoughtful citizens, especially those who desire to dispel the ignorance, the prejudice and the apathy so prevalent with regard to the true remedies which must be adopted, gladly seek educative aid in their work, particularly with regard to Housing, Public Health and Social Reforms. The publication of this design and report on "Greater Dublin," with its wealth of constructive information, progressive ideas, and practical suggestion, will, we hope, assist this want.

To accomplish the upbuilding of Dublin as an exemplary Metropolis a City Plan for "Greater Dublin" is a necessity, for of no place can it more truly be said: "Where there is no vision the people perish."

It is the desire of the members of the Institute to arouse the historic and traditional spirit of Civic pride once so evident, and to revive that native genius which will place Dublin in its proper position as one of the World's best Capital Cities, famed for the wholesomeness of its laws, the comeliness of its inhabitants, and the dignity of its labours. The Institute offers the means for the co-ordination and concentration of our various Civic Associations on definite objectives, and the results of these efforts should surely be the appointment of a permanent Planning Commission endowed with ample funds for the purpose of preparing with the aid of a Civic Survey a scheme on economic and artistic lines for the improvement of the National Capital.

The Report* of the distinguished Adjudicators, viz. : Professor Patrick Geddes, Edinburgh ; Charles J. McCarthy, F.R.I.A.I., City Architect, Dublin ; John Nolen, M.A., Sc.D., F.A.S.L.A., Cambridge, Mass., U.S.A., which of necessity deals with the work of other competitors, is included in this volume, but a few passages from this Report may be emphasised. It is of interest to know that the Adjudicators made prolonged and repeated scrutiny of every competitor's work independently, and reported unanimously in favour of the Report "G" which is here published.

The Authors, in their Preface, point out that a Town Plan cannot be regarded as in any sense final, the passage of time must of necessity modify the Plan. They give an instance of this in the abandonment of what was a very striking feature of the original scheme, *i.e.*, the central coal-driven power citadel at the mouth of the harbour "which yields to Hydro-Electric Power."

They also point out the modifications due to the destruction or partial destruction of various areas or important buildings, which naturally gives opportunities which in the ordinary sense could not have been even considered. These points are emphasised in detail in the Report itself.

The Adjudicators state "We wish indeed to see all the Reports published if possible," and the Civics Institute hope to arrange for this.

Further, speaking as to the location of industries, they point out that the competitors have made few suggestions, and say "this is plainly owing to the want of the City Survey to which this Competition should lead."

The following passages seem to be worth quoting in full :—

"It is plain that the location of any Public Building, whether it be a Cathedral or an Opera house, must be where it can be conveniently reached ; but it is also right to

* The Report is given at length at the end of this Volume.

FOREWORD

remember that the improved thoroughfare system, which is suggested more or less fully by each and every competitor, will vastly improve public movement and access in every direction. Moreover, these improvements tend to reverse that deterioration which has too long befallen this northern quarter of the City. Hardly any aspect of this Competition is more important than this. Though the practical man may scoff at the Competitors for their hopeful endeavours to transform the deteriorated portions of the City, he may be reminded that in almost every other City of Europe the western quarters are the more valuable; hence it is only reasonable to hope that the improvements indicated in the Competition will result in solid enhancement of the prosperity and valuation of Western Dublin. The best of Dublin is its Eastern half, both as regards central and suburban areas. Here it is in notable superiority among modern cities. This is unquestionably due to the planning for the most part (often distinguished) of these areas. All the more, then, may replanning of the west prove advantageous."

As to that *most urgent* portion of Town Planning in this City, viz., Housing, the Adjudicators say :—

"A too popular misconception, in Dublin as elsewhere, is that in our crowded cities the working people cannot be economically housed in Suburban Areas; but this is in various places being successfully done, in conjunction with improved facilities afforded by Tramways and other means of locomotion, or by the decentralisation of industry. It is seldom sufficiently realised that there are great Ports (as notably Antwerp) where even the docker lives in rural districts, coming into his work from his village home by suburban trains, when and as telephoned for to the Village Hall, and he is thus enabled to bank his unemployed time in the cultivation of his garden allotment, or some other bread-winning craft. The docker is normally a peasant, who lends a helping hand to the ship; and the sooner he regains something of this status the better for the town and country everywhere."

It should be emphasised how very carefully the Authors distinguish three stages of urgency. They put first, very rightly, the Housing of the people, which is a scandal of the worst character. Though the truth about slumdom has been brought out by numerous Commissions, so far reform has not been attempted on any considerable scale. Indeed, the City is little if any better in this respect.

Some work has indeed been done, but the rate at which houses are falling into an insanitary condition counteracts almost entirely the work accomplished, and the official estimates of persons who are at present living under conditions "not fit for human beings" undoubtedly err on the low side. Some of the work done by way of improvement has been thoroughly unsound, being what may be described as of a "nodular type," that is, small areas pulled down and rebuilt at high density without any reference whatever to communications: such schemes tend to become new slums within old ones.

It may be well to state that the Civics Institute in publishing the designs of particular competitors is not to be taken as recommending their proposals to the exclusion of other alternatives. For instance, the failure of the tenement system in Dublin and knowledge of local requirements would cause many to regard as sacrosanct the dictum "All tenement dwellings, flats and such

REPLANNING OF DUBLIN

devices for crowding a maximum amount of humanity on a minimum amount of ground space are destructive of healthy life, and, whilst they may be endured possibly by adults, are seriously and permanently injurious to the growth and development of children," and to differ from the winners in their recommendation of even a small amount of tenement blocks.

Our aim is to be educative, and to secure popular support for the general principles of City Planning. We, therefore, unhesitatingly commend to the thoughtful citizen the careful perusal of the proposals of the eminent authors of this scheme, confident that its powerful arguments must gain many adherents, lay and professional.

On behalf of the Civics Institute of Ireland, Ltd.

F. P. GRIFFITH,

Chairman, Housing and Town Planning Section.

WILLIAM A. McCONNELL,

J. VINCENT BRADY, } *Joint Hon. Secretaries.*

9 ELY PLACE, DUBLIN,

November, 1922.

PLATE I.



The Nelson Column, the centre of the Tram System ; the Post Office before it was gutted in 1916..



*From an Engraving dated 1830 : view taken from the Post Office,
showing the regular frontages of plain brick.*

O'CONNELL STREET

PREFACE.

IT may appear on first thought to be a bold course to publish to-day a scheme for City Planning, for Dublin, which was originally prepared in 1914—both in general and in particular. In general because, to those not yet well versed in the practice of Town Planning, a matter of eight years might well be thought enough to render the scheme somewhat antiquated. (The word “zoning,” for example, does not appear in the three main subdivisions of the Report, but, though it is not given the prominence which a scheme to-day would show, this by no means indicates that zoning has not been one of the fundamental bases of the plan.) Besides, the main object of the Town Plan being to forecast possible developments over a very extended period of years, the unforeseen delay in its publication has not affected the general proposals to such a great extent as might at first seem possible.

If, however, one passes from the general study of the subject to the particular application of reforms to a city, more grave objection might be raised to the scheme as being obsolete in point of detail. Few towns but have suffered a change, physical and psychological, during these intervening years of war, trade boom and subsequent depression : but Dublin has added the double tragedy of war and civil war within her gates. Of her six glorious buildings in the Renaissance manner only three remain—Post Office, Custom House and Four Courts at intervals of years or months have been destroyed ; her greatest street has been twice bombarded and part once renewed.*

But even other changes have occurred—constructive thought and action never ceasing in Dublin during her worst troubles. Persistent research has been carried on into her country's resources : water power, formerly a vague rumour, is now tabulated, calculated and only waiting for peace to be definitely harnessed, changing the whole orientation of her sources of mechanical energy. Houses have been built and Housing schemes proposed—whole troops of men quietly working when to the outer world the country was a fermenting vat of strife. But this last constructive activity itself has to some extent run counter to the proposed Town Plan ; for many groups of houses built (with some few exceptions, guided by admirable forethought) have blocked anticipated improvements, while many proposed building and other schemes suggest further obstruction and opportunity lost for want of an official scheme of City Planning.

Destruction and constructive effort would thus both seem to have gone far to render obsolete City Planning proposals which preceded them ; but again, it must be recollected that destruction has occasionally opened up possibilities otherwise remote—the destruction of the Linen Hall Buildings has cleared a direct way to the proposed traffic centre : and the recent demolitions in O'Connell Street will allow Gloucester Street to be pierced through.

Again, the very method under which this scheme was prepared—the Competitive—is prone to produce certain faults which a maturer consideration would wish to remove. The *spectacular* is impossible to avoid when competing against others : it is necessary to arrest the eye with features whose boldness are perhaps more evident than their practicability. Nor is sufficient research possible to reinforce every suggestion that is made, tending, perhaps, to over

* Formerly Sackville Street, now more felicitously named O'Connell Street.

REPLANNING OF DUBLIN

symmetricality: such, for example, as the Central Railway Station, coinciding with the centre of the Street Net and the Tram Terminus; or again to sketch suggestions requiring more detailed working out, such as the new crossing on the South Bank in the neighbourhood of Christchurch.

The authors, when consulted by the Civics Institute, were in a dilemma: whether to publish at this late hour the original scheme which gained the first premium in the Competition; or to set to work to bring their plan up to date in view of every circumstance of increased knowledge and altered conditions. This last course they decided was impossible without being unfair: they could not revise and redraft their plan without having before them the work of the other competitors, many of whose solutions they recognised as superior to their own.

It was therefore decided, in the face of the drawbacks given above, to issue the Competition Scheme, *supplemented* with many drawings subsequently prepared to elucidate further the authors' recommendations, *reinforced* by data which was in their possession at the time (but which haste had prevented them from presenting) and *revised* so far as was consistent with its original framework.* Actually, the destruction that has occurred has not, as it appears to the authors, changed the main lines of their projected street plan: unfortunately it is the well-planned parts of Dublin and her first-rate buildings that have suffered, and the most that can be done is to rebuild again with perhaps one or two intersections improved and (as mentioned above) several recommendations now made possible.

The destruction or partial destruction (raising the question of rebuilding) of the Custom House, however, is one of the new factors which may have a big influence on future railway grouping: the authors in their original scheme concentrate great railway activity at this point and at Amiens Street, and it is possible that the Central Station might with propriety be transferred from the projected tram centre to this position.

But with all its imperfections on its head, this Premiated Competition scheme may be looked upon as the symbol of the Comprehensive plan required for Dublin: it may serve as a starting point, and possibly as a quarry of ideas, from which the final plan may be built.

With this plan before the citizens of Dublin, it should be impossible for them to sanction any of the piecemeal tinkerings which have been allowed in the past: tinkerings which are of two sorts—firstly, a single aspect, such as housing, which is pursued with great thoroughness throughout the city while neglecting the inter-related problems of work, transport and recreation; secondly, that equally dangerous sort of tinkering which consists in taking a part of the area and preparing for it a complete plan covering every aspect of civic life, but without the possibility of relating it to the whole city and its surrounding region.

The report should also be useful to familiarise the citizens with the magnitude of the task before them, and with the chronological sequence in which a great scheme should be realised. Dublin, noble city as she is, requires complete overhauling down to fundamentals; no superficial patching, though it extended over the whole city region and dealt with every aspect, would meet the case. At the same time one need not be daunted by the magnitude of the task or the immediate expense involved, as the degrees of urgency for all improvements are not equal.

In a word, a Report of this kind should be regarded more as a local text-book on Town Planning, in which the examples instead of being fetched from the four quarters of the globe are

* Quite half of the Plans included have been prepared since the Competition.

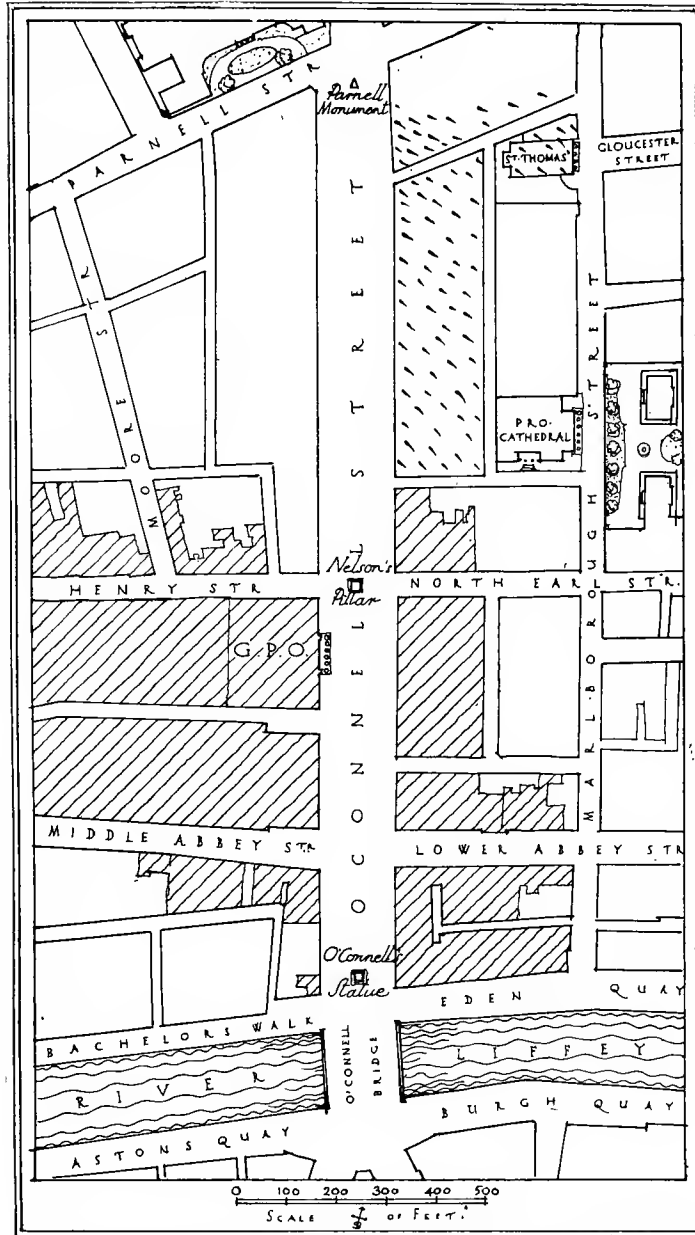


View from O'Connell Bridge before the destruction. Note symmetrical Brick Buildings at Entrance to the Street.



The Parnell Monument, the present terminal feature of the Street

O'CONNELL STREET



The damaged areas in the neighbourhood of O'Connell Street. The hatched portions were destroyed in 1916 and the dotted portions in 1922. The destruction of St. Thomas' Church and the frontage in O'Connell Street will allow Gloucester Street, to be carried through.



View taken from the north end of O'Connell Bridge, showing the destruction caused in 1916.



View taken from the south end of O'Connell Bridge, showing the rebuilding as completed in 1921.

O'CONNELL STREET

PREFACE

all furnished by Dublin, as it is or as it might be. The study of Town Planning by this means becomes more congenial, and at the same time more provocative, to the plain man who has no time to give to the whole subject ; and it should provide him with quite sufficient data upon which to base criticism of the final scheme as it is prepared.

Lastly, even if the main theses of the plan (*i.e.*, a new street centre, the grouping of the industrial areas at certain points, the building of new housing quarters at Crumlin and Cabra, and their relation to the centre by direct Avenues and the creation of a Park System) be all altered and amended in execution and if many of the detailed suggestions have been affected by subsequent happenings—such as the Coal-Power Citadel at the mouth of the Harbour, which yields to Hydro-Electric Power from the Interior of Ireland—there yet remain many modest proposals, which in the humble opinion of the authors could be worked into and form the early stages of any final scheme. It is also worth remembering that many of these minor proposals (as well as some of the major ones) occurred independently and identically to several competitors, thus investing them with more weighty claims for consideration in the final scheme.* Among these detailed suggestions are improvements in the main radial roads—in two instances illustrated by plans recently prepared. Whether these were carried out at once or not, it would be easy to prevent building which would block their realisation for years.

In the park section, also, many easily realisable proposals will be found. The Tolka river Parkway would at small expense provide a shining example of the Town Planning use of a piece of Landscape design : and the Mountjoy Square playground is a self-contained fragment of the recreational system which, if realised, would form a visible type of the playground that should occur at regular intervals throughout the City.

Then there are the sites of Public Buildings—most fruitful source of civic discussion : the Roman Catholic Cathedral, the Parliament Building, the Art Gallery, and the National Theatre. The sites here recommended are worth serious consideration, and, moreover, show that each of them bears in relation to the general city plan. But it must be remembered that in an old city like Dublin or Paris the sites for public buildings fall into the structure of the plan as existing or modified rather than act as the determining factors of its design, as was possible at Washington. The game of general post, which it is now possible to play on Dublin's Plan, with her Law Courts, Post Office, and Custom House in ruins, and the Castle vacant, does not nullify the value of the Competition suggestions ; it merely widens the field of possible alternatives, as none of these buildings need be restricted to former use—even the new Municipal Offices, for which land had been acquired in Lord Edward Street, might now be found a more convenient position on one of the demolished sites.

It can never be said that a Town Plan has been finally and irrevocably prepared : stages are reached, and the scheme then approved used as guidance until another and revised one is required. Such a stage is represented by this Premiated Competition Plan now given to the public : it holds the field until it, together with the fruitful suggestions of our fellow competitors, is embodied in and superseded by the scheme, based on a fully detailed Civic Survey, which it is hoped will be prepared by Irish genius under the guidance of the Corporation of Dublin, and with the help of the Irish Government, for the Capital of the country.

* The main radial Avenues piercing through to the centre from Crumlin and Cabra were almost identical in several schemes ; and three competitors placed the new Roman Catholic Cathedral at the top of Capel Street. See also other correspondencies alluded to in the Assessors' Report.

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PART I.

INTRODUCTION : COMMUNICATIONS : INDUSTRIES.

PART I.

INTRODUCTION AND COMMUNICATIONS.

A.—INTRODUCTION.

DUBLIN to-day presents a similar spectacle to Paris prior to the operations of Napoleon III. and Haussmann: it is a city of magnificent possibilities, containing features of the first order, but loosely co-related and often marred by the juxtaposition of incongruities and squalor. As at Paris central areas which should be of first-rate commercial importance are occupied by slums, and streets of noble architectural dignity are tenement ridden.

But more fortunate than Paris, Dublin is to be remodelled during a period of greater town planning enlightenment, when ARCHITECTURAL EFFECT and TRAFFIC CONVENIENCE are not alone regarded as the chief essentials: HYGIENIC HOUSING and adequate PARK PROVISION, those two aspects partly neglected by Haussmann, are now given their proper place, and these four elements will compose a city that is worthy to be the capital of a modern country.

The noble features which Dublin possesses are well known: the splendid width of O'Connell Street; the expanse of Phoenix Park, with its central avenue; the sweep of the Liffey; the glorious Custom House; Dame Street, with the City Hall and Castle at one end, the Bank and Trinity College at the other; the North and South Circular Roads, features which no English town possesses—these and many isolated buildings, such as the Four Courts and King's Inns, are ready to be worked into a city plan which will bear comparison monumentally with Paris itself.* The re-establishment of a National Parliament should give the necessary impetus to set a great Town Plan in motion, and the access of material prosperity which will ensue will provide the means to carry it out.†

With this certainty in view, and with the knowledge of the dignity and importance due to a real capital city, the authors have not hesitated to produce a drastic Town Plan in which they have made some attempt to realise the possibilities of this great city, and to provide for its anticipated shipping and industrial development. At the same time, in order to illustrate the practicability of their scheme, they have prepared a Diagram, *MAP I*, in which the improvements are arranged in three stages of urgency. This explains how it might be possible to begin with certain absolute necessities, which would initiate a series of improvements, all tending to complete by degrees a plan of considerable boldness. If presented as a single project

* Is this comparison with Paris too fanciful, when we remember that it was the Restoration exiles fresh from France who, with the Duke of Ormonde, Lord Lieutenant, at their head, set about laying the foundation of modern Dublin, and acquired her chief feature, Phoenix Park?

† This was written in 1914.

REPLANNING OF DUBLIN

this might appear extravagant in its thoroughness, but looked at in three successive stages (which of course might be further sub-divided) it appears merely as the exercise of sensible foresight.

Foremost among the undertakings of extreme urgency are shown the Housing Schemes for the 64,000 persons who are at present living under conditions not fit for human beings: essential to them are certain improved Transit Facilities without which the former would be impracticable. Indeed, it cannot be too insistently emphasised that the Housing question is intimately bound up and reacted upon by general Metropolitan improvements; to consider either separately would be disastrous. This has been done elsewhere from both standpoints: in some earlier American projects, in the executed plans of Vienna and Paris, Metropolitan Planning of the most gorgeous description was considered and realised without due relation to the life or home of the individual; conversely in England numerous Housing Schemes—notably those of the L.C.C. and Liverpool—have been carried out as though they were isolated phenomena: as though a physician were to attempt to cure a body permeated with a scorbutic disease by applying a soothing salve to a few of the sore places that happened to be noticeable on the face and hands. A single and very elementary instance from the Plan of Dublin may be mentioned: The Dominick Streets, it is known, are streets tenement-ridden, but wide and spacious. The normal British way is to consider them merely as overcrowded areas and, after removing by some means or other the surplus population, to rehouse them sanitarily elsewhere—humane, but one-sided. The radical method is not only to deal with the overcrowded houses, but treat the street as well—it is perhaps more seriously diseased than its buildings; but by cutting it through to the river and across into Dame Street, the artery is suddenly brought into useful functioning, it becomes an important approach to a railway station, and the traffic flowing along its course revivifies all its riparian cells. Here, then, is a single instance of Housing and Town Planning working hand in hand. Similarly, if large numbers of people are to be housed on the cheap land outside the crowded area, they must be able to get quickly and cheaply to and from their work. Two main Avenues, from Cabra and Crumlin, furnish the necessary connection between the projected suburban housing areas and the city.

The two salient features, other than these immediate housing requirements, of the Town Plan as proposed are a new CITY CENTRE for the street net and an extensive scheme for Reclamation of flats from Dublin Bay. With reference to the former, the schematic street diagram will explain that the Nelson Pillar in O'Connell Street is no longer the hub of the Tram System: it indeed falls outside the utilitarian traffic web and drops into its right place as a monumental "Avenue de l'Opera." The new centre on the North Bank near the Four Courts, and on the South near Christchurch, determines itself naturally as the objective, at present thwarted, of the greater number of radial roads. The centre of the Road System is also the centre of the Railway System, the Road Centre being the logical result of historic persistence and the Railway Centre the outcome of favourable geological formation. The general effect of this re-arrangement and focussing of communications will be to restore to the North Bank an equal importance with the South. One might suggest that, as at Paris, the South Bank contains the legislature and seats of learning, the Dublin that is capital of Ireland, so the North Bank is to develop as the prosperous business and commercial town; it has also the new Catholic Cathedral and the group of cultural buildings at the top of O'Connell Street.



BIRD'S-EYE VIEW OF DUBLIN AND THE SURROUNDING REGION

Showing the main features of this Scheme as fully realised. The view is taken from the S.W. To the right are seen the foothills of the Dublin Mountains; in the foreground the Dodder River Parkway; to the left the Grand Canal; beyond the Liffey is the Phœnix Park. Dublin Bay is shown with the reclamations carried out. Factories are located north of the Docks.



THE FOUR COURTS

Forming one side of the suggested Traffic Centre. The view is taken from Wood Quay, looking towards Richmond Bridge; in the distance is seen the Wellington Obelisk in Phoenix Park.
(The Four Courts are now damaged almost beyond repair.)



(From Malton's View.)

The Custom House in 1791.



(From Malton's View.)

*The Royal Exchange (now the City Hall) in 1791. The view is taken from Cork Hill looking towards Dame Street.
The Portico faces the proposed Cathedral entrance front across the Liffey at the end of Capel Street.*



General PLAN of the District showing main lines of Regional Development; the three areas for Re-housing; the Nature Reserves and Parkways; the Road System, including the outer Ring; the extent of Reclaimed lands.

INTRODUCTION AND COMMUNICATIONS

The Reclamation of a large tract from Dublin Bay appears at first a rash proposal, but, as indicated on the period plan, the northern area is of greater plausibility than the south. Indeed the former is inevitable; and a completely equipped industrial community will grow up as a result, with docks backed by works-sites—the latter are separated by a wide park belt from the residential quarter which creeps up the gently rising ground facing the south. The sweep of Dublin Bay, as a result of these reclamations, is extremely fine, with its two enclosing headlands, the added interest of the low-lying “North Bull” playground and the gigantic Power Citadel at the centre of the arc—symbol of the economic saneness of the modern city.

For the rest the authors have not attempted to plan out in detail a city of one or two million inhabitants—a size Dublin may easily attain to in the near future. In the outlying areas surrounding the present town, with the exception of the three specific sites to take the present overcrowded population, and the suggested industrial garden suburb of Clontarf, only the main traffic lines have been indicated: these and a possible outer park belt are all that are necessary at this stage. To plot out a vast circumambient town in detail may look attractive on paper, but is absolutely useless and even may prove pernicious, leading to the enforcement of detailed planning which, by the time it comes to be executed, is already antiquated.

Before entering on the general details of the Report, it must be stated that any recommendations are to be looked upon as tentative, and that no work should be commenced without a thorough system of investigation by means of a Local Civic and Regional Survey, to provide the necessary information, which was not available to the competitors.

This Survey, among other things, would deal with the density of traffic, both vehicular, pedestrian, tramway, and railway, its location and duration at various hours in the day; population, density and vital statistics; land values; physical features; historic growth; industrial development, etc.

It should be undertaken at once by a Survey Commission upon which the Corporation, Civics Institute, Chamber of Commerce and other bodies should be represented.

TOWN PLANNING LEGISLATION.

A study of Dublin naturally leads to the consideration of new legislation which would affect not only its neighbourhood but the entire country.

Following the granting of power to Ireland to manage its own affairs from a national standpoint, there can be little doubt that a tremendous industrial and commercial development will take place in the near future.

The exploitation of the mineral wealth of Ireland, coupled with its natural adaptability for the enlargement and extension of its industries, will call for the greatest care being taken that these developments be carried out according to the modern conception of Housing and Town Planning. Every effort must be made to prevent a repetition of the evils of the Paleotechnic Age of England, and automatically to stem the flowing tide of emigration, thereby conserving the forces of labour for the upbuilding of the new industrial Ireland. Such national growth can only be realised by the most searching foresight; and it is here suggested that Ireland should pass an Act of Parliament to deal with this problem for the whole country;

REPLANNING OF DUBLIN

indeed if it is the first act of legislation which proceeds from her newly-formed Parliament, it will be a fitting opening to an honourable career, showing that her first thoughts have been directed to the better housing and development of her country.

The outline of such a Housing and Town Planning Act is suggested on a different system to that prevailing in England at present, as the relative conditions are not the same. What is required is more a Commission on Town Planning, which would have its Local Boards throughout the country, dealing with each separate district or locality ; each Local Board would prepare its schemes in consultation with its neighbours and report to the Central Commission.*

The composition of such Local Boards would consist of

1. The Mayor or Chairman of the Local Authority.
2. The Engineer, Surveyor and Architect of the Local Authority.
3. The Medical Officer of Health.
4. Two or more representatives of the ratepayers, preferably persons with a knowledge of building and finance.
5. A person skilled in the art of Town Planning and Housing, not only as theoretical expert, but who is capable of preparing an artistic and practical scheme.

Where considered desirable, Local Boards in country places could consist of a group of Local Authorities.

The Local Board would naturally carry out its investigations aided by the Municipal or Urban or Rural District Authority (of which it would be virtually a Committee), and would be empowered to procure all statistical and other information from them for the purpose of their report. It might also be found desirable for certain purposes, such as main Traffic routes, to group the Boards of each county into County Boards on which the County Council as well as the Local Boards from the County Boroughs, Urban and District Councils would be represented. Such County Boards would prepare a Regional plan and relieve the more remote Local Boards of the necessity of making a scheme, when no development was taking place. At the same time whenever an unexpected growth might appear (as some sudden location of a factory with attendant housing) the Local Board would be ready to produce the necessary scheme.

The Central Board would consist of

1. The Chief Town Planning Controller.
2. The Treasurer for Housing and Town Planning.
3. The Chief Medical Officer of Health of the Local Government Board.
4. The Chief Architect or Surveyor of the Local Government Board.
5. The Cabinet Representative of the Government Housing and Town Planning Department.
6. The Chief Inspector of the Local Town Planning Boards.

After due consideration of the report and recommendations, the scheme, when finally approved, would be submitted to Parliament ; if no objections were raised within a limited period it would become law, and be entered in the Statute Book, the Central Board making the Local Board responsible for the carrying out of the scheme.

The schemes under the Act should certainly be made applicable to built-on as well as

* In the State of Massachusetts this method of Town-planning procedure is in operation.



The Custom House before the destruction in 1921



CUSTOM HOUSE CRESCENT AND RIVERSIDE STATION.

This sketch shows the Railway across the Liffey taken underground; the Butt Bridge removed; a new road Bridge facing the Custom House; the Riverside Station on the site of the old Dock and the Docks remodelled for the passenger steamers; the Crescent completed; and the approach to Amiens Street Station improved.

INTRODUCTION AND COMMUNICATIONS

undeveloped land, and it should be taken for granted that Town Planning is a necessity for every town and village. The County Boards might be authorised to undertake a general survey of existing resources and to produce a traffic scheme for the whole country without delay.

B.—HARBOUR.

In spite of the attractive scheme put forward by Sir J. P. Griffith for renovating the old Docks near the Custom House, there can be no doubt that the movement towards the sea initiated by the Alexandra Basin shows the natural trend for the future development of the Dock System. The reclamation proposed would provide at comparatively small cost a magnificent range of Docks on the North Bank and a smaller group on the south contiguous to a yard set apart for municipal undertakings on a large scale.

Full railway facilities on the most up-to-date lines, with ample switching tracks, are provided on both banks ; their connection with the existing system is shown on *MAP 3*.

The Grand Canal Dock needs no enlargement ; but a new dock has been provided for the Royal Canal at its junction with the Liffey.

A fine outer harbour is formed between the existing sea walls and the new line of quay. This outer harbour should be deepened sufficiently to act as a safe anchorage for ocean-going vessels.

PASSENGER HARBOUR.

The old Dock is filled up in order to complete the crescent round the Custom House, by the erection of a new riverside North Wall Station, which is in direct contact with the existing system of railways and the new underground connection : in contrast with the present North Wall, the station is passed by three lines of cars, giving access both to the City Centre and the Circular Route. The remaining Dock forms an adequate and convenient passenger harbour, and the building on the opposite side is the warehouse for the cargo carried by these boats ; the inner dock is also utilised for this purpose.

C.—THE LIFFEY AND GENERAL SYSTEM OF WATERWAYS.

The treatment of the Liffey and its quays is one that requires a clear understanding of the commercial situation before attempting to deal with it : the conclusion arrived at is that above the Custom House it is not primarily a commercial stream. The general scheme of water carriage for Dublin consists, as shown in the diagram of waterways, of a navigable river for sea-going vessels as far as the Custom House, with a north and south canal extending from this section to carry on the barge traffic inland : each canal is furnished with a subsidiary basin towards the western end of the town for the distributing of water-borne goods for consumption in the town itself. These canal basins should serve the two-fold object of distributing coal, which is

REPLANNING OF DUBLIN

brought in from the sea, and peat, which comes from inland. No system could be devised better than this already in existence, which only needs slight improvement at the distribution basins and docks.

This arrangement being recognised, it is useless and undesirable to make schemes for the better commercialisation, by means of lower level quays, of the banks of the Liffey above the Custom House. They should be treated frankly decoratively. The Tram-System suggested would relieve them of the through traffic they now sustain, particularly as the only connection between Kingsbridge Station and the other railway lines. They might be tree-planted on the river side along their whole length. New factories and other industrial premises should not be allowed along the Liffey, but they should be located, and existing industrial concerns encouraged to do their water carriage, along the canals, particularly the Grand. The Liffey quays would be treated like the Thames Embankment, and the car line along it, if retained at all, would be as a pleasure service—the route along Abbey Street and the Phoenix Park Mall taking the heavy through traffic.

It will have been remarked that, in addition to the symmetrical canals, there are outside these, again, symmetrical brooks—on the north the Tolka, on the south the Dodder. The latter enters the Liffey near the dock of the Grand Canal. The Tolka at present passes into the bay of mud flats facing Clontarf. The reclamation of these flats for industrial purposes allows the Tolka, flowing through a park strip which separates the factory area from the residential slope of Clontarf, to empty its waters into a long Lagoon between the North Bull Park and the shore.*

The Lagoon, dammed up at the Howth end, would be used periodically for scouring the outer Harbour in place of the natural flush afforded by the tidal flow of Clontarf Bay.

D.—RAILWAYS.

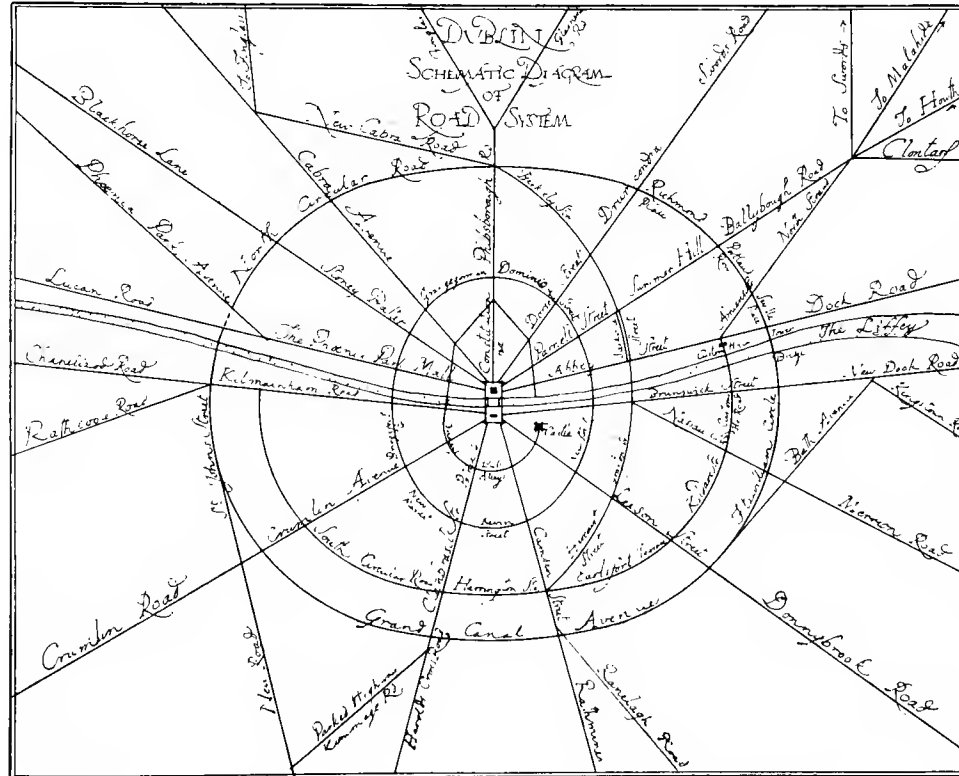
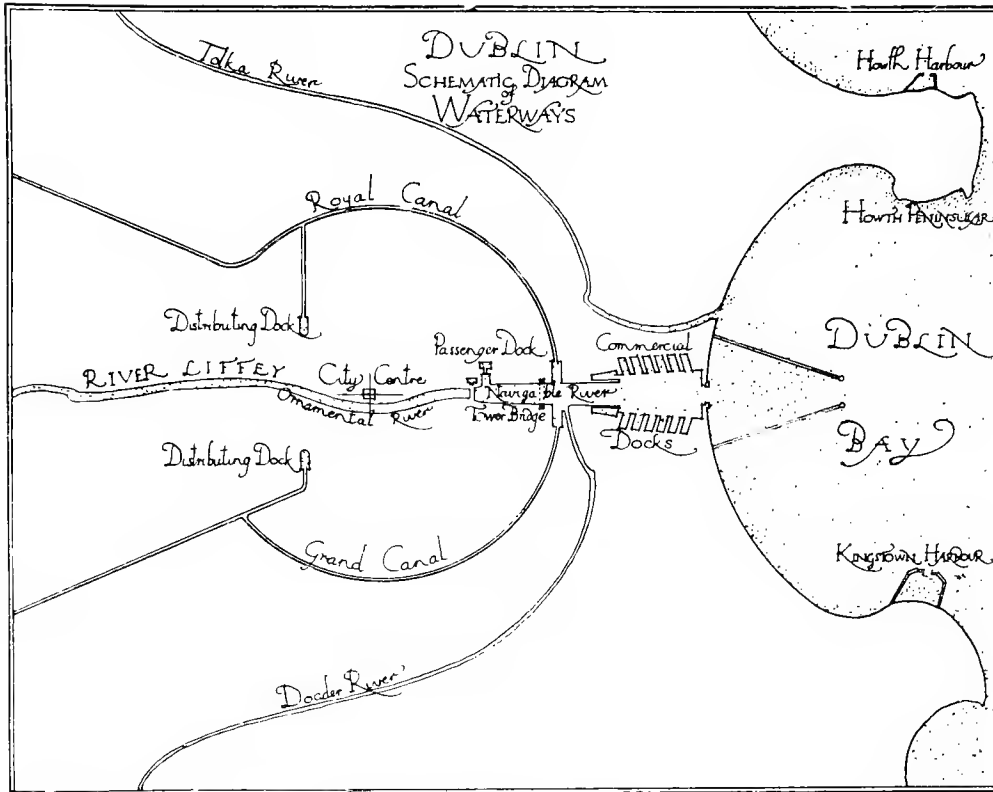
The most important feature of the Railway System is the underground connection E. and W., and N. and S., crossing at different levels at the Central Station, a Union Station for Ireland. Dublin is at present most unfortunate in the wide distance apart of its terminals, only connected on the north side by long circuitous loops. The Kingsbridge Terminal, in particular, with its only connection by tram to the centre along the quays, requires immediate improvement.

The first thing to be done is to abolish the overhead connection between Westland Row and Amiens Street, which at present disfigures the whole river section of the City. The Railway Plan† clearly shows how the underground connection is to be established, and the fact that its route lies within the alluvial area of the Liffey Valley should not make its construction costly. The N. and S. connection would be a somewhat more expensive undertaking, cutting through rock, and would probably be carried out at a later date than the other. Electric locomotives, such as are used in some of the Alpine Tunnels, should be hitched on for all underground connections.

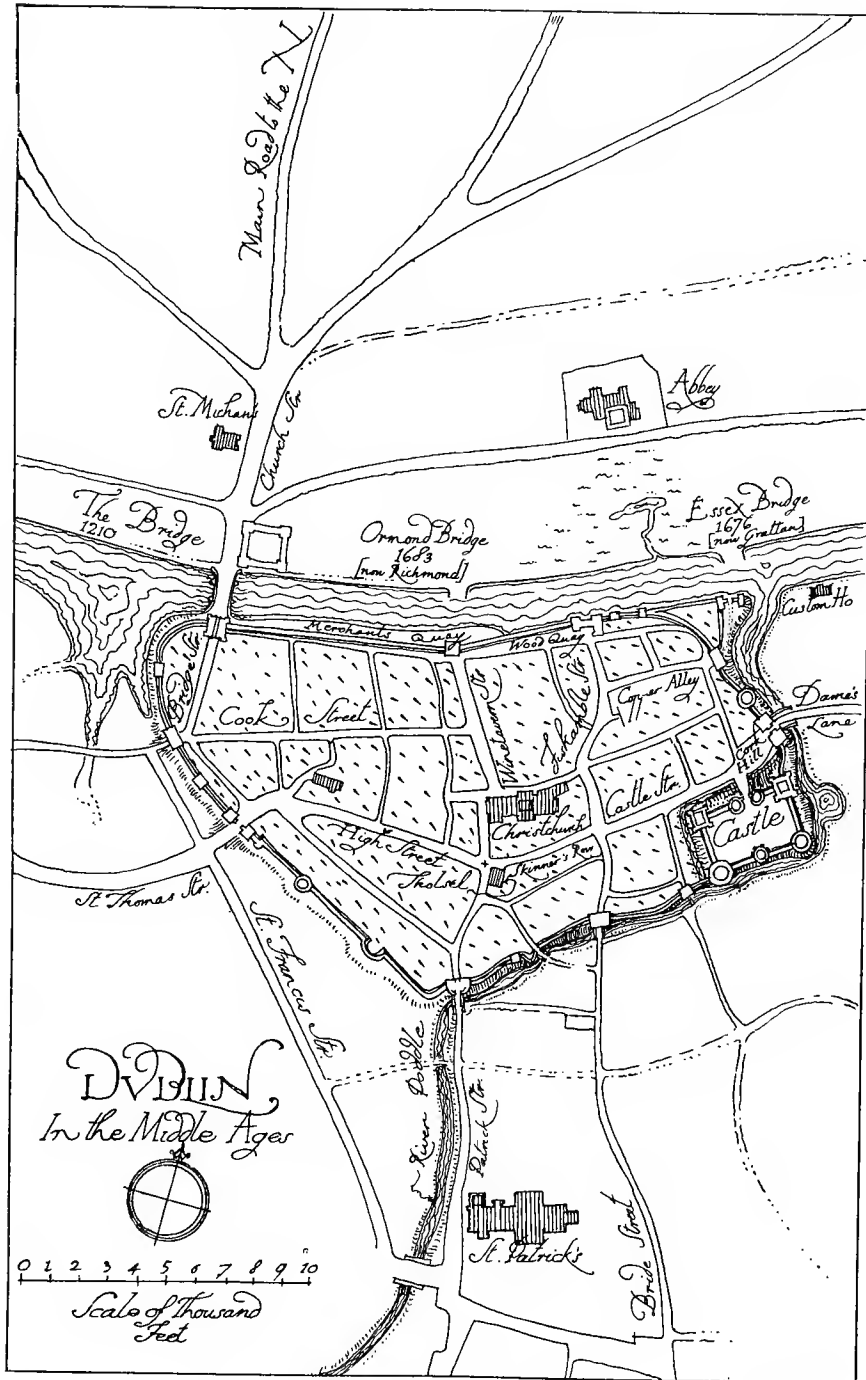
Owing to the existence of the different railway companies, both the northern loops would be retained at first for goods and passenger traffic. If a working agreement could be arrived at by the companies concerned, the goods traffic might all be arranged along one loop. The other loop would still take local passengers for Glasnevin and Drumcondra Stations.

* See Plate XXXVI.

† MAP 3, p. 16.



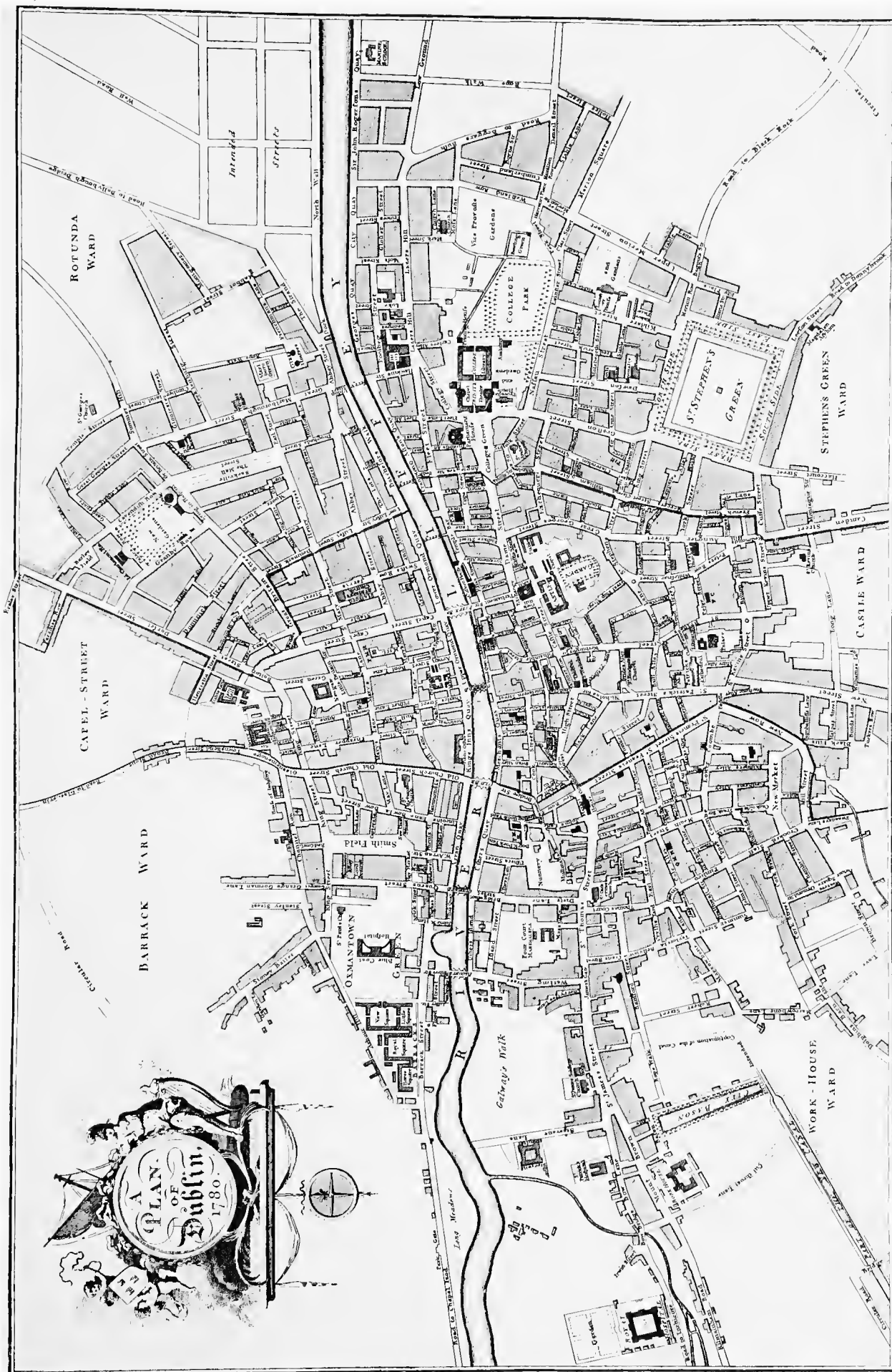
In these Diagrams of Waterways and Roads, the Systems shown are as proposed.



MEDIAEVAL DUBLIN

Conjectural Reconstruction of Dublin taken from various sources, e.g. Map of 1610, published by John Speed; *The Walls of Dublin*, by L. R. Strangways, M.A., etc.

The Map is not meant to represent any precise date but to show certain main features of its medieval condition which have affected its subsequent growth and should influence future improvements. The walled Town, with its streets so largely existing at present, clearly indicates the difficulties of dealing with this area as compared with the North Bank. Here a natural radiation of country roads to the single medieval Bridge (on the site of the original Ford of Hurdles) has been somewhat obscured by the interposition of a large block of "squared planning" at right angles to the River from Smithfield to O'Connell Street. The radiation on the eastern side, however, of Phibsborough Road, Dorset and Parnell Streets is still apparent, as also the marked corresponding circumferential roads such as the Dominick Streets, North Frederick Street and Lower Wellington Street. It is the focal point which has disappeared and which is now supplied, with a crossing to the east of the original Bridge: this new orientation is easily achieved by the diversion of Phibsborough Road to form its main axis, while the original route to the old Bridge (Whitworth) is maintained as a subsidiary crossing.



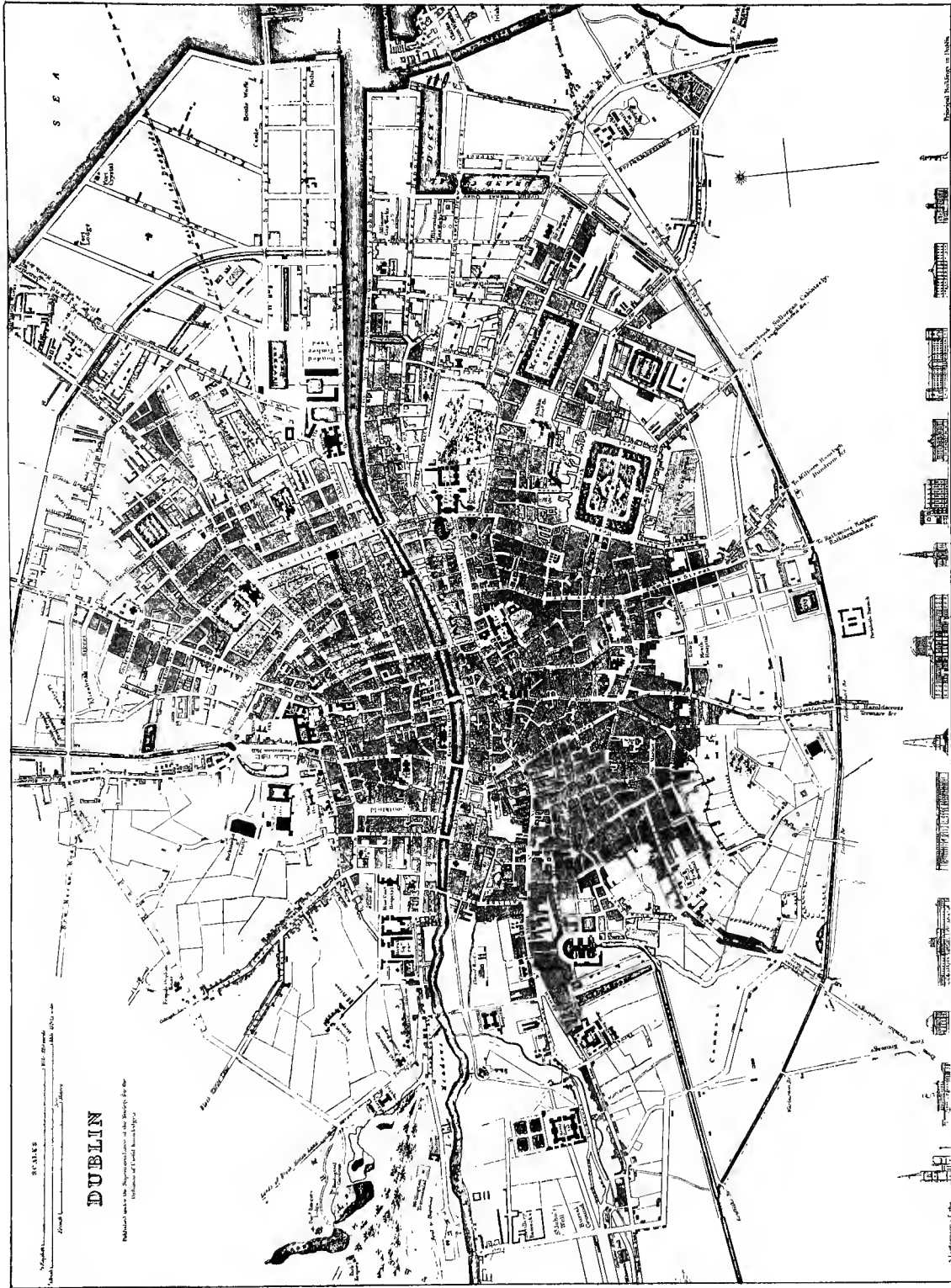
This Plan shows the Centre of Dublin previous to the last great outbreak of Building activity. O'Connell (Sackville) Street has not yet been continued through to the River; the Custom House and Four Courts not yet completed. The North and South Circular Roads are seen projected.

55 The River and Dublin Water, Invented by James Br. Ward

A Scale of Perch, Feet
 Published according to Act of Parliament 1780

DUBLIN
 in 1780

Printed by G. G. & J. S. in the Strand



DUBLIN
Map 1830

Society for the Diffusion of Useful Knowledge.

This is a map showing Dublin at a most interesting period: the great building era of the 18th century has long lost its impetus and planning has got ahead of development. The most remarkable features are the North and South Circular Roads, almost entirely unbuilt on throughout their whole lengths and recalling in this respect their modern counterpart Queen's Drive in Liverpool. It is not clear whether these North and South Circular Roads were ever intended to be articulated at either their east or west extremities. This map is particularly valuable as giving the whole of what may be called historic Dublin, its streets, buildings, and monuments. The Railway and Industrial period are to follow and indeed the first two Rail-roads are shown projected.

The bones of a fine plan, symmetrical but not mechanical, are clearly seen on this map. The general sense of radiation is very strong, on the E. particularly, where even the axis of St. Stephen's Green, suggested doubtless by the turn in the Liffey below the Custom House, appears to carry on with Grafton-Great George's Street the clearly marked circumferential planning of the North Bank.

INTRODUCTION AND COMMUNICATIONS

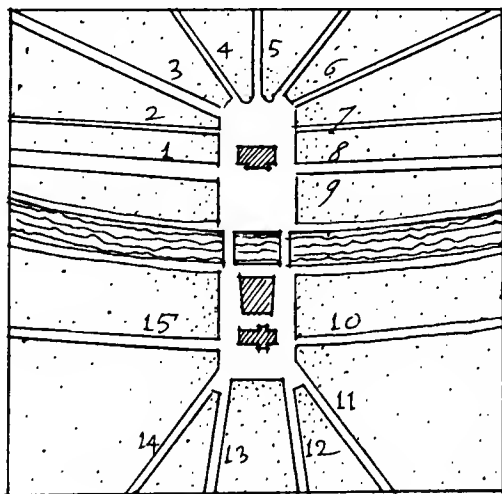
The existing Stations of Kingsbridge, Broadstone, Amiens Street and Harcourt Street would be retained for local traffic. The tendency, however, would be to reduce the importance of these stations and to carry as many trains as possible through to the Central Station, which, as the centre of the Tram System, would give direct access to all parts of the town. Westland Row Station would become merely a stop on the Kingstown to Amiens Street line.

The Riverside Station opposite the Custom House, for the North Wall Boat Traffic, is really an extension of Amiens Street Station, the next in importance to the Union Station.

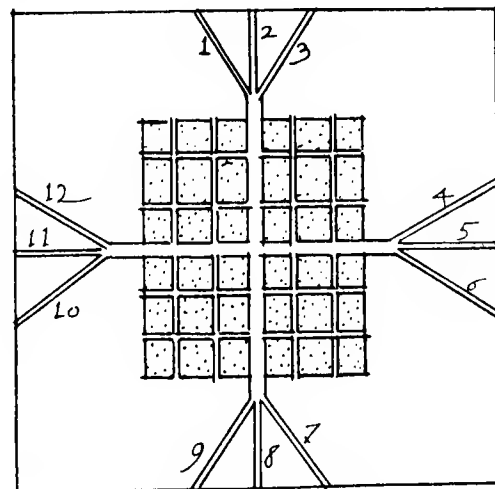
A general freight distribution yard has been located in close proximity to the northern docks and sidings. The slight development which has already taken place on this area could be easily removed, and further building should be at once arrested. An inland freight yard on the south-west is also shown : these two should be sufficient to act as general clearing houses for the whole of the goods traffic of Dublin for many years to come.

E.—ROAD SYSTEM.

A reference to the theoretic diagram on Plate XII. will show the Road System, in which a new focus of traffic is proposed near the Four Courts. To this point the main radial routes of the town naturally converge, and near here was the original river crossing. The accompanying diagram illustrates the radiation from the two centres proposed on either side of the river. This method of concentrating all main routes from the suburbs at the centre has grave disadvantages to those cities such as Gloucester (with Roman origin) and Newhaven, N.Y. (on gridiron system), in which such concentration has to approach the centre along four roads only, these consequently becoming hopelessly congested long before the centre is reached. But in this plan for Dublin there are, to prevent this possibility, (1) two centre points or *foci*, (2) one approached by six and the other by nine arteries, making virtually fifteen channels for the concentrated traffic, (3) the connection between the focal points is by a square, two bridges, and two short wide avenues : there is therefore no possibility of congestion, and such a centre would serve Dublin so far as can be reasonably foreseen for the next century or more.



A Radiation from two foci.



A concentration on two cross-roads.

REPLANNING OF DUBLIN

The existence of an incomplete circular road has suggested its extension and completion on the east by a direct connection across the river, passing to the south side and finally joining a new lower circle, utilising the line of the Grand Canal and linking up the Crumlin district with the Phoenix Park section of the old South Circular Road. It is profoundly to be regretted that, owing to the exigencies of the contours, the logical completion of this circle has had to be abandoned, as any other scheme than that of putting a tunnel under the Park, similar to the railway tunnel which now exists, is impossible. The tunnel schemes would be costly, and would form a most depressing section of this above-ground route, being considerably longer than the useful tunnel under the Quirinal at Rome. Schemes for viaducts and cuttings have been attempted, but have all been found so to destroy the character of the Park at its entrance that they have been abandoned.

An inner circle has been made possible by utilising the two Dominick Streets, prolonging them to the river and crossing by the line of the Metal Bridge. A reference to Plates XVI. and XVII. will show how this is completed on the south bank by the ingenious use of existing streets, including the new Market. The final completion to Broadstone Station is obtained by utilising the grounds of the North Union Workhouse, which it is suggested on page 41 should be removed. This inner circle would relieve many of the narrow and congested streets in the vicinity without cutting up the land to disadvantage.

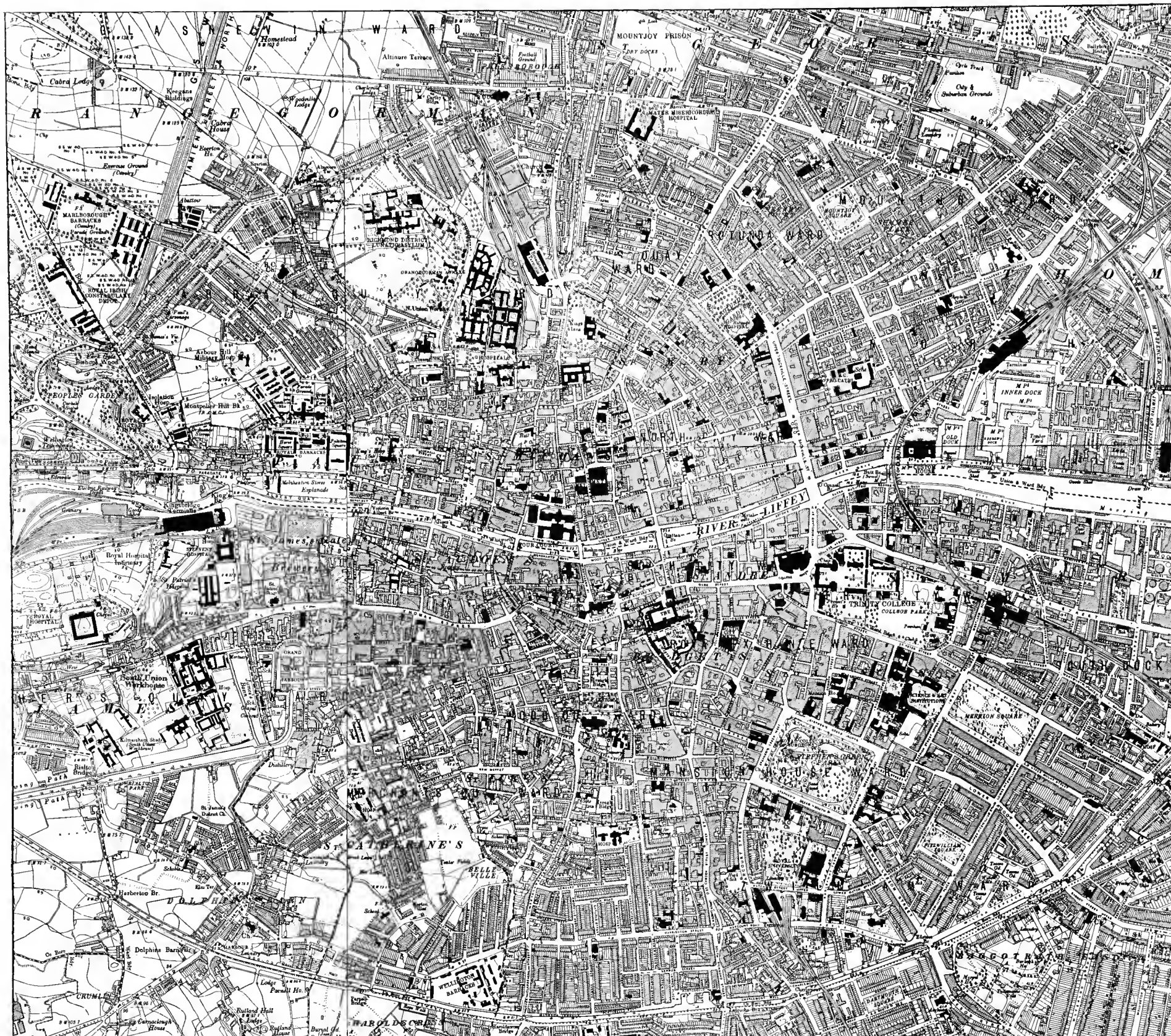
I.—RADIALS.

A thorough study has been made of the existing radial roads, which it may be remarked are far above the average of other towns of similar size and whose chief defect is the lack of an objective at the centre: every effort has been made to concentrate their termini on a central place in order that a simple tram and traffic system may result.

The following is a classified list of the thirteen existing main radials and their suggested improvements:—

DESCRIPTION OF EXISTING RADIALS.

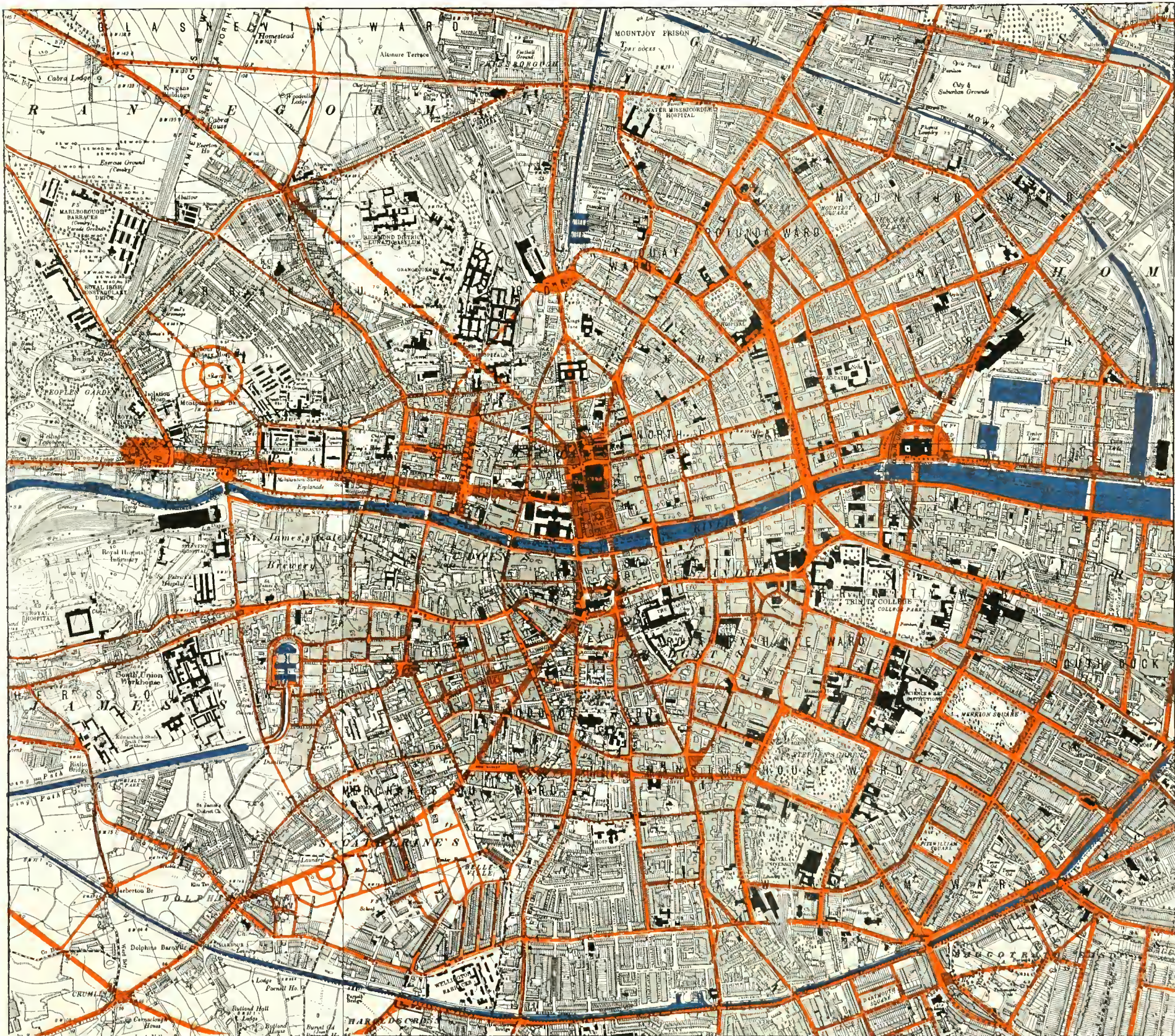
1. CABRA and MANOR HILL.
2. GLASNEVIN.
3. DRUMCONDRA.
4. SUMMER HILL.
5. AMIENS STREET and HOWTH COAST ROAD.
6. KINGSTOWN and DALKEY.
7. MERRION ROAD.
8. DONNYBROOK.
9. RATHMINES ROAD.
RANELAGH ROAD.
10. HAROLD'S CROSS ROAD and BLESSINGTON.
11. CRUMLIN and BLESSINGTON.
12. KILMAINHAM and RATHCOOLE.
13. PHOENIX PARK MALL and LUCAN.



Reproduced from the Ordnance Survey Map.

DUBLIN

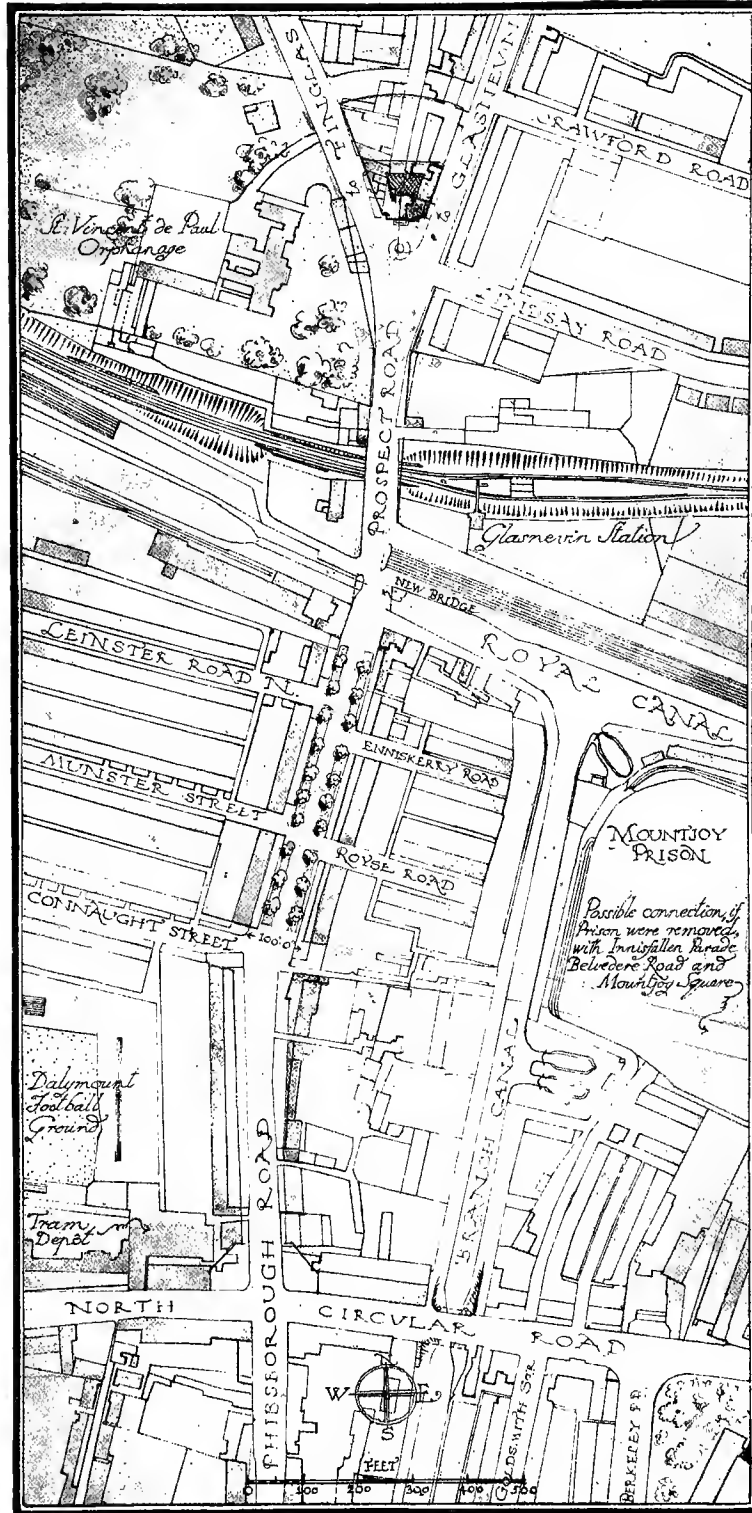
*As it is at present: the central area between the Circular Road on the North and the Grand Canal on the South;
Phoenix Park on the West and Royal Canal on the East.*



Reproduced from the Ordnance Survey Map.

DUBLIN

The Red Lines indicate the Plan, composed of existing and proposed Streets, which this Scheme aims at ultimately creating.

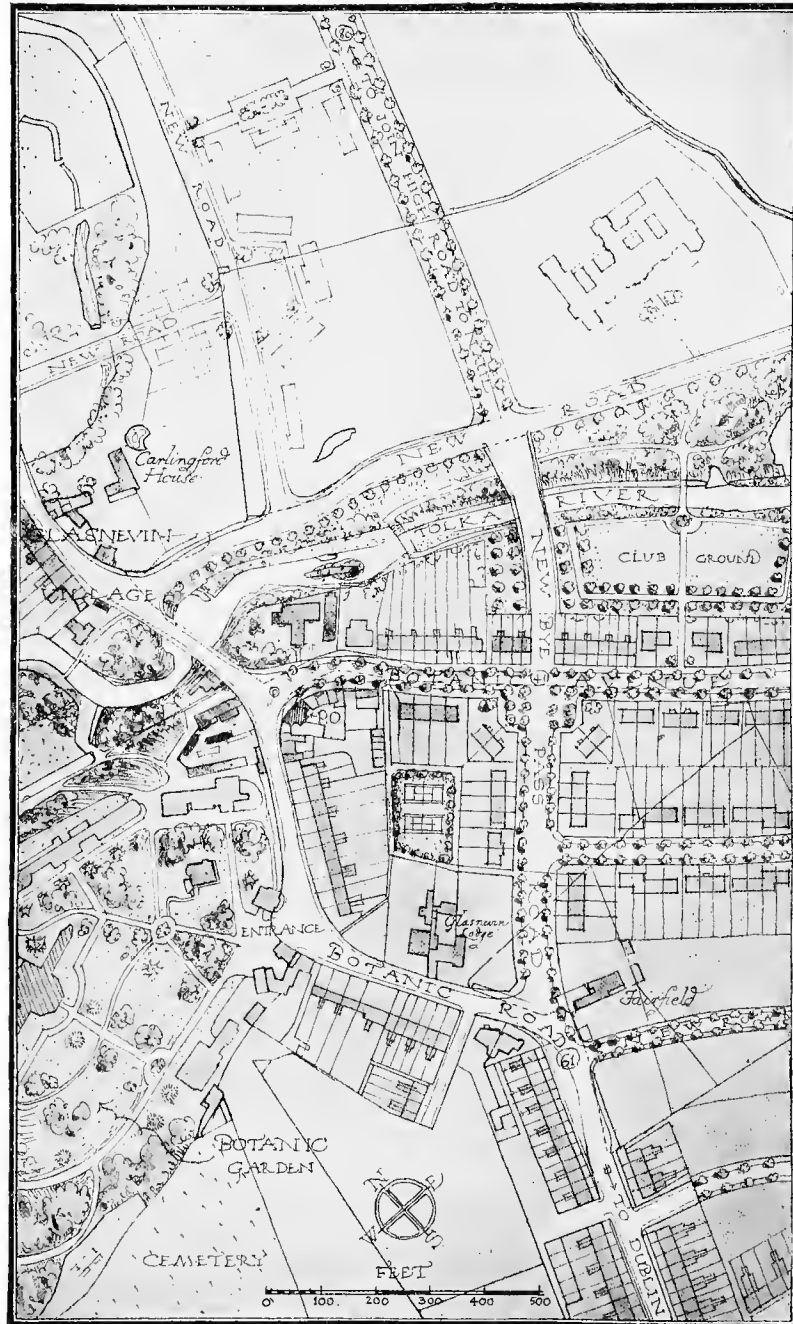


RADIAL IMPROVEMENTS

Route No. 2.

Example of DETAILED IMPROVEMENTS TO EXISTING RADIAL, Phibsborough Road, etc., comprising suggested space at intersection with main circumferential line, N. Circular Road. Various minor widenings: a short section where this can be done inexpensively, 100' 0" wide and tree-planted to avoid monotony (cf.: existing similar feature on Drumcondra Road); New Bridges across Canal and Railways; straightening up of fork to Glasnevin and Finglas (throttled neck to latter opened); suitable site here provided for large Hotel; Glasnevin Road widened to 60 or 70 feet; the possibility of a connection across Mountjoy Prison Site (if this were ever abandoned), making with Connaught Street an additional circle on the North.

It is not suggested that all these improvements should be undertaken at once; they represent a typical method of treatment which might be pursued on all existing Radials.



RADIAL IMPROVEMENTS

Route No. 2.

Example of BYE-PASS IN ORDER TO AVOID EXISTING VILLAGE. Twisting narrow road along which Tram at present passes, costly to widen and, if widened, would destroy the picturesque charm of Glasnevin Village. New Bye-Pass crosses Tolka Parkway and joins up with existing country road beyond Village; new section 80' 0" wide joins Botanic Road at Fairfield House. Botanic Road shown widened to 60' 0"; this could be increased if subsequently required by taking more off front gardens.

Widening of Botanic Avenue to make it Park connection for wheeled traffic from Botanic Gardens to Drumcondra Road.

INTRODUCTION AND COMMUNICATIONS

1. CABRA.

a.—Existing.

The route follows Stoneybatter and Manor Road, then forks to Prussia Street, Old Cabra Road, Windy Harbour, to Aughrim Street, and to Blackhorse Lane by the side of Phoenix Park.

Strictly speaking *not* a radial at present : no direct connection with centre : *no tram route* along it.

b.—Proposals.

For this imperfect radial is to be substituted the wide Cabra Avenue, utilising Old Cabra Road as far as the Circular Road and then cutting boldly across the group of institutions to the Centre. Stoneybatter is also given a subsidiary connection to the centre across the top of Smithfield.

2. GLASNEVIN.

a.—Existing.

The route follows Church Street, Constitution Hill, Phibsborough Road, Botanic Road.

Bad central connection : Phibsborough Road is of various widths and somewhat tortuous : original building line encroached on by shops ; houses still have fore gardens. Beyond Botanic Garden it becomes a country road, twisting and with steep gradients into Glasnevin Village : this should not be interfered with.

b.—Proposals.

Constitution Hill connected to centre and direct approach to Broadstone Station ; Phibsborough Road widened in parts ; new loop round Glasnevin Village forms adequate communications with direct road to Drogheda ; Glasnevin Village to be preserved in present character—its future growth to be restricted to larger semi-detached houses (see Plates XVIII. and XIX.).

3. DRUMCONDRA.

a.—Existing.

The route follows Bolton Street, Dorset Street, Drumcondra Road, to Swords.

The best existing radial ; line of original approach road to Danish City : Upper Drumcondra Road—trees planted in grass strip, a type for other suburban radials, narrowing down to county road (single tram line) beyond All Hallows College—typical example of eighteenth century forethought and late nineteenth shortsightedness—road allowed to narrow down where present development is taking place.

b.—Proposals.

Immediate action necessary : prescribe building line for part beyond All Hallows College small re-alignment suggested for Bolton Street and lower portion of Dorset Street.

4. SUMMER HILL.

a.—Existing.

The route follows Parnell Street, Summer Hill, Ballybough, Fairview Strand.

REPLANNING OF DUBLIN

This is really an alternative to No. 5. The Summer Hill portion is mean, and narrows down soon after leaving O'Connell Street; blocked at end by narrow bridge over Tolka and Fairview Strand where it joins No. 5.

b.—Proposals.

Summer Hill widened to 60' 0" ; Ballybough Bridge and Fairview Strand widened to carry tram route to No. 5, thus making convenient connection to Howth Inland Road ; Gloucester Street opened into O'Connell Street provides relief road for motor traffic.

5. AMIENS STREET AND HOWTH COAST ROAD.

a.—Existing.

The route follows Amiens Street, North Strand, Annesley Bridge, Fairview, Clontarf Coast Road to Howth.

Bad connection with Custom House ; indifferent tram route along narrow Talbot and Earl Streets to O'Connell Street.

(HISTORIC NOTE.—Strand (now Amiens) Street laid down previous to the Custom House, and has never been brought into proper relation with its crescent.)

b.—Proposals.

Connection with Custom House crescent ; substitution of wide Abbey Street for narrow Talbot Street ; Annesley Road and Fairview become " park highways," 120' 0" wide, utilising reclaimed land.

6. KINGSTOWN AND DALKEY.

a.—Existing.

The route follows Brunswick Street, Ringsend Road, Irishtown Road, Sandymount Road, Strand Road.

Narrow bridge section over Dodder.

b.—Proposals.

Bridge over Dodder widened ; new route to Irishtown to join old marginal ; widened on reclamation to 120' 0" as " park highway " to Kingstown and Dalkey.

7. MERRION ROAD.

a.—Existing.

Route follows Nassau Street, Merrion Square, Mount Street, Kenny Bridge, Northumberland Road, Merrion Road.

Good normal radial with alternate town section by Baggot Street.

b.—Proposals.

Northumberland Road affords easy possibilities for widening ; otherwise adequate for needs.

INTRODUCTION AND COMMUNICATIONS

8. *DONNYBROOK.*

a.—Existing.

Route follows Dawson Street, St. Stephen's Green, Leeson Street, Morehampton Road, Donnybrook Road.

Dog-legged route through town.

b.—Proposals.

New route from St. Stephen's Green by widened Cuffe Street, to Central Square; Sussex Street opened into Leeson Street; route through Donnybrook Village and over Dodder, where outer circle is crossed, improved.

9. *RATHMINES ROAD. RANELAGH ROAD.*

a.—Existing.

Route follows Great George's Street, Aungier Street, Richmond Street, Rathmines Road, Charlemont Street, Ranelagh Road.

Very variable route; strangulated entrance from Dame Street; could be improved by judicious widening here and there.

b.—Proposals.

Join No. 8 at Cuffe Street Circus to centre; improvement and widening of junction of Camden and Charlemont Streets; Square near Palmerston Park and new road to Dundrum.

10. *HAROLD'S CROSS AND BLESSINGTON.*

a.—Existing.

Route follows Patrick Street, Clanbrassil Street, Harold's Cross Road.

A poor, narrow route as far as the canal.

b.—Proposals.

Whole section from canal to centre widened to 80' 0"; junction at Harold's Cross Park, for Park Highway to Wicklow nature reserve, using Kimmage Road. Way to Blessington greatly improved by using Crumlin Avenue with motor bus extension.

11. *CRUMLIN AND BLESSINGTON.*

a.—Existing.

Route follows Patrick Street, Coombe Street, Cork Street, Dolphin's Barn, Crumlin Road. Not a radial as at present at all; no tram route along it.

b.—Proposals.

For imperfect radial is substituted wide Crumlin Avenue, from which motor bus extension to Blessington.

REPLANNING OF DUBLIN

12. KILMAINHAM.

a.—Existing.

Route follows High Street, Corn Market, Thomas Street, James's Street, Kilmainham Road, Emmet Road, Tyrconnell Road.

A very important route, the backbone of the mediæval town, strangulated at entering inner town through persistence of mediæval streets.

b.—Proposals.

Possible improvement of Corn Market and High Street by direct approach to junction of Crumlin Avenue and Patrick Street. Section from Blackhorse Bridge to Portlester House improved. Rathcoole route relieved of some of its traffic by the connection of the Fox and Geese to Crumlin Avenue.

13. PHŒNIX PARK MALL AND LUCAN.

a.—Existing.

Route follows North Quays and Conyngham Road

b.—Proposals.

Wide connection to Phœnix Park by Mall.

II.—SUPER-NORMAL RADIALS.

Of the thirteen radials described it will be noted that ten of them are normal radials which should have an average width of at least 60' 0". Three of them, Cabra and Crumlin Avenues and the Phœnix Park Mall, however, with a width of 120' might be called super-normal radials: of this type of park strip thrust into the centre of the town, Paris and Berlin possess one apiece; Dublin has the opportunity of thus acquiring three.

In addition to the three which enter the inner town, three others are easily obtainable from its periphery, the circular road: (1) the Clontarf Marginal Road to Howth, (2) the Sandymount Road to Kingstown and Dalkey, (3) the Harold's Cross Avenue to the Wicklow Mountains.

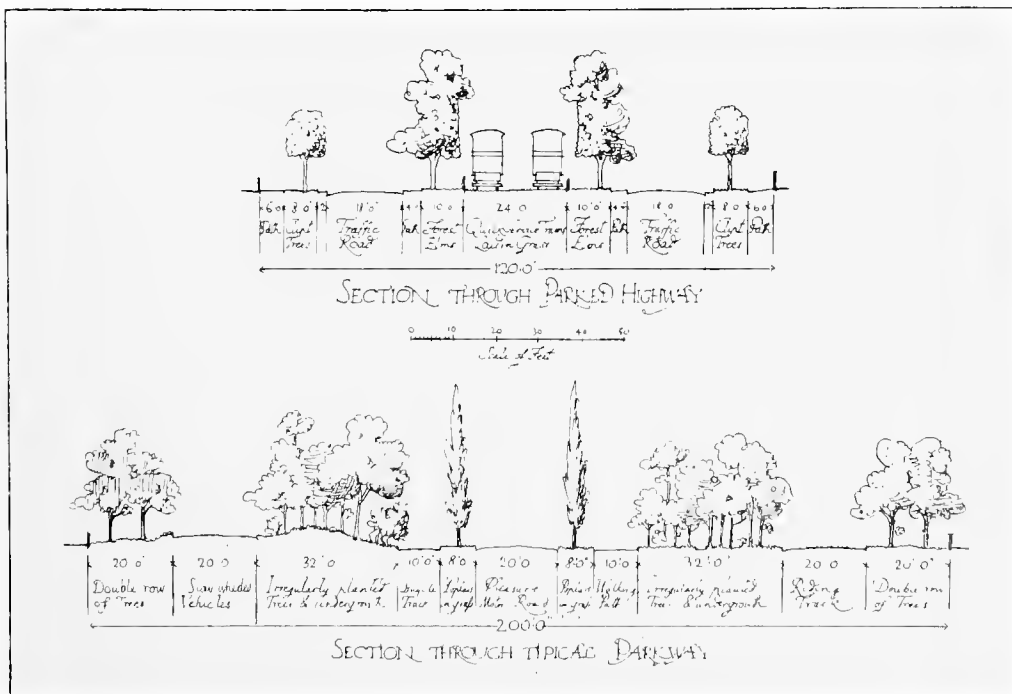
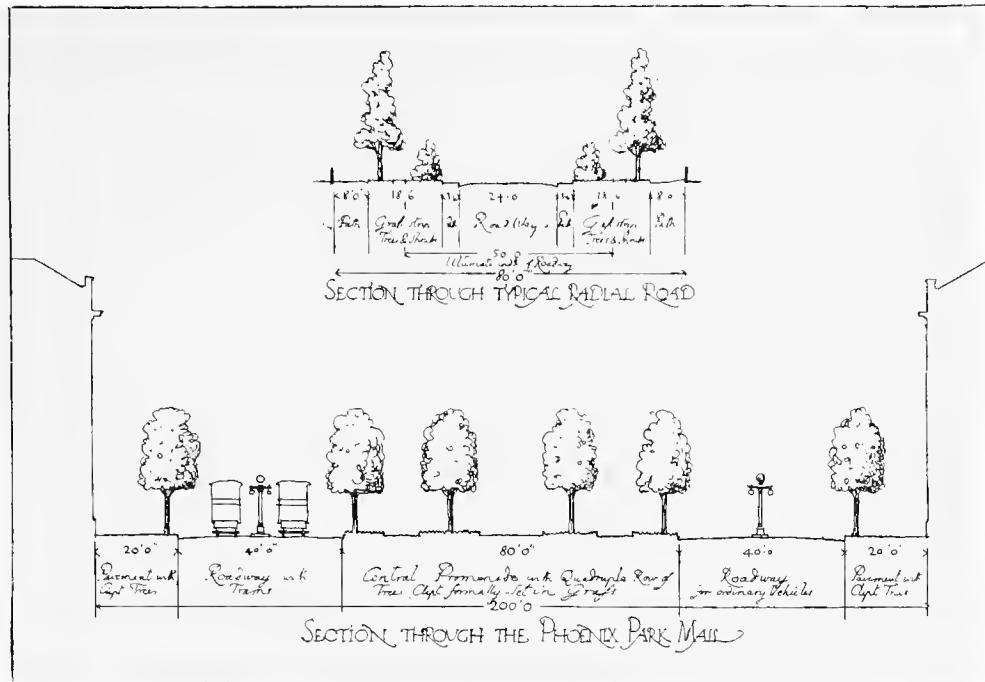
III.—CIRCUMFERENTIAL ROADS.

Three circular roads are put forward:—

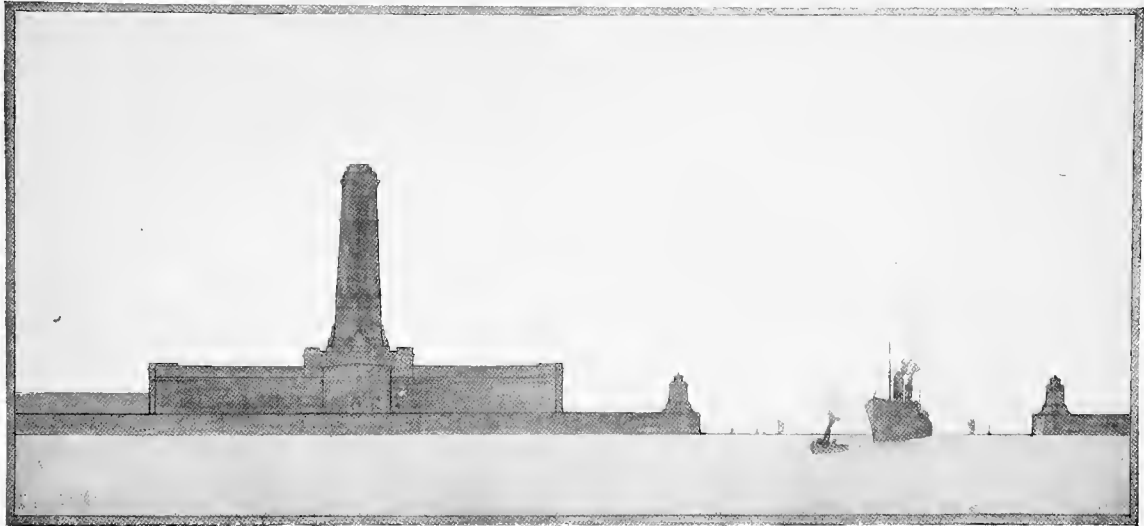
1. A country Outer Circle, linking up the radial roads at a distance of about $3\frac{1}{2}$ miles from the centre; its southern section is shown on *MAP 2*, and its general route (only approximately defined) on the Regional diagram on Plate IX.

2. The Circular Road, forming the true Urban Outer Circle, and utilising the existing Circular Road as much as possible; it will be seen on the Road Traffic diagram that there is practically a duplication on the south side.

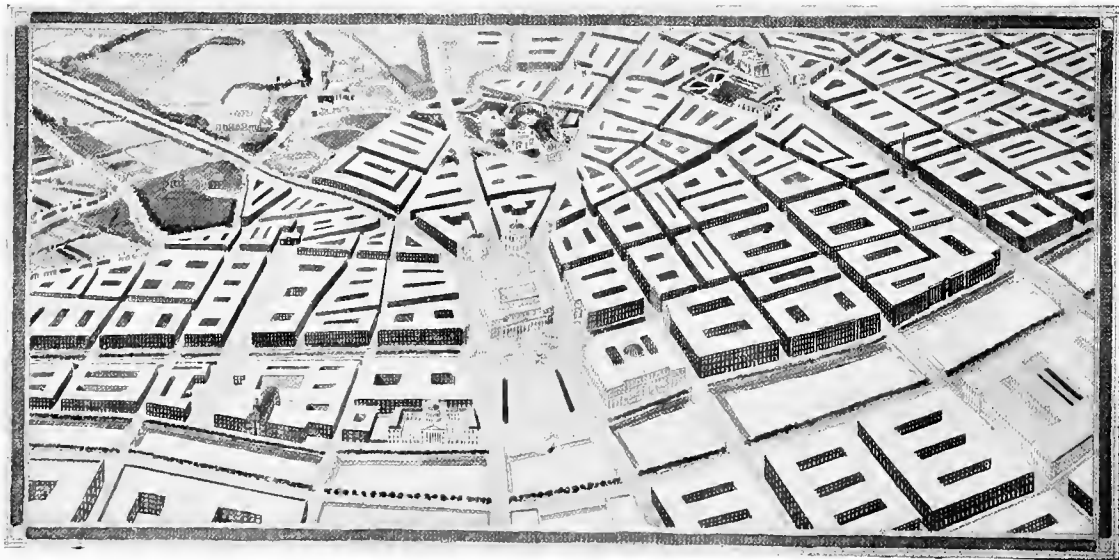
3. The Inner Circle, the route of which is described on page 10.



Typical Cross-sections showing widths and arrangements of Streets, Boulevards and Parkways.



The suggested Power Citadel at the mouth of the Harbour.



Diagrammatic Sketch of the suggested Traffic Centre: Capel Street, with the new Cathedral facing down it, is seen to the R., and further O'Connell Street with the National Theatre and Auditorium.

INTRODUCTION AND COMMUNICATIONS

F.—TRAMWAY SYSTEM.

On *MAP 2* the whole of the Tramway proposals are outlined. A most thorough research has been made and the whole scheme aims at a complete centralisation of the radial traffic ; a sharp distinction between it and circumferential traffic is established. Care has been taken, while re-routing, to preserve the existing tracks, except in one or two minor cases.

The main basis according to which the scheme is devised is that of through traffic routes converging on the central *foci*, and passing each to its diametric opposite side of the town. Thus the Cabra Avenue Route on the N.W. debouches on the S.E. along the Donnybrook Road. This system is partially used at present, and is shown at its completest form in Glasgow.

The inner circle of the Road System is designed primarily for the business area, at not more than half a mile from the centre at any point ; it thus gives good connection to the radials.

For the outer circle, the existing system has been utilised as far as possible, supplemented by a new bridge at the Custom House, and avoiding some narrow streets on the east. From thence on existing lines it follows O'Connell Street and Berkeley Road to the North Circular Road. It is anticipated that in the future the true outer circle will be traversed, but for the present a motor bus service, crossing the river by the new drawbridge, will suffice for linking up the north and south of the city.

Supplementary motor bus routes are laid down for the North Docks with connection to the Howth Tramway, and for the South Docks and the road by the Grand Canal *via* the new village of Crumlin to the route to Rathcoole.

It is essential for such a system that "correspondence" tickets, both between radial and circumferential trams and motor buses, be instituted, a system which has been found to work so admirably at Brussels.

It will be noted that O'Connell Street is no longer the focus of the tram system, which has been transferred to a more suitable position : a single service alone is now taken down it ; and at the same time it is fully supplied by no less than five routes which traverse it. Capel Street is entirely freed from trams : its narrowness and the fact that it forms the connecting link between the City Hall and the Cathedral makes its freedom from this type of traffic desirable.

G.—THE POWER CITADEL.

This suggestion is one of the most practical * and far-reaching put forward. It is that the Corporation activities already located at Pigeon House Fort be enormously augmented. The existing power station is transformed into a huge Power Citadel, where the raw material of energy which enters the harbour is converted into motive force for the industrial activities of the whole community. This is the only reasonable and modern way of dealing with the power problem. Why pay for carting the coal inland and distributing it in every factory, when one single operation

* See Preface. Water power, of which Ireland possesses sufficient for her great industrial development, would render her independent of external coal. But the essence of this recommendation is a unified system of power production and supply on a large scale.

REPLANNING OF DUBLIN

can convert it near where it enters the City? Again, though many chimneys create a dismal effect, there is a grandeur about a single gigantic shaft with its plume of smoke curling from the brazier shaped summit. The building adumbrated in the study is confessedly of huge size: the tower 600 feet high, and accommodation provided for ranges of workshops and machinery plant. Architecturally, its effect at the entrance of the harbour and as the centre point of the reclaimed Dublin Bay would be magnificent.

H.—INDUSTRIES.

Several new locations for factory sites are shown on the Zone Plan, *MAP 4*. The two principal areas which would provide for an enormous industrial development of the most varied character are the reclaimed land north of the docks and the space on either side of the Grand Canal to the S.W. at Crumlin. The latter, as its name suggests, is a site most suitable to the textile trades. On the former would naturally be located engineering works, shipbuilding, timber yards, factories for the heavy trades and warehouses.

As it is contemplated that electric power from a central power citadel will be the motive force, the factory areas will be free from smoke, and consequently need in no way pollute the air in their vicinity.

The connection between the Crumlin area and the docks is by means of the Grand Canal and the new 120' 0" road skirting it, which would have a specially designed track for motor lorries. It is also admirably provided with connections to the whole railway system.

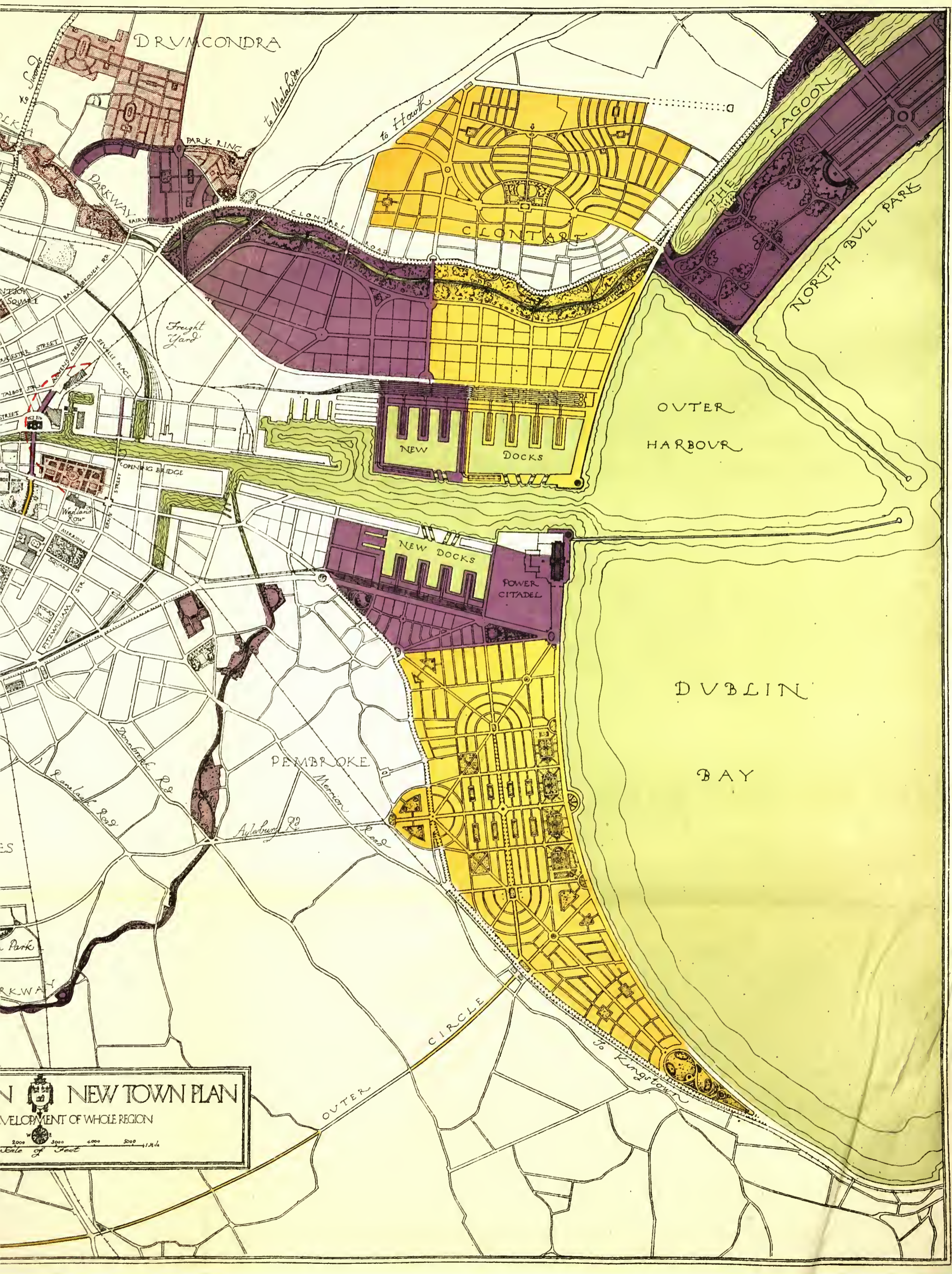
I.—ABATTOIRS.

It is not intended for the present to disturb the existing abattoir in Blackhorse Lane which is near to the cattle market on the North Circular Road; but it is suggested that in the future a more convenient site be established on the reclaimed land when the dock sites at the mouth of the river are developed. The reason for so doing is that it is intended to develop the land on the north-west side of the present abattoir site for residential property; and that it is considered good practice to place the new proposed abattoir in close conjunction with the docks and railway, so that the factories connected with the skin and hide business and the manufacture of oils and greases from the offal could be placed on adjacent sites.

It is contended that a site for an abattoir close to the sea front would, by reason of the better circulation of air and equality of temperature owing to the presence of water, be the best possible locality for such a building.

PLAN in 3 DEGREES of URGENCY

The Dark Red Colour indicates ROADS: the Light AREAS to be Developed
Essential Widening are shown as NEW
Removal of Loop Line over the Liffey dotted - - - - -

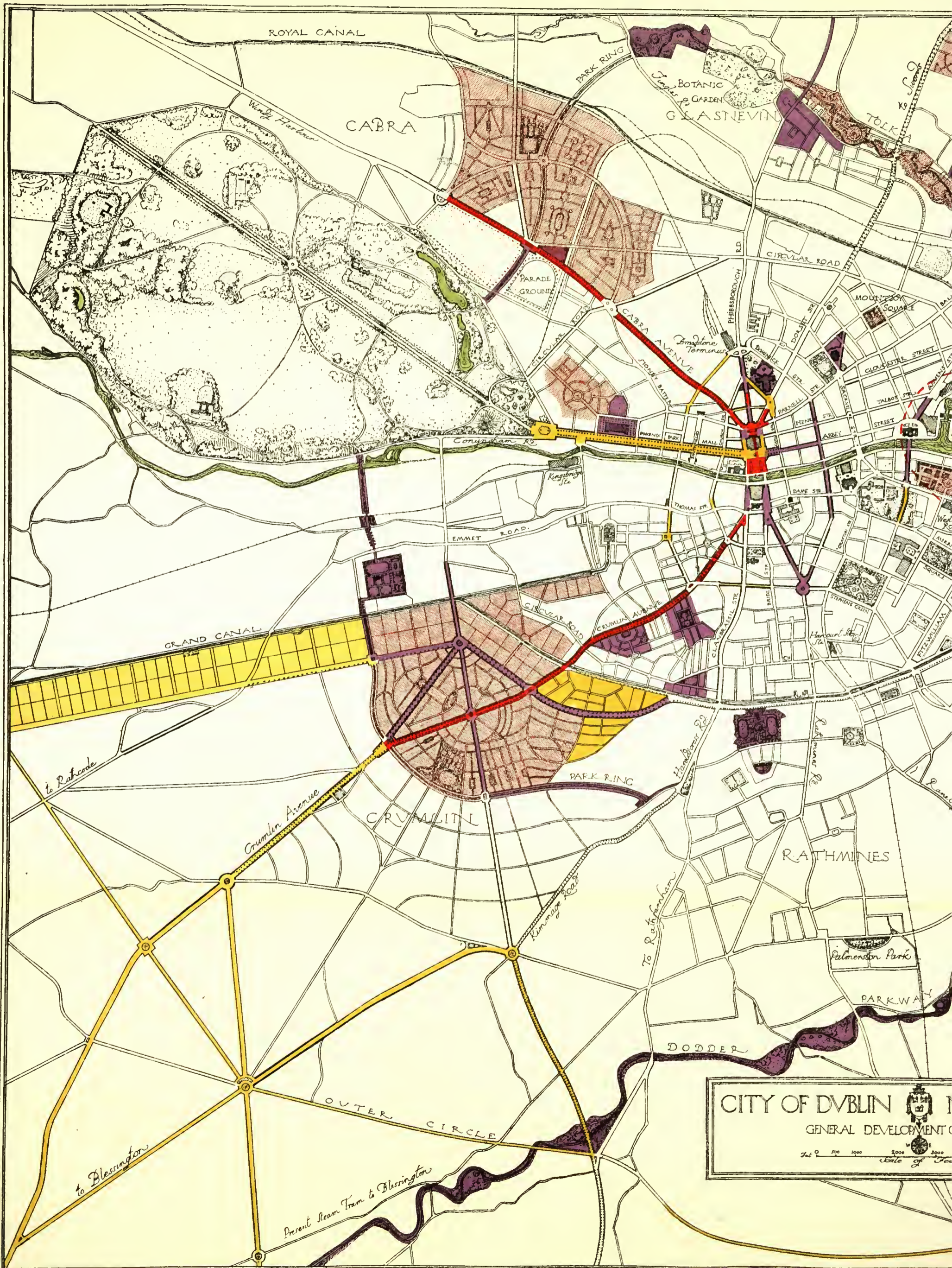


NEW TOWN PLAN
DEVELOPMENT OF WHOLE REGION

Scale of Feet
0 1000 2000 3000 4000 5000 1:12,500

- FIRST PERIOD* requiring immediate action
- SECOND PERIOD* to be initiated during the next ten Years
- THIRD PERIOD* suggesting Lines of subsequent Growth

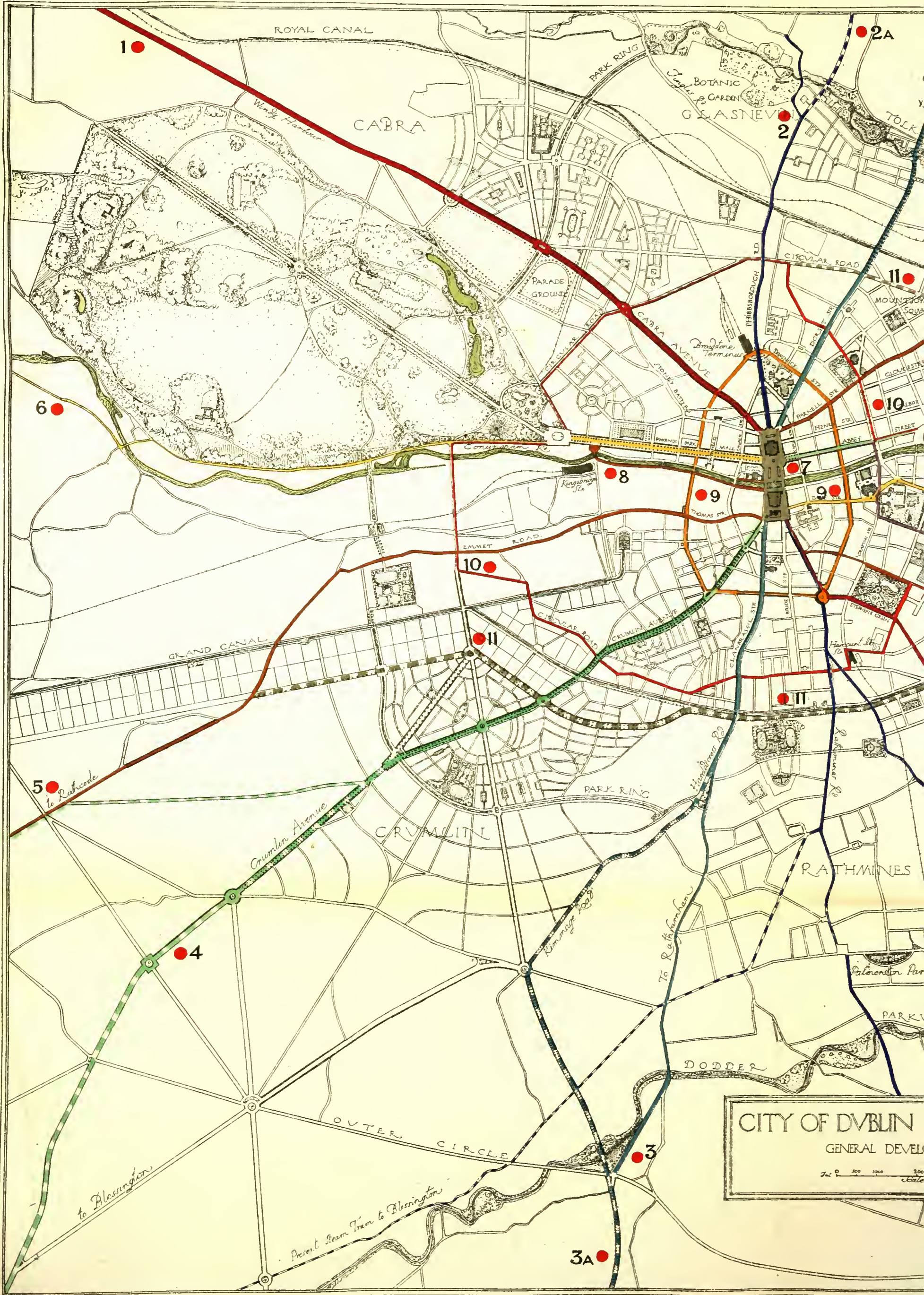
N^o 1. PERIODS of EXECUTION



CITY OF DUBLIN
 GENERAL DEVELOPMENT
 Scale of Feet
 0 500 1000 2000 3000

Nº 2 TRAM SYSTEM

RADIAL THROUGH ROUTES Nºs 1 to 6: To Centre Only Nºs 7 & 8
 1 Cabra to Donnybrook
 2 Glasnevin to Drumdrum
 3 Drumcondra to Rathfarnham
 4 Crumlin to Clontarf
 5 Rathcode to Howth
 6 Lucan to Kingstown
 7 & 8 Merion to the Centre
 2A to Ranelagh Rd. 2B to Blessington



CITY OF DUBLIN
 GENERAL DEVELOPMENT
 Scale 1:1000

& MOTOR 'BUS ROUTES

CIRCLES and MOTOR EXTENSIONS
 9 Inner Circle 10 Outer Circle
 11 Motor Bus Circle with extensions (completed by swing bridge)
 Motor Bus extensions to Tram Routes shown Dotted.

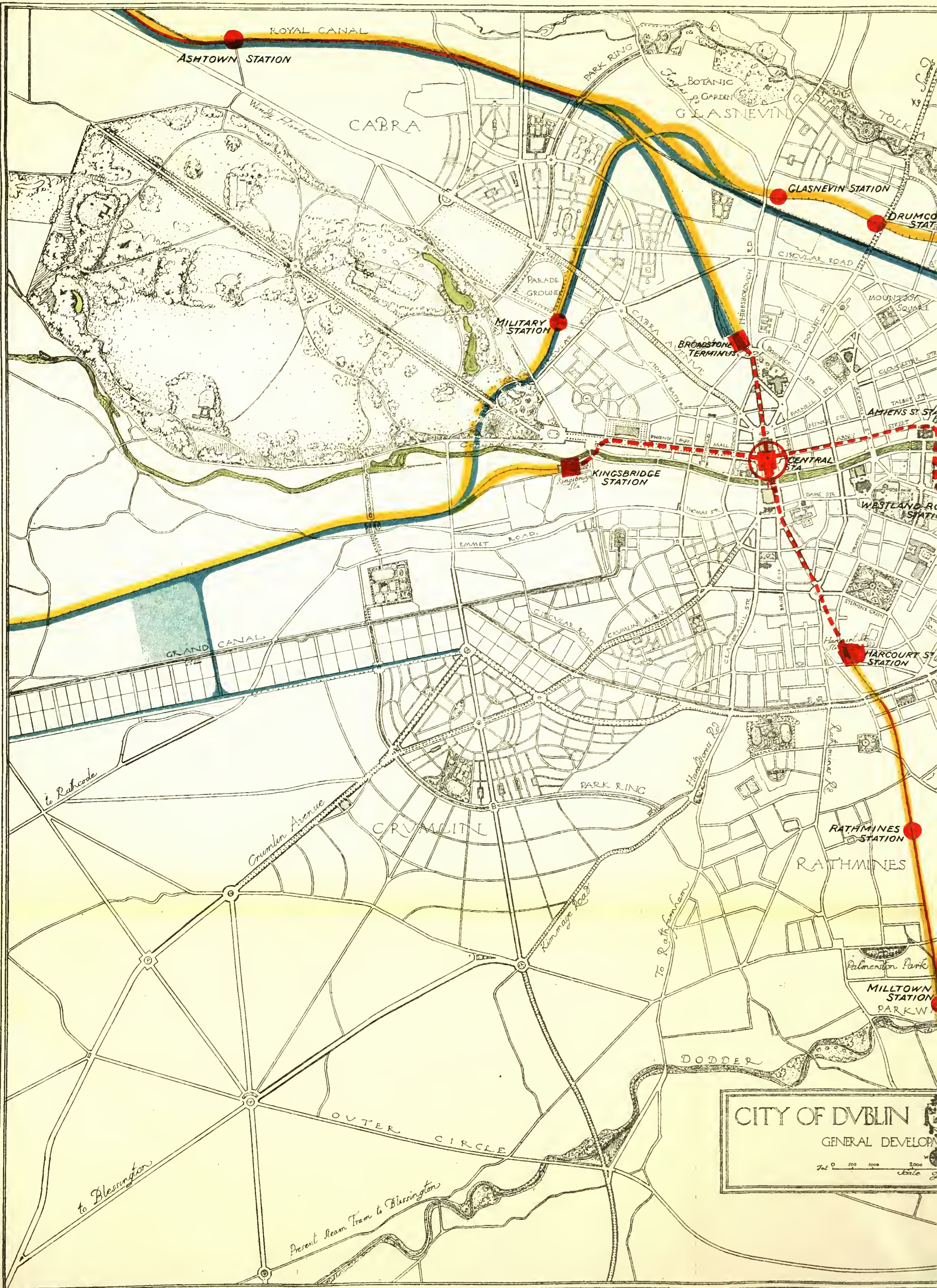


NEW TOWN PLAN
 DEVELOPMENT OF WHOLE REGION

Scale: 1 inch = 1 mile
 0 1000 2000 3000 4000 5000 Feet

Nº 3 RAILWAY

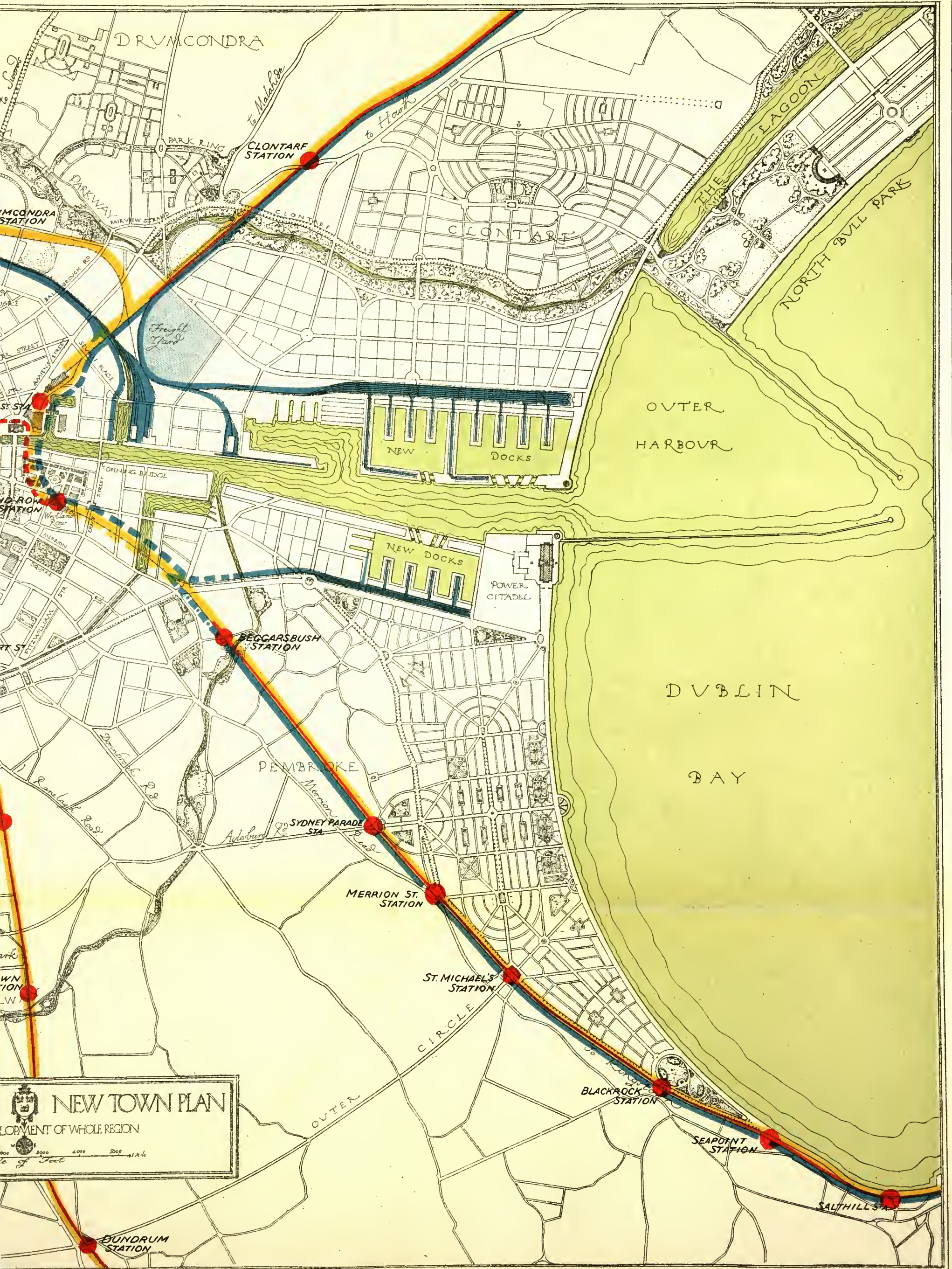
	Goods Traffic		Passenger Traffic
	Underground ditto		Underground ditto
	Freight clearing yards		Tubes



CITY OF DUBLIN
GENERAL DEVELOPMENT
Scale 1:2000

RAILWAY SYSTEM

- Through Stations: (Amiens Street & Suburban Stations)
- Existing Terminals (Kingsbridge, Broadstone & Harcourt Str)
- Proposed Central Union Station



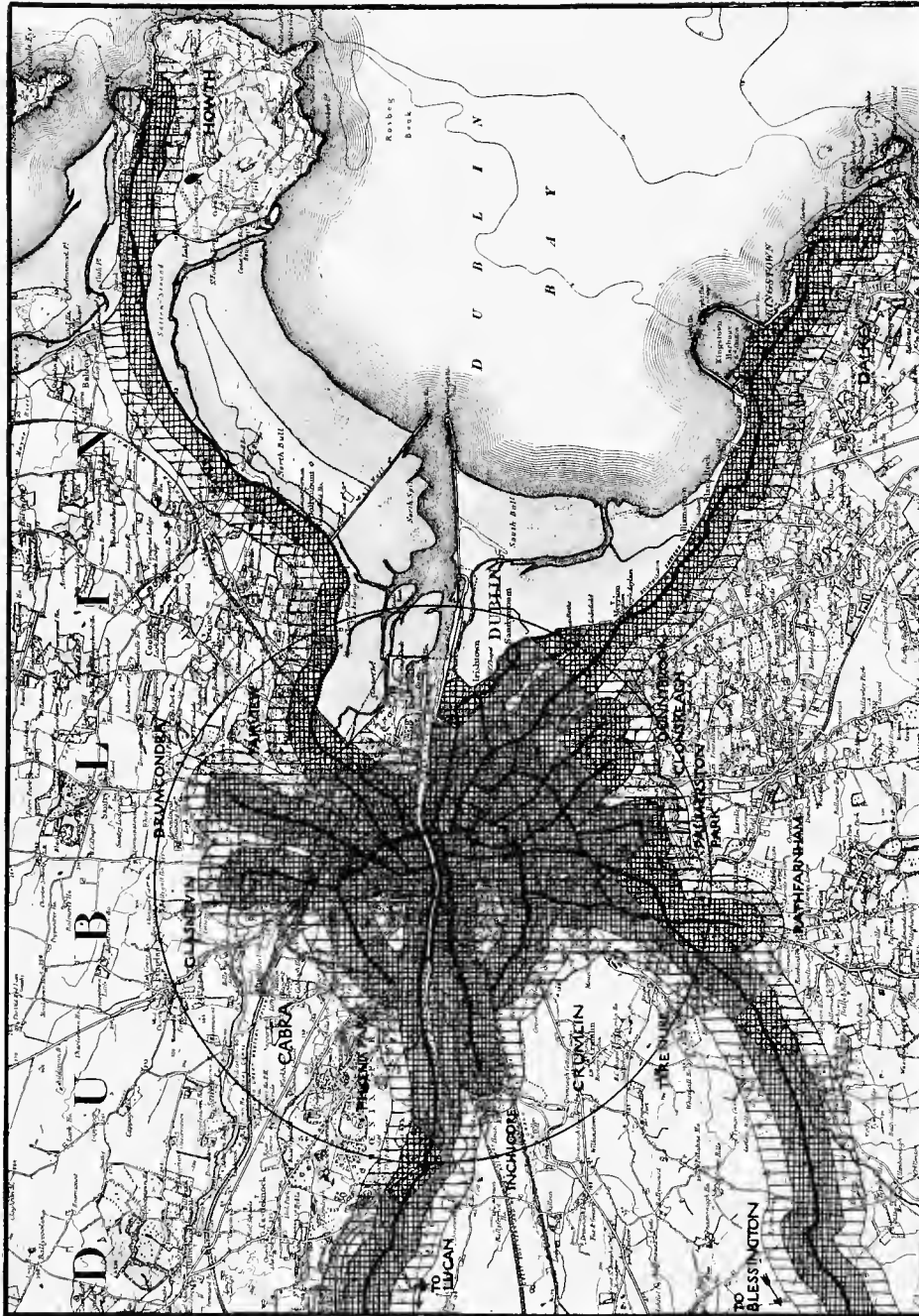
NEW TOWN PLAN
DEVELOPMENT OF WHOLE REGION

Scale: 0 to 1 Mile (0 to 1600 Feet)



PART II.

HOUSING.



ACCESSIBILITY PLAN
of the
DUBLIN REGION
as at present existing.

The diagram is intended to show to what extent the Region is served by Trams. The cross-hatched portions indicate those areas which are within $\frac{1}{4}$ mile of a road carrying a tram route, and the wide single hatched portions within $\frac{1}{2}$ mile. The circle represents the 3-mile radius from the Four Courts (the proposed Traffic Centre). The diagram shows clearly the four long-distance routes and the adequate service up to the 3 mile line on the N.E. and S.E., also the two inaccessible blocks of land on the West; Cabra and Crumlin, on which it is proposed to house the bulk of those who are leaving the congested centre. It will be seen that existing radial roads are ready to open up both these areas, and that their continuation, as proposed, into the centre will bring the two islands of " $\frac{1}{4}$ mile areas" inside the town, within the $\frac{1}{4}$ mile limit of accessibility. The diagram also illustrates the incompleteness of the circular route.

PART II.

HOUSING.

A.—DENSITY.

The housing question of Dublin takes precedence of all other needed improvements by reason of its urgency : it is not only a matter of regulating future growth, as it is with so many expanding English and Continental industrial towns, but of providing a reasonable means of existence for a great surplus population which has crowded into Dublin during the past century without adding to its prosperity. The re-housing of over 60,000 persons is the immediate need, and unless this is undertaken in conjunction with radical town planning the latter state of Dublin will be worse than the present.

Communications and Recreation, two essential factors in the great housing scheme, are dealt with elsewhere ; here it is intended to consider the question of density and to attempt, having set up a standard, to indicate how many people are to be re-housed and where, in order that the error may be avoided of relieving a *room-and-house* overcrowding in one place only to cause *site or general city* overcrowding in another.

Already two independent investigations have been undertaken in order to discover how many of the present population of Dublin require re-housing : the Departmental Enquiry of 1913, which, as a result of a very thorough scrutiny of actual overcrowded and insanitary dwellings decided that 64,400 persons require re-housing ; and the Citizens' Housing League, which, as a result of a ward by ward survey, decided that at least 8,000 families should be removed from the congested wards.

It was thought advisable to add to these two admirable investigations a third and more generalised study, dealing with the density of the urban part of the city according to a pre-conceived standard for health. It will be seen that the three independent computations closely correspond and that their triple consideration indicates the lines upon which action should be taken.

As a first step it is necessary to divide Dublin into intra-urban and extra-urban areas, as the recently incorporated, thinly populated wards of Clontarf, Drumcondra, etc., produce misleading results in general city calculations ; nor is the division into the old city and new entirely satisfactory. Rather it has been decided to ignore boundaries, which are arbitrary and have no geographical or sociological value, and to mark out a real and natural area of intra-urban Dublin, which may be described as one in which full town conditions prevail. The intra-urban Dublin has been taken to be enclosed within an imaginary boundary, which is determined on the south

REPLANNING OF DUBLIN

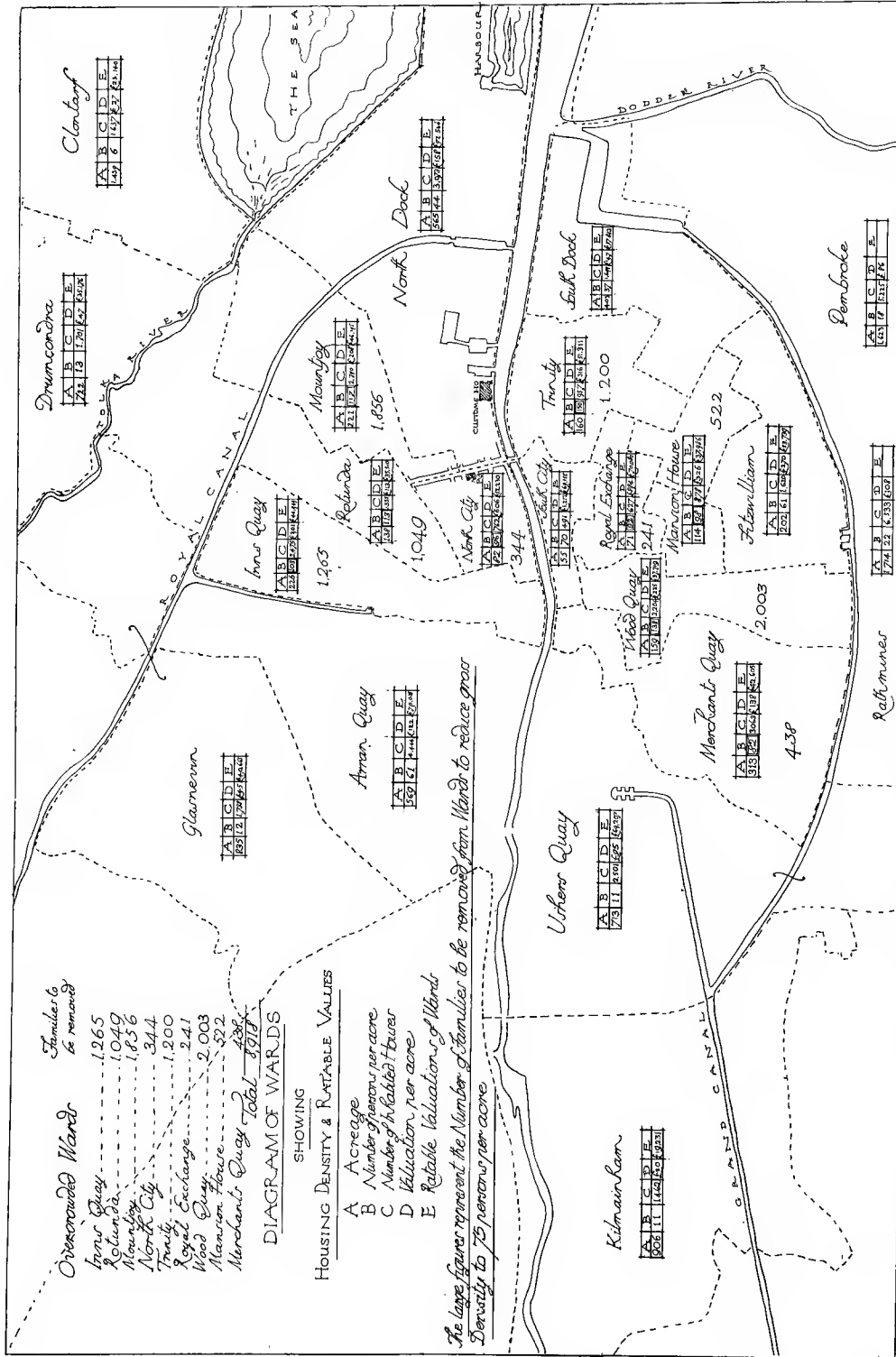
mainly by the canal, including, however, Beggar's Bush Barracks and Irishtown on the east, and on the west taking the line of the Circular Road as far as Conyngham Road and Phoenix Park. On the north a clear boundary is not so apparent as that of the Grand Canal (the different nature of the two banks of which clearly suggest that it has acted like a town wall). The line has been taken just outside the North Circular Road on the west, and then following the North Wall branch and Clonliffe Road and including the debouchment of the Tolka River. The area thus enclosed, which includes the People's Gardens and Wellington Monument grounds of Phoenix Park, is somewhat larger than that encircled by the old city boundary and contains about 4,220 acres. The wards of the present city which are counted as extra-urban are Drumcondra, Glasnevin, Clontarf, and Kilmainham. If the population of these is subtracted from that of Dublin (according to census 1911, 304,802) it will leave approximately 275,000 as the present population of urban Dublin, on 4,220 acres.

DENSITY OF INTRA-URBAN AREA.

It is next necessary to determine a standard of permissive density per acre for health purposes. The figure of 100, given in the Competition Conditions, refers presumably to housing tracts and not to the whole city area. In the latter case the point to be decided on is what the area is to consist of, its degree of "grossness," so to speak: to be strictly gross the area included must be the absolute superficial area enclosed by the boundary line, for whatever purpose utilised. On this basis, according to the last census returns, the old city shows a density of 71.1 and the new city a density of 38.5, and the area at present called urban Dublin an average of 65.1. But this computation of density to be of value for health purposes must be considered in relation to an acre or less "grossness." It might be suggested in the other extreme that the acre should be strictly net, and consist of only the actual plot which the houses and their appertaining yards, etc., stood on; but this again is not of practical utility. The best course is to subtract from the considered area those tracts which are given up to definitely non-residential concerns; the following is a schedule of such tracts and the acreage they occupy in urban Dublin.

SCHEDULE OF NON-RESIDENTIAL AREAS.

	ACRES
(a) Water Area, Docks, Railways, and continuous manufacturing tracts	700
(b) Large institutions with enclosed grounds, such as Trinity College Park	320
(c) People's Park portion of Phoenix Park	30
(d) Unoccupied and derelict lands—there are, according to the Departmental Report, 1,359 derelict sites, which at the rate of 12 per acre gives at least 100 acres, in addition to about 200 not yet developed	300
	—
Total of land unconnected with housing	1,350



WARD SURVEY: showing Acreage, Ratable Values and Density. This rough Survey requires checking and elaborating by more detailed studies.
(Based upon the calculations of the Citizens' Housing League.)

HOUSING

These 1,350 acres have no connection with housing, its immediate amenities and conveniences. It thus leaves the normal urban acre on which to base comparisons and recommendations of density to consist of

- (a) House plots.
- (b) Streets.
- (c) Sites for public buildings.
- (d) Public playgrounds, town gardens, and squares.
- (e) Ordinary dispersed commercial premises.

This normal acre, it will be seen, is very considerably "gross," and it shows that a similar density figure allowed for urban and extra-urban acres would entail much more real urban density owing to the large area occupied by (e) which, however, is too much intermingled with housing to be conveniently segregated under the schedule of non-residential areas. The figure of 100 per acre is therefore unquestionably too dense for such a "normal urban acre"—it should more nearly approximate the extra-urban 60 per acre, and the figure of 75 has been selected as a safe standard upon which to base calculations.

This is the figure which was also taken by the Citizens' Housing League, who worked out their calculations ward by ward and took the acres as strictly gross (excepting the one instance of Trinity Ward, where it was shown that a deduction of the College grounds and dock area brought the density up from 75 to 150). The present standard of 75 per normal acre, taken on the whole intra-urban area, entails a somewhat lower density than that of 75 per gross acre, taken ward by ward (though the latter has the advantage of the thinly populated intra-urban wards of Arran Quay and Usher's Quay). The Housing League, however, do not put forward their standard as one for general acceptance, but as a reasonable proposition for the immediate future, providing the basis of a maximum figure permissible, which should govern a building scheme undertaken to-day. The present standard seeks to establish a policy for the next ten or twenty years.

Working on these premises, it will be seen that

Total urban acreage	4,220
Less non-residential acreage	1,350
Normal urban acreage available for housing purposes	2,870

As at present populated, these are occupied by 275,000 persons, that is to say, there is a Present Density of 95·8 persons per normal urban acre.

Therefore, to obtain the proposed density of 75, a surplus of 59,750 inhabitants must be extracted from their present dwellings. This figure closely approximates to that estimated by the Departmental Enquiry, which recommended that 14,000 new houses are wanted, or at the rate of 4·6 per household, 64,400 persons require re-housing. Again, comparing with the Citizens' Housing League, we find 8,918 families are to be removed from the overcrowded wards; reckoned by them at 5 per family this gives 44,590. Thus the number of persons to be dealt with according to

1. Departmental Enquiry	64,400
2. Citizens' Housing League	44,590
3. Present Standard	59,750

REPLANNING OF DUBLIN

The discrepancy between the Departmental figure and that of the Present Standard is less than at a glance appears : they are not, of course, the same thing ; the one represents the number of persons dwelling in insanitary conditions, the other the number of persons who should be housed outside the intra-urban area, that Dublin may be without the reproach of too high a general density. Rather than conflict they complement one another—if 64,400 require new houses then 59,750 must be located in extra-urban areas, thus :—

Persons requiring new houses	..	..	..	..	64,400
Persons to be re-housed on extra-urban land	..	..	..	..	59,750
Persons who may be re-housed within the urban area	..	..	..	..	4,450

Without such a check calculation it might have been urged with plausibility that it is desirable first to fill up the 300 acres (see schedule on page 20) of unoccupied or derelict lands within the urban area ; at the rate of 100 per acre (this figure here taking the place of 75, as the acres would be net housing acres, i.e., plots, roads, and small playgrounds), 30,000, or nearly one-half, might here be provided for. This would be the old-fashioned solution and would result in merely retaining the existing density of 95·8, though more evenly distributed and modernly housed.

There is an additional reason for leaving these urban derelict and vacant plots unbuilt on at present : it is suggested by the Departmental Report that the first class and some of the second class tenements might be remodelled, such to hold about 13,000 families. But, as foreshadowed, it is anticipated that a considerable amount of these buildings, where situated in what the new town will render important streets, will be re-built or re-modelled for commercial purposes, as the wave of prosperity rises high ; then these 1,359 derelict sites and other open spaces already in existence, and to be formed by the vacation of institutions (banished to the suburbs), will be of the utmost value to prevent another insidious process of house overcrowding : for though many of these people, squeezed out by the natural progress of commercial pressure, may avail themselves of quick transit to the suburbs, there will always be a large proportion who cling to the streets. If there were no vacant land in the intra-urban area, the commercial pressure on residence streets would tend to drive a certain proportion of families to find room in already occupied houses, thus a new tenement problem would arise, simultaneously with an increase in commercial prosperity. In addition to commercial absorption of residential property must be counted a considerable number of houses demolished to carry out the central town planning improvements put forward ; but the three hundred acres and the sites of institutions banished to the outskirts should prove ample area for the shifting of the intra-urban population—all this being done without altering the Present Standard intra-urban density of 75, which had been obtained by extracting the 59,750.

It is strongly advised, therefore, that of the 64,500, 59,750 be housed on extra-urban land. The advantages of this bolder course, which is alone possible in conjunction with radical town planning, are obvious, in addition to the reduced intra-urban density.

Firstly, if the areas are intra-urban they will cost more, and being mostly scattered will be more troublesome to acquire and the treatment of the separate schemes more difficult. Secondly, it should be possible to purchase large tracts cheaply in bulk, and to sell off certain portions at an increased value due to initiation in development. Thirdly, the moral and

exemplary effect of these large tracts of suburban planning on the most up-to-date lines would be incalculable. The fashion for the future growth of Dublin would have been set.

DENSITY OF EXTRA-URBAN AREAS.

With regard to density in the extra-urban area, this suggested figure of 60 persons,* or at 4·6 persons per house, an average of 12 houses per acre, is adhered to. This acre has been taken to include local park provision, but not manufacturing tracts, railways, etc. Thus, if one acre in ten is put aside for open spaces this will give a density of

130 houses per 9 acres, or
14·44 houses per normal extra-urban acre, consisting of

- (a) House plots.
- (b) Streets.
- (c) Sites of public buildings.
- (d) Small local playgrounds.
- (e) Ordinary dispersed commercial premises.
- (f) Gardens or allotments.

The density should not exceed for any one single acre, 20 houses. This density will allow small local playgrounds in addition to moderate-sized gardens or allotments for each house.

LOCATION OF THREE EXTRA-URBAN AREAS.

The population of 59,750 will require, at the rate of 60 per acre, 996 acres: these are located at three points:—

Crumlin	..	..	..	430 acres
Cabra	..	..	..	400 „
Drumcondra	..	..	..	166 „
				996 acres

B.—GENERAL CONSIDERATIONS.

The report issued by the Parliamentary Land Enquiry Committee practically coincides with the report of the Departmental Committee appointed to deal with the housing of the working classes in Dublin.

Their conclusions may be briefly summarised as follows:—

(1) That a large proportion of the population occupy over-crowded and insanitary dwellings, owing to the scarcity of suitable accommodation at a reasonable rent.

(2) That the supply, whether by public authorities, public utility societies, or private enterprise is very much less than the demand.

* For the Competition Conditions.

REPLANNING OF DUBLIN

(3) That the high cost of land, the incidence of rates, and local bye-laws militate against the supply being maintained.

Their recommendations may be stated as follows :—

(1) That as a result of a complete survey of their district, a local authority shall prepare a scheme for the provision of the necessary housing accommodation for the population likely to be permanently resident within this area.

(2) That where cheap sites are not availing, transit schemes should be promoted and undeveloped areas town-planned, and congested areas replanned.

(3) That public utility societies should be assisted financially to enable them to provide such accommodation.

(4) That insanitary property should be improved and adapted to modern conditions in order to mitigate the hardships of the present closing order procedure.

It would almost seem that this Enquiry Committee might have had such a city as Dublin in their mind when issuing conclusions and recommendations which are entirely applicable.

C.—INTRA-URBAN AREAS.

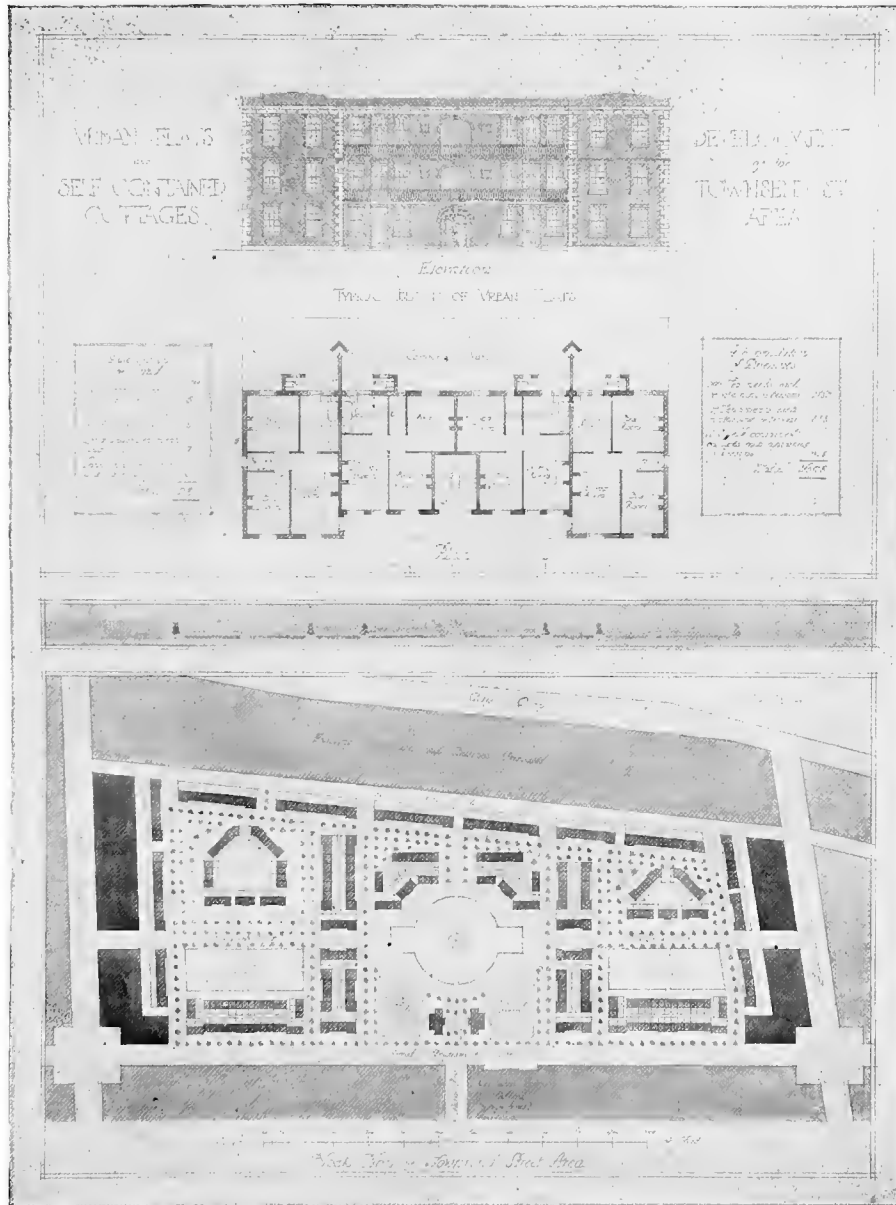
Taking the last recommendation (No. 4) first, i.e., the question of the improvement of insanitary property.

In the report of the Departmental Committee it was held that some of the better types of houses were on account of their structural character capable of being converted into sanitary and habitable tenements, and the recent competition promoted by the Architectural Society has proved that it is possible by a moderate expenditure to carry out such a conversion on a self-supporting basis and provide the ample sanitary accommodation which is so much lacking under the existing arrangements. It appears to be the best arrangement to knock three of the large old houses into one, retaining the central staircase and converting the two side staircases into sanitary blocks.

These remarks only apply to the first class tenement houses, and the course recommended must only be looked upon as a palliative for the time being, as it is thought probable that in the course of a few years under new conditions the industrial prosperity and progress of the reorganised and enlightened Dublin will cause the whole of such property to be used for business and semi-business purposes.

The example of Liverpool proves this, in such areas as the neighbourhood of Duke Street, where the old town residences of the merchants became lodging-houses, and subsequently have been used as business premises ; in some cases large warehouses having been erected where buildings were not fit for conversion.

To supplement the shortage caused by the immediate demolition of second and third class dwellings, and in order to provide for the housing of dockers and workers who must live in the central area, a composite tenement scheme has to be designed for the site described as the Townsend Street Area. This carries out the second part of recommendation No. 2.



*Suggested Development of an Area north of Townsend Street for Urban Cottages and 3-storey Flats.
It may be questioned whether these tenements would be required if new houses and adequate transit facilities were to keep pace with the clearance of existing slums.*

HOUSING

TOWNSEND STREET AREA FOR INTRA-URBAN FLATS.

The land comprised in the area embraces some 28 acres, and is allotted as follows :—

ALLOTMENT OF LAND				ACRES
Land for open spaces and recreation	..	..	..	5
Children's playing areas in front of tenements	..	..	..	8
Land under houses and tenements	..	..	..	9
Land absorbed in street works	..	..	..	6
				28
ACCOMMODATION				
166 Self-contained houses, to house 8 persons	..	..	..	1,328
297 Tenements to house 6 persons	..	..	..	1,782
147 " " 4 "	..	..	..	588
Number of persons housed				3,698

It can be thus seen that a comparatively large number of persons are housed, while ample provision has been made for open spaces and recreation grounds, thus offering some compensation to those workers who, by reason of their occupation and the limitations of their income, are forced to live near to the locality of their employment.

ROYAL BARRACKS SITE TO COMPLETE INTRA-URBAN HOUSING.

The number to be housed within the city was decided to be 4,450 ; of these the Townsend Street Area would take 3,698, leaving 752 still to be dealt with. It is suggested that one of the vacant sites within the city should be chosen for this small number, as by this means the type desirable for the infilling might be set. If the open space near the Royal Barracks were taken at the rate of 100 persons per acre, 7½ acres should suffice. Perhaps one might, to allow for a margin, take 1,000 persons on 10 acres at a density of 22 houses per acre.

D.—EXTRA-URBAN HOUSING.

Having dealt with the improvement of the insanitary property and the provision of a composite tenement building scheme, let us proceed to deal with the first part of recommendation No. 2 of the Enquiry Committee, which reads as follows :—

“ that where sites are not readily available transit schemes should be promoted and undeveloped areas town-planned.”

Here we have the essence of the solution of the housing difficulty as far as Dublin is concerned, and the suggestion expressed in the Departmental Report that the housing schemes

REPLANNING OF DUBLIN

should be to a great extent placed on virgin soil, and not scattered all over the cleared sites in and about the city, is confirmed. The following points tend to emphasise this :—

(1) The prohibitive cost of land in the Central Area : the figure given in the Departmental Report showing an average price of £4,070 per acre, mainly on account of compensation paid to owners.

(2) The extra cost of dealing with small areas as regards the building of the houses, sewerage, and incidental charges.

(3) That it would only be practicable to build four- and perhaps five-storied tenements to ensure a moderate rental ; such tenements are not desirable for the better class workman, who prefers a self-contained cottage.

(4) The possibility that the derelict land is not being put to its best use with regard to its location.

(5) That the future generation must be reared under better conditions than city tenement dwellings can offer.

THREE NEW EXTRA-URBAN AREAS.

The three new areas of Crumlin, Cabra, and Drumcondra have been selected for the re-housing of about 60,000 persons, in conjunction with transit schemes giving direct tramway connection with the central area. The reason for the selection of the two larger areas is obvious from the town plan : the greater part of these re-housed people will have their occupations and interests to begin with, at any rate, near the centre of the town ; it is therefore imperative that rapid and cheap tramway facilities with the centre be provided, as they can be by Crumlin and Cabra Avenues. These are of sufficient width to permit of a separate track for high speed electric cars to travel quickly into the central areas, where the speed would be reduced to the ordinary limit. The journey from either of the three localities would not take more than ten or twelve minutes, and, by amplying the existing tramway system, the workman would be practically taken from the workshop to his own house door. Cheap workmen's tickets would be issued, available at certain hours of the day. High speed routes have already been laid out on a sleeper track, which is fenced off from the ordinary roadway ; the initial cost being lower than the ordinary track laid on a cement bed and paved over with sets. These wide roads with separate tramway tracks would not only solve the quick transit problem, but by the aid of tree-planted footwalks they would form recreation and promenade areas ; and, coming in direct from the country to practically the centre of the city, would act as fresh air ducts and modify the smoke laden atmosphere of the interior.

It is probable that the development of the Crumlin industrial area will cause the population here to acquire occupation in the neighbourhood, and it would lead one to suppose that the town would grow more rapidly in this direction than Cabra. The Drumcondra site utilises available building land and is connected with the Park System.

The large development foreshadowed at Clontarf is of course normal urban growth, not housing schemes of the Corporation, and would become the natural housing hinterland for the population that would spring up in consequence of the industrial and dock development of the

HOUSING

reclaimed lands. Even before reclamation took place a light footbridge across this inlet would bring this area of suitable housing land into immediate use, and would check the building of houses near or on ground required for commercial purposes.

None of the three areas chosen for immediate development has been concerned with the existing municipal boundary.

THE DEVELOPMENT OF EXTRA-URBAN AREAS.

It is proposed to lay out these three areas on town-planning lines, either by the adoption of a Town Planning Act, similar to the Act of 1909, or by means of a local Housing and Town Planning Act, promoted by the city authorities : the latter scheme is advisable, as it would deal with the financial aspect of the housing, and at the same time incorporate town-planning powers. Independent housing, however good it may be in itself, cannot be said to be well carried out unless it is combined with town planning : it can only be likened to putting a valuable jewel into an ill-designed setting.

Without good town planning, many advantages are lost ; wider streets for main routes, cheaper construction for non-traffic streets, direct communication, open spaces, the preservation of trees and the limitation of the number of houses to the acre all tend to a healthful and sanitary state of civilised life.

The Town Planning Act of 1909 has already wrought great changes in the development of land in England, and it is of the utmost importance that some legislation on similar lines should be enacted for Dublin. This Act, among other things, should cover the following points :—

- (1) To amend and consolidate the present Housing Acts.
- (2) To give the Corporation the necessary power to purchase land and to develop and sell or lease it.
- (3) To secure State Aid for Housing on the same lines as the Housing Acts, 1914 (Nos. 1 and 2), at present in force in England, with the deletion of the unemployment clause, so that grants in aid may be given either to the Municipality or to the Public Utility Societies, advanced on easy terms for the erection of houses for the working classes.
- (4) To sell or deal with the derelict sites in the central area, the purchase money or rentals obtained to be utilised as a set off against expenditure in the new housing areas.

The method of development might be on several different lines :—

- (1) By the Corporation as owners of the land, carrying out the whole as a gigantic housing scheme.
- (2) By the erection of a few blocks in each area to alleviate the present house famine, and to commence the development.
- (3) By selling or leasing the land to public utility societies for the erection of houses for the re-housing of the dispossessed tenants as the central area is gradually dealt with.
- (4) By selling or leasing the land to private builders on the same conditions as No. 3, i.e., that preference must be given to the dispossessed tenants of the central area.

REPLANNING OF DUBLIN

E.—FINANCIAL STATEMENT.

A.—COST OF SCHEME.

1. *Housing Schemes on Extra-Urban Land.*

Crumlin	430 acres	
Cabra	400 „	
Drumcondra	166 „	
	<hr/>	
	996 acres	
	COST	NO. OF PERSONS HOUSED
Cost of land, 996 acres at £300 per acre	£298,800	
Cost of Development, 996 acres at £500 per acre	498,000	
Cost of Erection, 14,000 houses at £200 per house	2,800,000	
	<hr/>	
	£3,596,800	59,750
	<hr/>	

2. *Townsend Street Area.*

Cost of land and clearing site, 28 acres at £1,000 per acre	£28,000	
Cost of erecting 444 Tenement Dwellings, at £200 per tenement	88,800	
Cost of erecting 166 Self-contained Houses at £250 per house	41,500	
	<hr/>	
	£158,300	3,698
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[This sum approximates to about an average cost of £40 per head, which may be considered a satisfactory figure.]

3. *Royal Barracks Site.*

Cost of land, 10 acres at £1,000 per acre	£10,000	
Cost of erection of 250 Houses at £300 per house	75,000	
	<hr/>	
	£85,000	1,000
	<hr/>	

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SUMMARY.

Crumlin, Cabra, and Drumcondra	£3,596,800	59,750
Townsend Street Area	158,300	3,698
Royal Barracks Site	85,000	1,000
	<hr/>	<hr/>
	£3,840,100	64,448

B.—BALANCE SHEET.

Yearly Income.

Cabra, Drumcondra, and Crumlin Areas—		
14,000 Houses, at £15 per annum ..	£210,000	£210,000
Townsend Street Area—		
444 Tenements, at £12 per annum ..	5,328	
166 Houses, at £15 per annum	2,490	7,818
Royal Barracks Site—		
250 Houses, at £20 per annum	5,000	5,000
		<hr/>
		222,818
<i>Outgoings—</i>		
Deduct for Outgoings, Repairs, Insurances, etc., 30 per cent.		74,272
		<hr/>
Total Net Income		£148,546
		<hr/>
Annual Equivalent of Treasury Loan of £3,840,000, at 3½ per cent., including Sinking Fund ..		£153,600
Net Income received from Property		148,546
		<hr/>
Deficit		£5,054
		<hr/>

NOTE.—These figures are based on pre-war values, when it was almost possible to make housing an economic proposition.

Owing to the uncertain state of the money market at the moment, it is impossible to give exact figures, but the Capital and Interest on £3,840,000 spread over sixty years (Interest at 3½ per cent., including Sinking Fund), which would be required for the repayment of the Loan during the term, represents about £4 per annum per £100, so that the annual equivalent would amount to £153,600. From this sum the net income of £148,546 received from the tenants, after paying Repairs, Insurance, and Management, must be deducted, showing deficit of £5,054 per annum; this could be met by a special rate of 1½*d.* in the £ on the rateable value for the time being; but there would no doubt be a great deal of “betterment” caused by the town planning of the various areas, a certain portion of which could be set aside to relieve the rates and earmarked against the “Housing” department.

REPLANNING OF DUBLIN

It is plainly apparent that the rateable value of Dublin, as given on the map supplied, showing a total of £964,861, cannot in any way be expected to produce the annual sum required to pay capital and interest on this large sum of money, required for the immediate re-housing of the 64,000 inhabitants, unless money can be obtained at 3½ per cent., to include Sinking Fund. As the need is so urgent the only means available would be to raise this sum by a Treasury Loan, which should be incorporated in the Financial Budget of the Home Rule Bill.

Dublin has naturally suffered during recent years by not being able to direct its own national schemes for the betterment of its people, and therefore this matter has become not only a National but an Imperial peril. The Treasury grant could be spread over a period of, say, eighty years, during which capital and interest would be repaid yearly from the Exchequer of the Irish Treasury, established after the Home Rule Act is brought into force. No apology is offered for this drastic proposal, because after the establishment of new conditions under the Home Rule Act, every effort must be concentrated on the industrial development of Dublin as the capital city. To meet a labour problem, the first necessity which arises is that of good housing, so that a satisfactory type of workingman is developed and housed within the city area. After this work is completed, it will mean that the future race, brought up under hygienic conditions, will demand a continuation of this housing policy, and they, under better conditions of labour and wages, will be able to afford larger and more capacious houses which will be developed on the outer fringe of the three areas that have been dealt with. Economic rents can always be paid when and where the condition and earning power of the individual warrant them, so that in the case of Dublin the expenditure of the national revenues will be justified in future on behalf of a class of inhabitants who will not only pay economic rents, but who will no doubt be able to contribute their quota to the Exchequer, and repay the whole, or portion, of the original advances necessary to create these new conditions.

This huge housing problem would have to be taken in hand at once by the erection of the Townsend Street tenement* dwellings, after which a portion of the Crumlin area would be tackled, the work being spread over a term of ten to fifteen years. The Royal Barracks scheme would be started as soon as arrangements were completed for transferring the Barracks to another site.

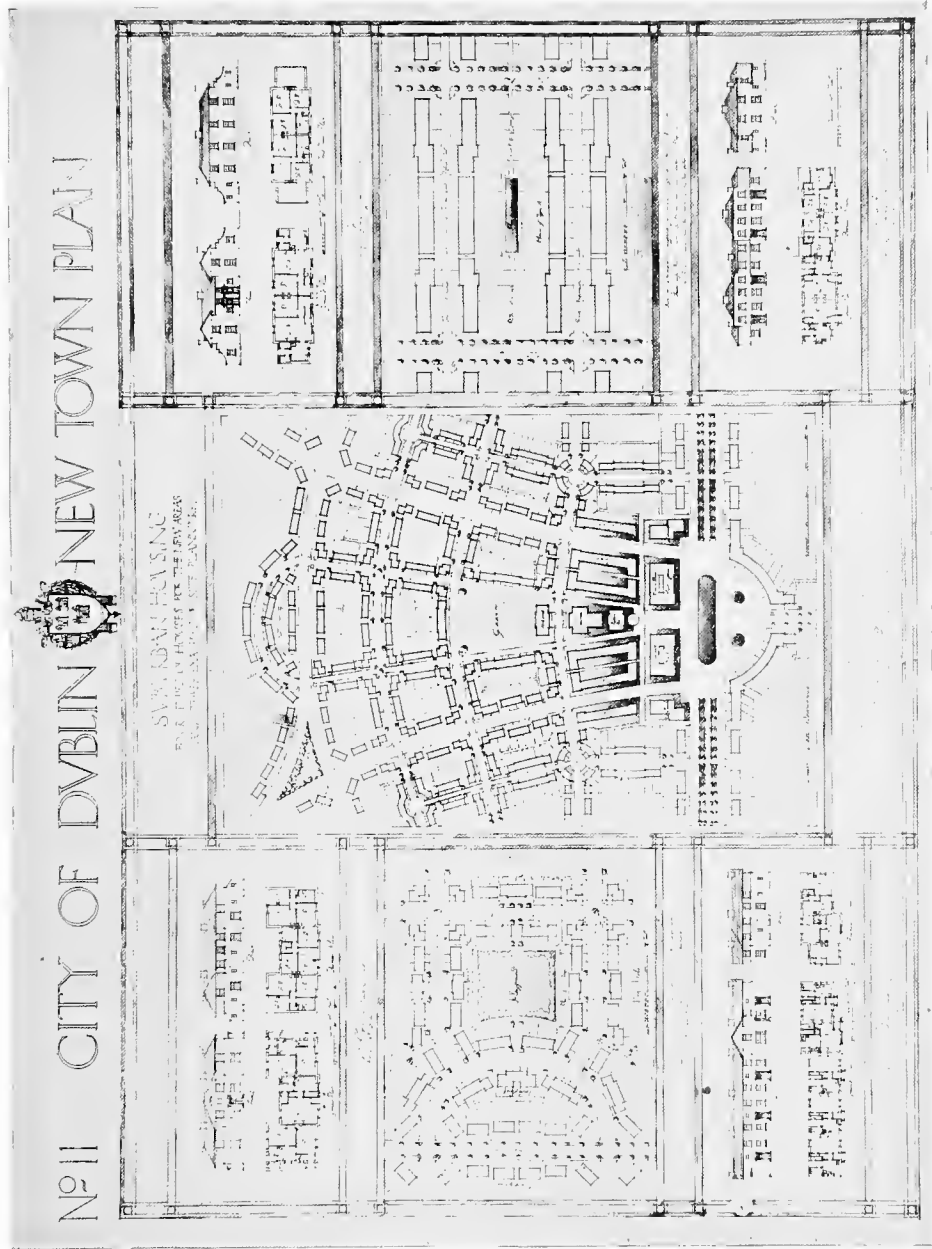
F.—DETAILS OF SUBURBAN DEVELOPMENT.

It is unnecessary to describe at length the detailed method of development suggested for new residential areas. The block plan of the Townsend Street Area illustrates the amount of openness suggested as desirable where tenements are used, and the arrangements for guaranteeing adequate recreative facilities.

On Plate XXV. are assembled various elements of site planning, which, combined with the guiding lines of traffic routes and parkways, would make up suburban development to the extent required, local modifications being introduced to meet special variations of site and contour.

It is not advisable to supply all houses with uniform gardens, but certain houses should have

* The Authors regard these Tenements largely as a sort of clearing house during the immense operations of re-housing.



Suggested Development of an area of Cabra - Ascene as example of Suburban Housing; with types of houses.

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moderate-sized gardens, others only small front gardens, yard space and, in connection, allotments: this gives the possibility to the man who is not fond of gardening, but who likes living in these suburban conditions, not being burdened with garden space which he does not want; whereas, his neighbour, who may be an enthusiast, can take up his share. A suitable arrangement is indicated for such plots, the allotments being immediately at the back of such houses (this is the method, it may be remarked, that obtains at Port Sunlight, in contra-distinction to the "each house its own garden" at Bournville); it is desirable that the Bournville and Port Sunlight methods should both be utilised in an undertaking of such magnitude. In other cases the shallow plots back on to a green, used as a small local children's playground, or possibly a bowling green by the houses that back on to it.

Another type of development suggested for the smallest size of house is that in which the rows, instead of facing the traffic streets, are set at right angles to them and are approached by narrow walks between long gardens widening out at the centre to a small children's playground, either grass or gravel. This would prevent the use of the roads as children's play spaces. This type of development, which is permitted by the bye-laws of certain English towns, such as Bradford, is only economic when the distance between the traffic roads is at least 400' 0". At Bradford 228' 0" is the limit, and this, of course, is little more than the depths of two plots from the main roads. The wider distance between the metalled roads reduces the cost of estate development per acre. The back approaches also need not be more than 12' 0" in width.

The type of house suggested for suburban areas is radically different from those for urban. The through-lit living room plan has been shown in each of the four types illustrated. This plan, though it entails a slightly wider plot, has the great advantage that it suits any aspect of site; and if the roads are economically constructed the wide plot does not increase the cost of estate development unduly. Otherwise, all the advantages are on the side of the wide fronted house for the suburbs.

A typical Neighbourhood Centre is illustrated on Plate XXV. Sites for these would be carefully selected and reserved, the sale of them, particularly for shops, being of material assistance to the Corporation in carrying out their housing schemes. It is generally advisable that the Neighbourhood Centre should be just off, but close by, a main traffic route; it need not necessarily be absolutely in touch with the Parkway or Neighbourhood Park, but should be near it.







ALLOTMENTS.

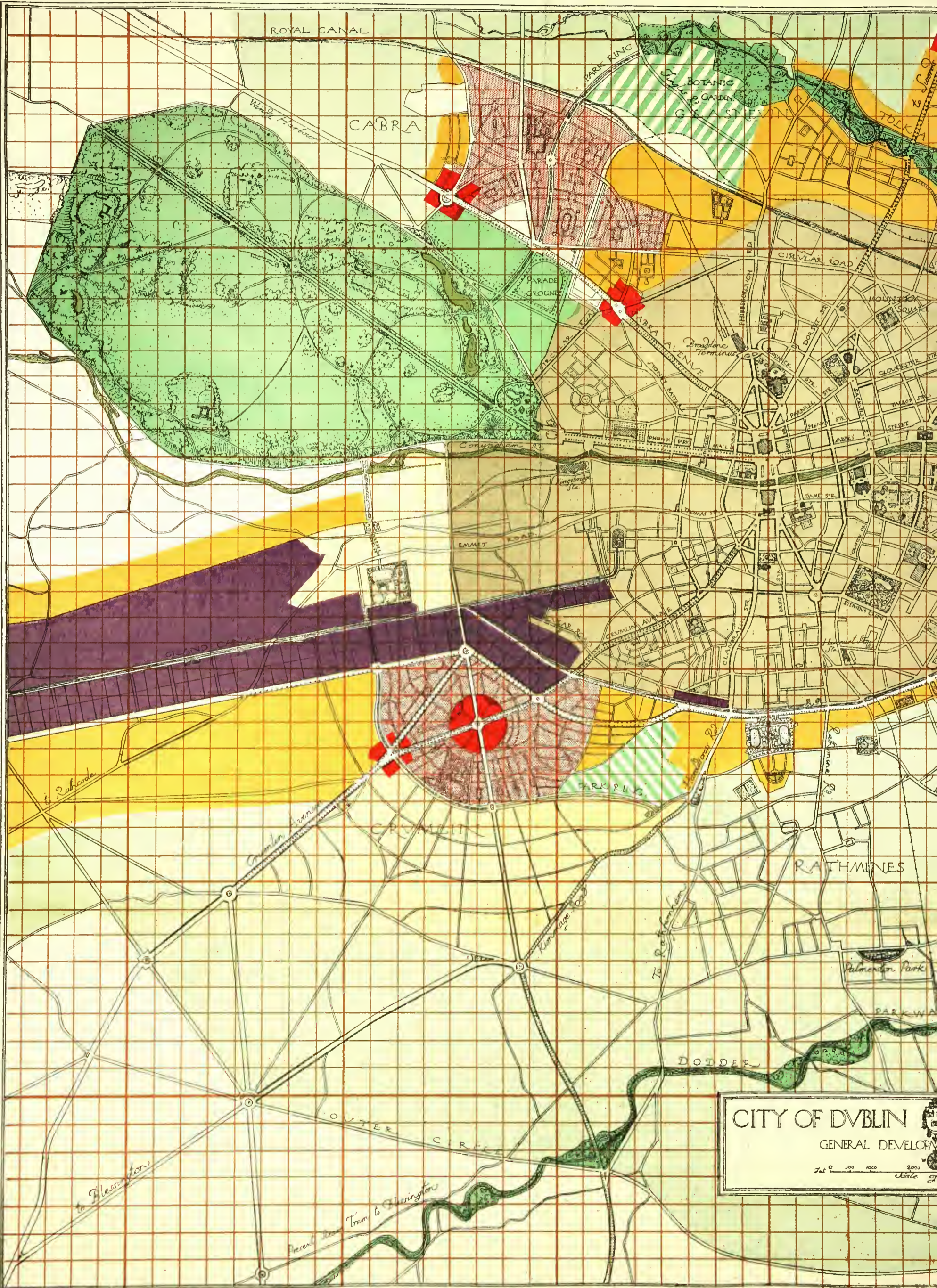
As to the provision of Allotments, it may be reckoned that half the houses having large gardens do not require allotments at all; of the remainder, one in five should have one allotment of about $\frac{1}{8}$ acre. Thus, on an area of 400 acres (at the rate of 16 houses per acre) there would be 6,400 houses which would be provided with 640 allotments at $\frac{1}{8}$ acre, or 40 acres. The allotments are therefore at the rate of one acre in ten, the same rate as park provision.

PART III.

METROPOLITAN IMPROVEMENTS.

Nº 4 ZONING

	Urban Area		Open Spaces
	Docks, warehouses etc.		Cemeteries
	Factory Areas		Areas for re-laying



CITY OF DUBLIN
GENERAL DEVELOPMENT
Scale 1" = 2000'

PART III.

METROPOLITAN IMPROVEMENTS.

A.—ZONING.

On *MAP 4* is shown a simple Plan of the Location of Areas : these are described elsewhere under their different headings.

It will be seen that the three new residential areas for immediate development fall into their natural place in the town plan. The suggested densities for the suburban areas, whether partially developed or not, are based on a study of probable requirements. But it must be emphatically stated that a hard and fast zoning plan, such as is adopted in many German towns, is by no means a desirable thing. Under the English Town Planning Act as yet no wholly satisfactory method of limiting the houses to the acre, and yet allowing of their occasional concentration at certain spots, has been arrived at. The Ruislip five-acre units and the Birmingham method are both open to much criticism, and probably the most satisfactory solution is to be found in continuous enlightened administration.

On *MAP 4* will be seen certain small areas of less than 20 acres placed in the residential districts, where a maximum of 22 houses might be permitted in order to create Neighbourhood Centres. This is as far as has been attempted to arrive at a detailed variation.

Though a Zone Plan should be capable of revision and elasticity, it must be emphasised that the delegation of areas for certain purposes and, in residential areas, the limitation of houses to the acre, are two of the absolutely essential objects of a Comprehensive Development Plan. No amount of skilful arrangement of communications, or generous provision of amenities, will preserve the growth of the city from chaos, unless some form of zoning is resorted to. At present Dublin can develop in every direction whatever form of growth she likes : this license must be curbed, and the whole surrounding area controlled in a wise and beneficial manner. The piecemeal control of patches, which is the tendency of the English Town Planning Act, is wholly insufficient.

B.—GENERAL OBSERVATIONS ON THE EFFECT OF THE SUGGESTED CENTRAL IMPROVEMENTS.

To the work of the Wide Streets Commissioners, appointed by Act of Parliament in 1757, Dublin owes many of the fine streets and much of the coherent planning of its central area, e.g., the continuation of O'Connell Street from Henry Street to the river ; its northern connection to Dorset Street by North Frederick Street, and its linking up with the southern bank by means of the fork of Westmoreland and D'Olier Streets ; the connection of Capel Street across the river

REPLANNING OF DUBLIN

by means of Parliament Street and the widening of Dame Street and Skinner's Row (Christchurch Place). This enlightened re-modelling, extending over a period of fifty years, should now, after a lapse of a century, be carried on in the same spirit of boldness and economic foresight.

It must be obvious, however, that central improvements affect the north bank much more than the south. On the latter there is towards the west the solid block of St. James's Gate Brewery and the distilleries in the neighbourhood of the Grand Canal distributing basin. In the centre there are the remains of the ancient walled town, with Christchurch Cathedral and the Castle; and on the east Dame Street, the centre of banking, the untouchable Grafton Street, and the *impasse* of Trinity College grounds.

On the north bank a considerable amount of derelict property in the neighbourhood of the Four Courts, and the commercial desirability of the improvement of many strangulated streets, in addition to the proposed demolition of the Royal Barracks—all contribute to a considerable modification being possible. It will be seen from the general plan that the front of the northern half of Dublin to the Liffey is conceived as a balanced arrangement with its centre at the new traffic focus and its extremes at the entrance to Phoenix Park on the west and the Custom House Circus on the east. The river front of the town can never extend beyond these limits, as the Park and Docks form terminal barriers. The necessary parallel thoroughfare to the river is provided by the great approach to Phoenix Park and a much improved Abbey Street; the latter would relieve Mary, Henry, North Earl, and Talbot Streets of much traffic which now congests them.

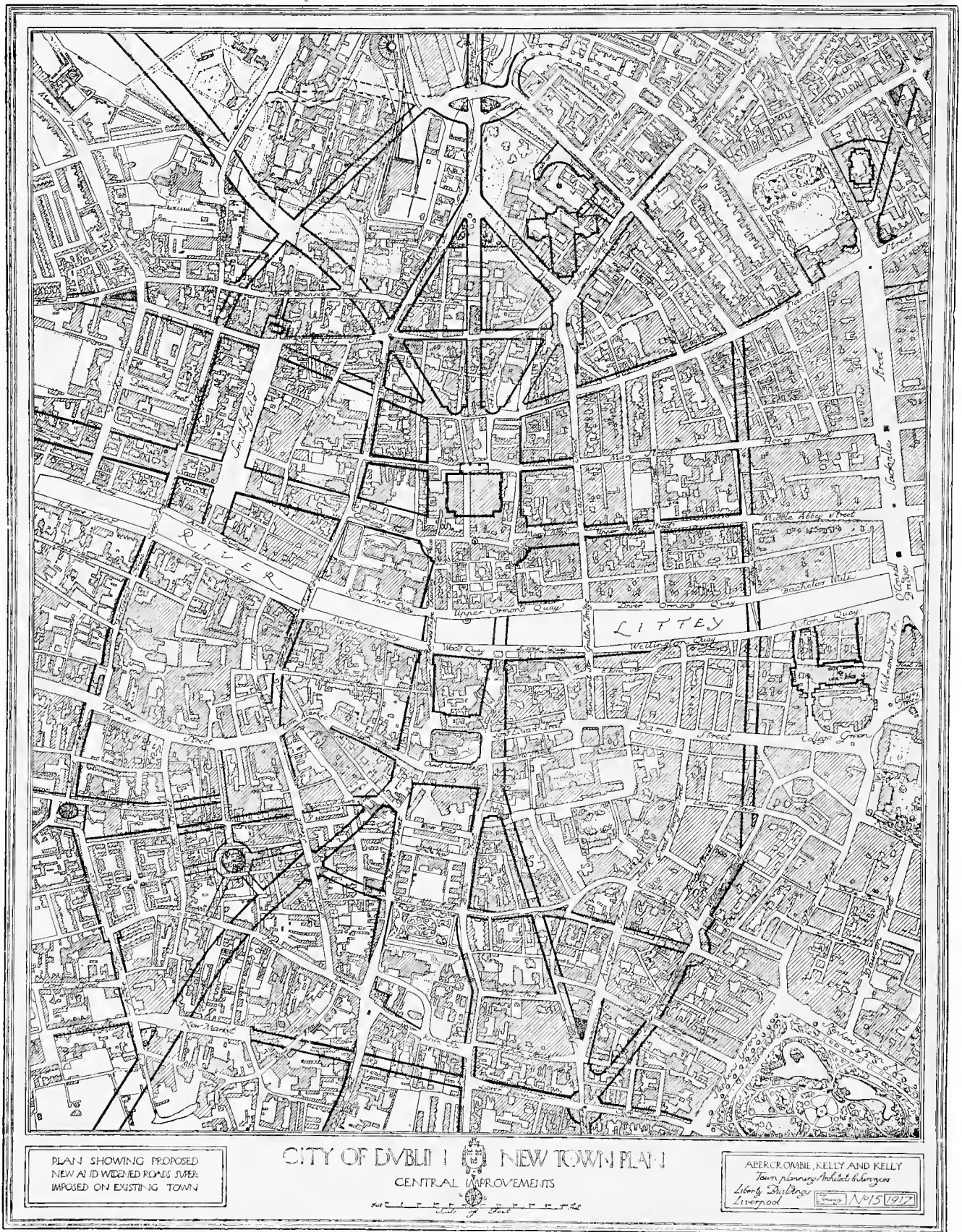
O'Connell Street now takes its rightful place and forms the central section of a monumental route from the National Theatre and Auditorium on the north, across the O'Connell Bridge and down Westmoreland Street to the new Houses of Parliament and Trinity College; this route is to be lightly made use of by the tram system, and indeed the authors have seriously contemplated suggesting that O'Connell Street should be kept outside the tram system altogether, which in many ways would be a desirable thing.

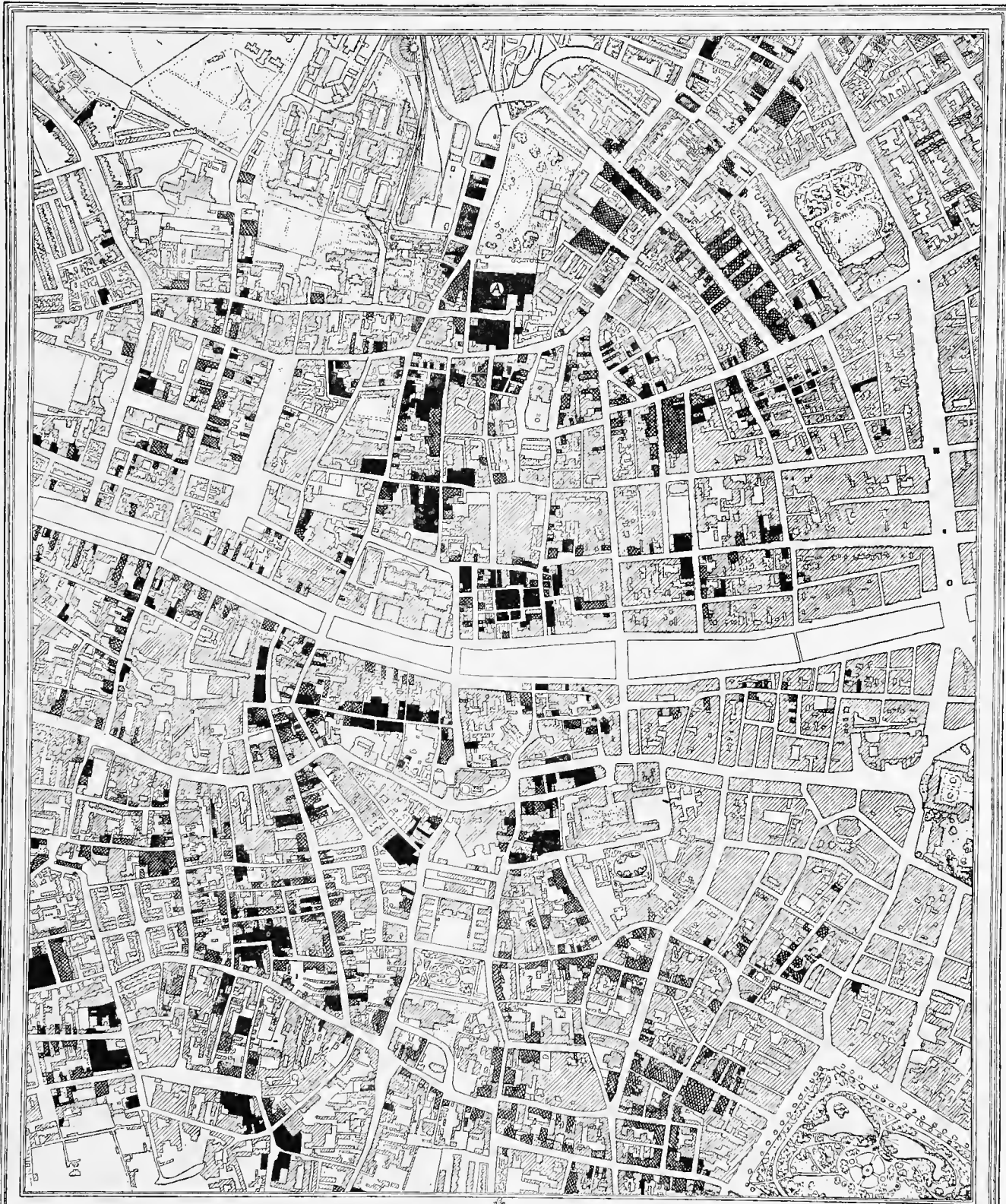
The Phoenix Park Mall is perhaps one of the most notable improvements Dublin could initiate: the possession of the finest town park in Europe should certainly stimulate a city to provide it with a worthy approach. It will be recalled that Gandon suggested that the Wellington Monument should take the form of a triumphal arch at the entrance to Phoenix Park. Unfortunately, his sound advice, which would have given Dublin a rival to the Arc de Triomphe in Paris, was not followed, and an unrelated obelisk was set up in the Park instead. It has been one of the chief concerns of the present proposals to bring this obelisk into due relation with the city, and fortunately it has been found possible to orientate the wide approach from the central square on its axis. It has also been shown how new, but comparatively simple, entrance gates to the Park might be planned on this same central line. West of the Central Square is found the Smithfield Market, and a proposal will be found further on in this report to bring this fine and much neglected space into fuller use.

It cannot be denied but that the route from the Custom House (with its restored circus and its true relation to the centre of the town re-established by the destruction of the railway bridge) to Phoenix Park would be one of great grandeur. O'Connell Street must first be crossed, with its vista beyond the Nelson Pillar towards the National Theatre, then Capel Street, down which would face the huge front of a new Cathedral; a gradual widening leads into the open



The remodelled Central Area, showing the new Road Traffic Centre and Central Railway Station. In this Drawing the suggestions shown on the following plates are seen as though they had been completely realised.





PLAN OF EXISTING CENTRAL AREA SHOWING
1. Improvements to be built upon
2. Derelict Sites
3. Tenement Property

CITY OF DUBLIN  NEW TOWN PLAN
CENTRAL AREA SHOWING DERELICT SITES & TENEMENTS



ABERCROMBIE, KELLY AND KELLY
Town planning Architects & Engineers
Liberty Buildings
Liverpool
Jan 1916

The object of this plan is to show that many of the improvements suggested opposite are to be carried out in areas already requiring demolition: either poor-class Tenements or Derelict Sites.

METROPOLITAN IMPROVEMENTS

Central Square, with the Four Courts to the left and the tower of Christchurch seen across the Bourse over the river ; in front is the wide, tree-planted Mall, dominated by the obelisk, leading past the busy market-place, the tree enclosed Art Gallery, finally to end up at the entrance of the superb central "allée" of Phœnix Park.

It might have been thought that the natural connection between Central Square and Christchurch Place (the two *foci* of the tram system) would be best achieved by a great wide bridge (like the O'Connell) and a wide avenue leading up to Christchurch. But there are several objections to this course : (1) the existing Richmond Bridge, which no one could think of destroying ; (2) Christchurch is not suitable as a monument seen on the flank to balance the new station—as pointed out by M. Buls,* mediæval structures of similar character require a suitable frame to be seen to best advantage ; too much *dégagement* is to be deprecated. For practical reasons, Christchurch has to be opened out more than perhaps M. Buls would approve of for æsthetic effect alone ; but at any rate some sort of frame should be provided, as has been attempted in this case, by making two approaches from the river in place of a wide central avenue. It will be seen that the lines suggested coincide partially with existing streets—the eastern side of Fishamble Street and the eastern side of Winetavern Street. The whole effect, including the detached Synod Hall, with its arched connection with the Cathedral, would be in picturesque contrast with the openness of the Central Square. The quay between Fishamble Street and Grattan Bridge is widened. A fine site for a new building of good shape is provided between the two approaches—this would have formed an admirable Municipal Office if the Lord Edward Street site had not been already selected. A Bourse has now been suggested.

Finally, a word must be said with regard to the Liffey, although this has been dealt with in the Communication Section. The improvements here suggested are probably the least expensive and most effective : the simple banishment of trams, except on one section, the planting of trees and the gradual re-building of the decayed structures, which would take place, would produce one of the most beautiful town rivers in existence. It is indeed exactly the right width for bridge construction, and, like the Seine, does not dwarf the buildings that face on it.

Architecturally the plain brick buildings, of which a great many remain, and of which the best examples were to be found on the south side of O'Connell Street, could not be improved upon, and the new public buildings that are proposed should follow in their simplicity and restraint the Custom House and the Four Courts.

C.—PUBLIC BUILDINGS AND THEIR EMPLACEMENT.†

Any suggestions for the grouping of public buildings must be dominated in Dublin by historic considerations. This is no occasion for the planning of a huge monumental civic centre as has been done so frequently in the New World, and in Europe at Vienna. Indeed it is an open question whether the throwing together of miscellaneous buildings such as a Post Office, Library, Court House, and Station at Cleveland, and a Parliament Building, Town Hall, University and Theatre at Vienna can be justified on logical grounds, though it affords ample

* Late Burgomaster of Brussels.

† See *MAP* 5, p. 41.

REPLANNING OF DUBLIN

occasions for the symmetrical disposal of characteristic architectural units. Nor can a coldly logical arrangement, as at Washington, be attempted. Dublin, like Paris, is too complex a city for such simple dealings: it has its sacred spots, the Old Parliament Buildings, most awkwardly situated as regards architectural purism; but who would suggest housing the restored Parliament elsewhere, or in what other precincts would Administration Offices be located? Again, the juxtaposition of the City Hall and the Castle in the middle of the old city precludes any attempt at forming separate Municipal and Official groups.

The new centre of the town is in no sense a civic centre—it is at most a traffic heart, to which arterial roads and railways converge; it has therefore not been treated with a lavish use of formal gardening: the shapes of building sites are dictated by the necessary lines of streets, and complete symmetry is impossible owing to the complexity of axial lines. Nor could a group flanked by the Four Courts aim at a Roman regularity. The sites round this place are, however, extremely fine, and that next the river would be suitable for a great modern hotel. The regularly shaped building across the river should, if possible, be kept low in order that the tower of Christchurch may be visible above it.

I. *CATHEDRAL.*

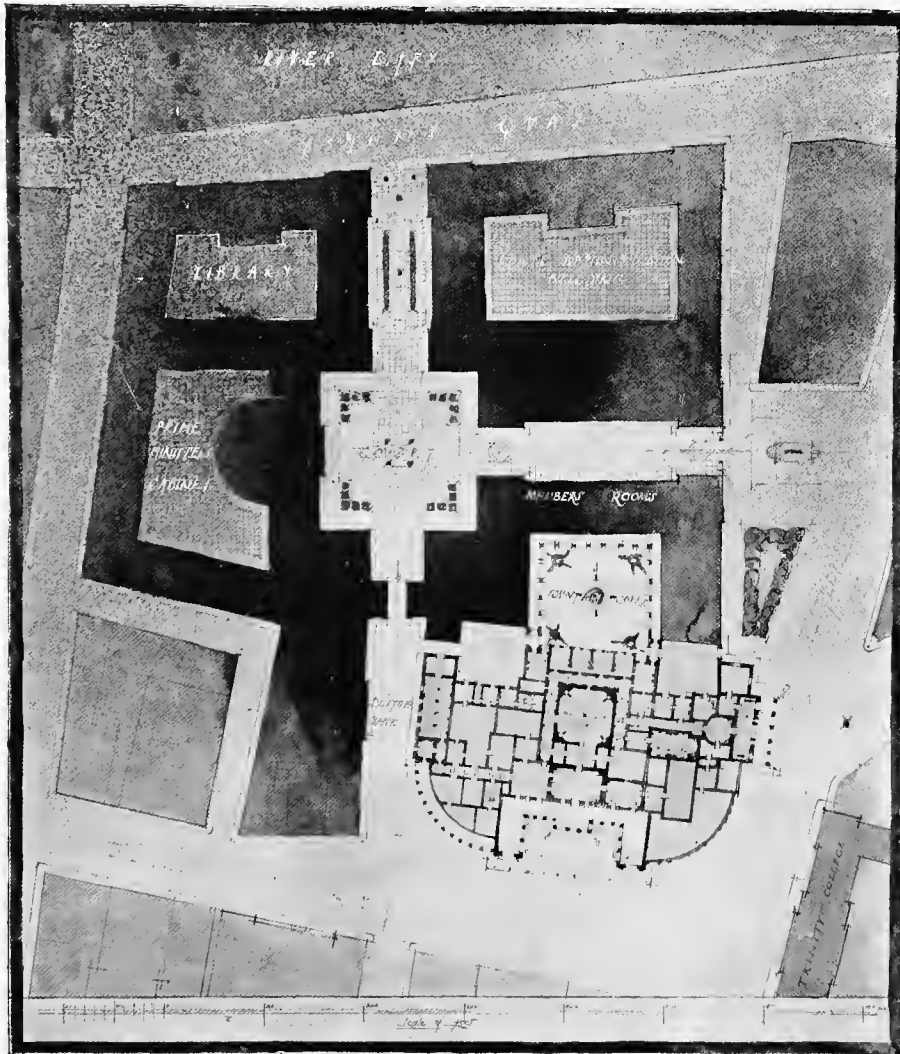
The Cathedral, facing down Capel Street, near the centre of the city, follows in its emplacement Continental rather than English precedent: it contrasts with the remote site chosen for the Liverpool Cathedral. Capel Street, with its vista across the Grattan Bridge on to the noble City Hall, is already, in spite of its narrowness, one of Dublin's finest streets. The Cathedral is shown as a basilica of the size and proportion of St. Paul's-Without-the-Walls, but with single aisles. This type of Cathedral recalls the early fame of the Irish Church: as to architectural style it is no less suitable; there are already two Gothic Cathedrals; a Renaissance interior does not reflect the spirit of the modern Church, and Byzantine is too exotic. But the early Christian architecture of Rome would be in entire harmony with modern Dublin. If the north and south axiality were not approved of, the same site would take a true orientation; and a great transeptal entrance, again like St. Paul's-Without-the-Walls, would take the place of the nave pediment and narthex. The Cathedral is not an isolated monument, its huge nave projects from a group of sacristies founded on the arrangement of S. Maria Maggiore. A single lofty round tower is placed in the courtyard, its apex seen rising above the mass of the basilica. This colossal shaft, founded on the traditional Irish Round Tower, would serve as the spiritual emblem of the city, as the power citadel chimney is the sign of its material sanity.

2. *NATIONAL THEATRE, AUDITORIUM, AND ART GALLERY.*

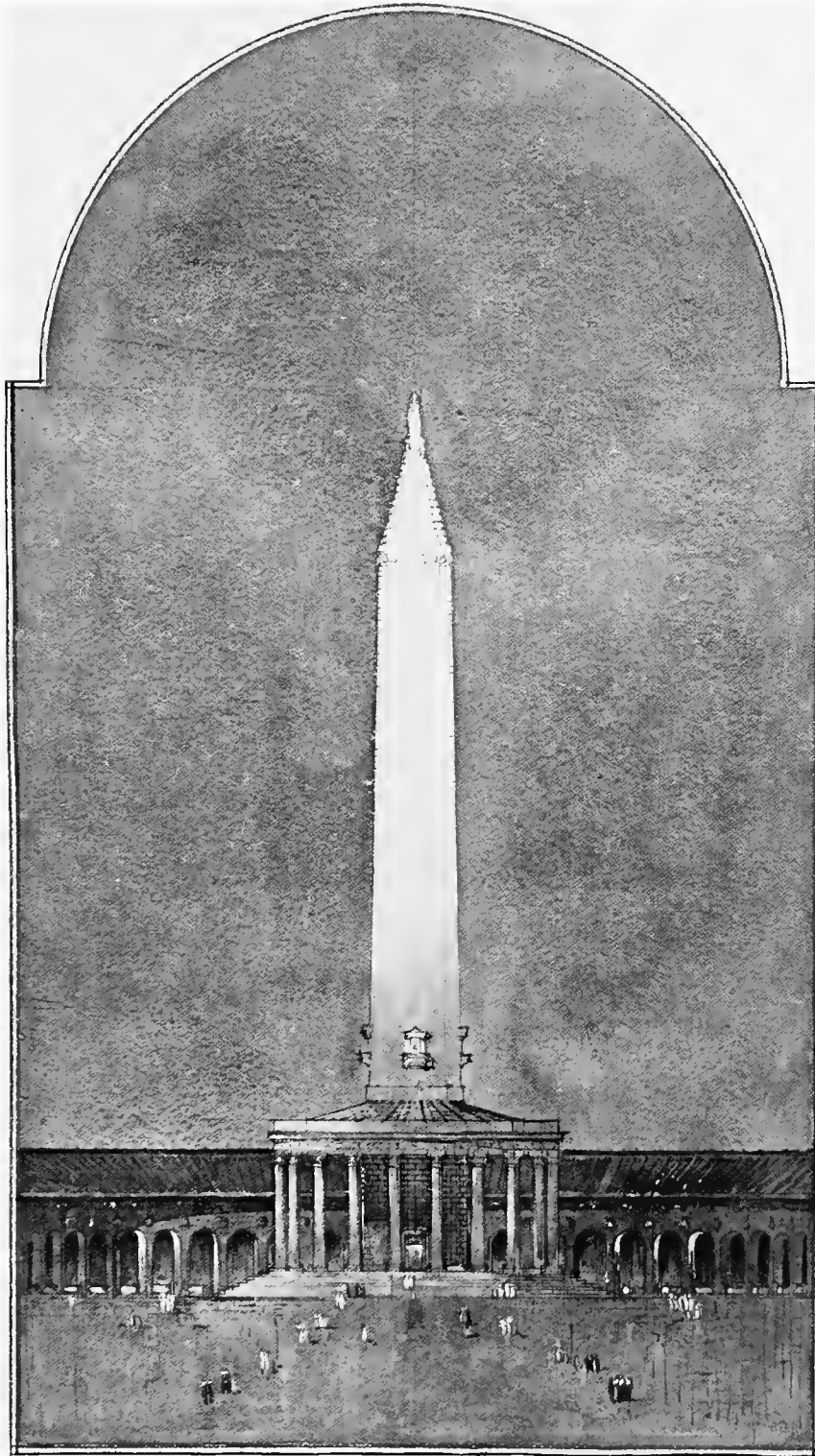
There can be no serious hesitation in appropriating a site at the top of O'Connell Street for a National Theatre. The rising ground would afford a possibility of placing the foyer lower than the auditorium, by which means a splendid plan would result, and externally the hinder part would rise dominantly. O'Connell Street, freed of the tram incubus, is the great monumental avenue of the city, and this is the site for the building which corresponds to the Opera at Paris. The Irish Theatre, the most vitally dramatic movement in Europe, or one might say (with the exception of Serbian Sculpture) the most vital national art, will naturally be housed in a building



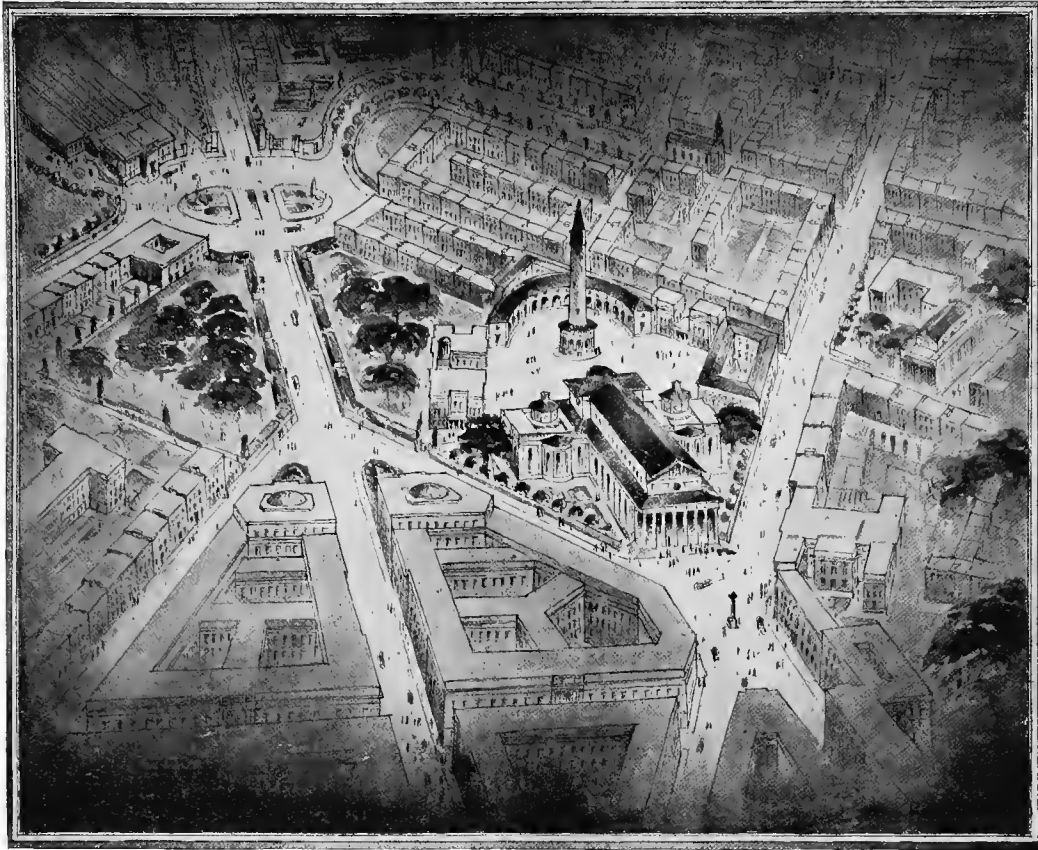
The former Houses of Parliament now the Bank of Ireland, in College Green.



Plan of the old Houses of Parliament showing how a series of dignified buildings and quadrangles can be laid out at the back, with a front to the Liffey.



The proposed CAMPANILE in the courtyard behind the Cathedral : the shaft, 500 feet high, is crowned with the figure of St. Patrick ; its form is based on an Irish Round Tower, with the addition of a peristyle ; the encircling arcade would contain medallion busts of the Irish Saints in the spandrils of the arches, and below a series of cenotaphs to famous Irishmen.



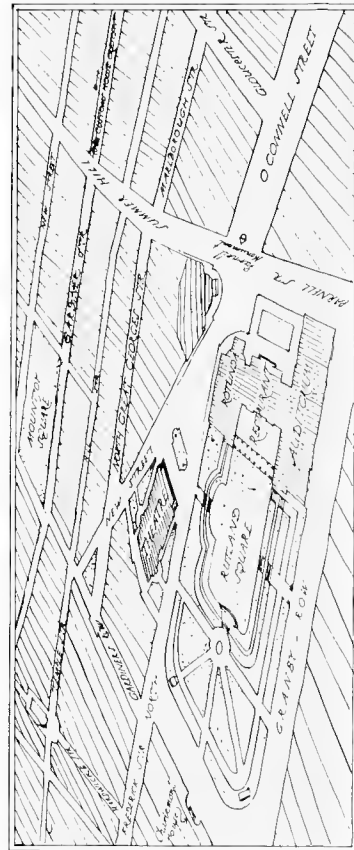
Diagrammatic Sketch showing the suggested Cathedral Site at the head of Capel Street; the isolated Tower in courtyard; and the central approach to the Traffic Centre continuing Phibsborough Road past the Broadstone Terminus.



The Wellington Obelisk in Phoenix Park. This is to be made the terminal feature of the Phoenix Park Mall as seen from the new Traffic Centre.



The National Theatre at the top of O'Connell Street. In the foreground is the new Auditorium and restored Rotunda; the centre block is to be a restaurant facing on to the Rotunda Gardens or Rutland Square.



Key Plan of the above.

METROPOLITAN IMPROVEMENTS

that will be a national monument. The Rotunda,* balanced by a similar structure or portion of a structure on the other side, should be restored to nobler uses than at present; the Maternity Hospital, after its long and honourable career, deserves a rest in the country air—what is best in it should be preserved and the new wing on Granby Row rebuilt as a Music Auditorium. The whole group, with a City Restaurant combined, faces on to the Rotunda Gardens, its original disposition restored and treated as a town garden for sculpture, like the Volksgarten at Vienna.

It might be suggested that the Art Gallery should adjoin this group, or the Museum across the river; but in neither place is there room for the setting that an art gallery should have. Again, a parallel with Paris is suggested, and a position indicated resembling that of the Grand and Petit Palais, in the vacated Royal Barracks site; this faces the river, screened by the esplanade, thickly planted with trees in formal rows or quincunx.

3. BOURSE.

The regular shaped site between the two avenues leading up to Christchurch on the south bank would form an appropriate position for the Bourse. It would both be in close touch with the station entrance to the city and the banking quarters of Dame Street. It might be treated with a comparatively low wing in the centre of the Liffey front and a pavilion at either side. This would afford a view of Christchurch tower from the Square.

D.—ARCHITECTURAL CHARACTER OF NEW SUBURBAN GROWTH.

It is one of the most singular ironies that the stagnation of Dublin's development, which appears to have resulted from the Act of Union, should have had, architecturally, a felicitous result: the city has at any rate been spared the nineteenth-century accretions which have, during the paleotechnic age, surrounded our English industrial towns. The Bye-Law Suburb is almost absent from Dublin, with the exception of one or two rare spots—such, for example, as that group of misnamed "parks," Glengariff, Killarney and Valentia, which occur on the North Circular Road. After the lapse of one hundred years, Dublin is able to take up the thread of her architectural tradition exactly where she dropt it, and to continue it without break during an age of greater enlightenment than was the last century.

It must strike any visitor to her tenement ridden streets that these are the most architectural slums in Europe†: they possess all those characteristics which are missed in the typical Garden Village, spacious rooms, simple architecture, dignified doorways, ample sash windows. They are, of course, aristocratic houses fallen on evil days. But may not one take a suggestion from them and attempt to carry the same spirit into the new suburban growth, avoiding the machine-made monotony and harshness of the bye-law suburb, on the one hand, and the fussy picturesqueness of the early garden suburb, on the other? The limitation of the

* Busche, in his *Hibernia Curiosa*, alludes to the absence of a terminal feature to Sackville (O'Connell) Street which might have focussed upon this Rotunda: "the obstinate fool of a builder," he says, "will deservedly be damned by every stranger of common sense and taste that shall ever walk up Sackville Street." As we cannot remove the Rotunda or divert O'Connell Street, we can repair this omission by a Theatre, set further back.

† See the Frontispiece.

REPLANNING OF DUBLIN

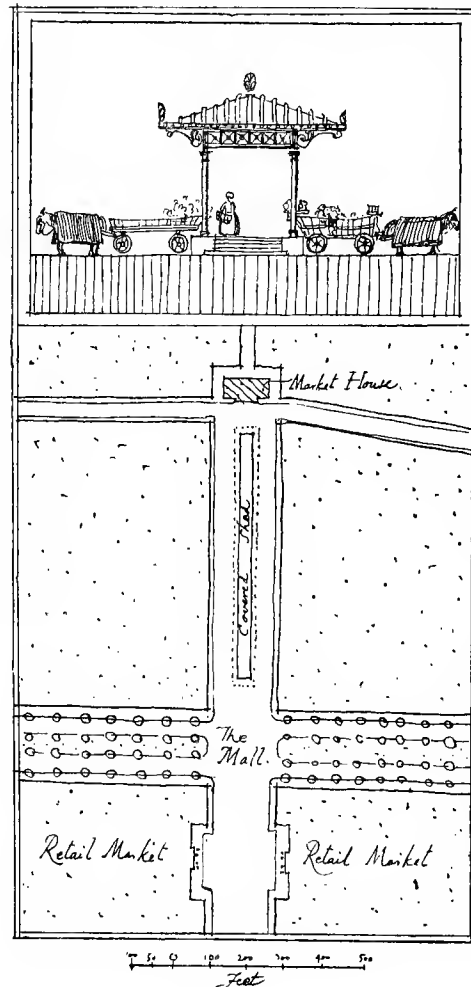
houses per acre and general site-planning skill should avoid the one, and better architectural education and an appreciation of the value of the simple brick architecture of the eighteenth century should incline those who have the supervision of the future of Dublin to eschew the fallacies of the other.

The artisans dwellings in Gray and Reginald Streets show some attempt at the introduction of amenities, and the one-storey houses of pebble-dash are a departure from the hard red brick. It cannot be said that the efforts of the Corporation at Inchicore are successful. Something better is required: the rows of twenty or more are dreary in effect, nor do the 5' 0" front gardens, framed with concrete curbs, improve them. The back gardens enclosed by walls are thriftily used by the inhabitants for vegetable growing; but there is no play space for children, who play on the macadam streets and concrete paths. The prospect for the future of a city on these lines is dismal—though hygienically it is better than the architecturally noble tenements.

The future should emulate the past, after the lapse of a century of stagnation.

E.—SMITHFIELD MARKET.

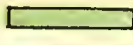


A modest suggestion is put forward for dealing with the interesting shape of the Smithfield Market, now brought into close relation with the centre of the town by the Phoenix Park Mall, and opened up to the river. It is proposed that it become an open air produce market, with a central shed down the middle raised on several steps; against this shed would back the market carts and motor wagons, which have brought in the fresh produce from the country; here the retail shopkeeper in the early hours and the housewife later could daily choose their vegetables, farm, and market-garden



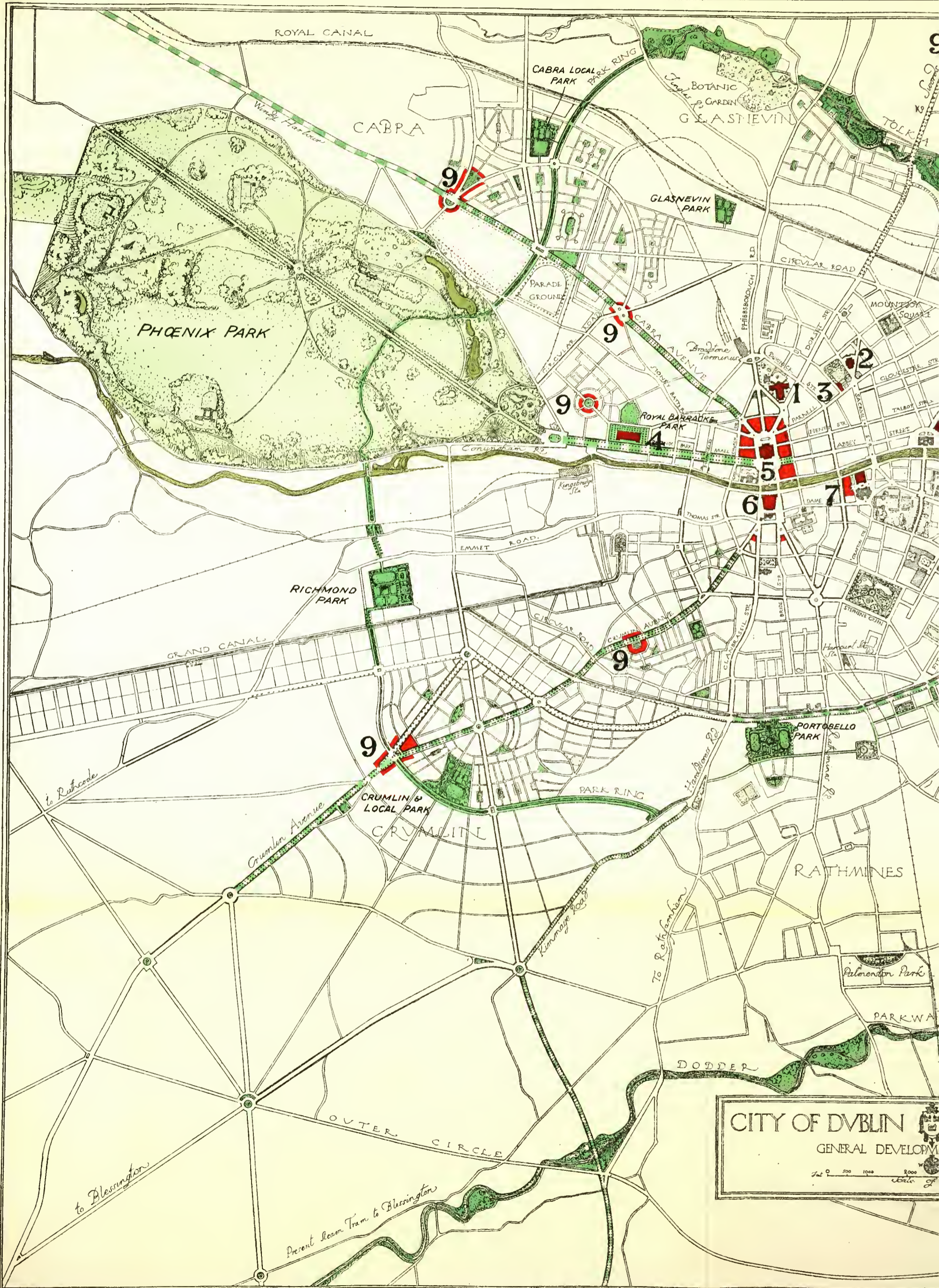
produce, under delightful conditions. The character of the market might change during the day to a flower bazaar or other similar use; it would be one of the most charming sights of Dublin, and would recall some of the Continental markets, such as that held on the quay of the Reuss at Lucerne.

The position of Smithfield, owing to the new road system, is well situated for approach from the country. In the lower part weighing machines might be located, and possibly the entrance to two retail covered markets to take the place of those demolished for the Central Station.

PARK SYSTEM: Subdivided into :-

-  Existing Parks, Botanic Gardens, Squares etc.
-  New Parks, River Parkways and Park Ring
-  Planted Highways, forming part of Park System

Nº 5 PARK SYSTEM and



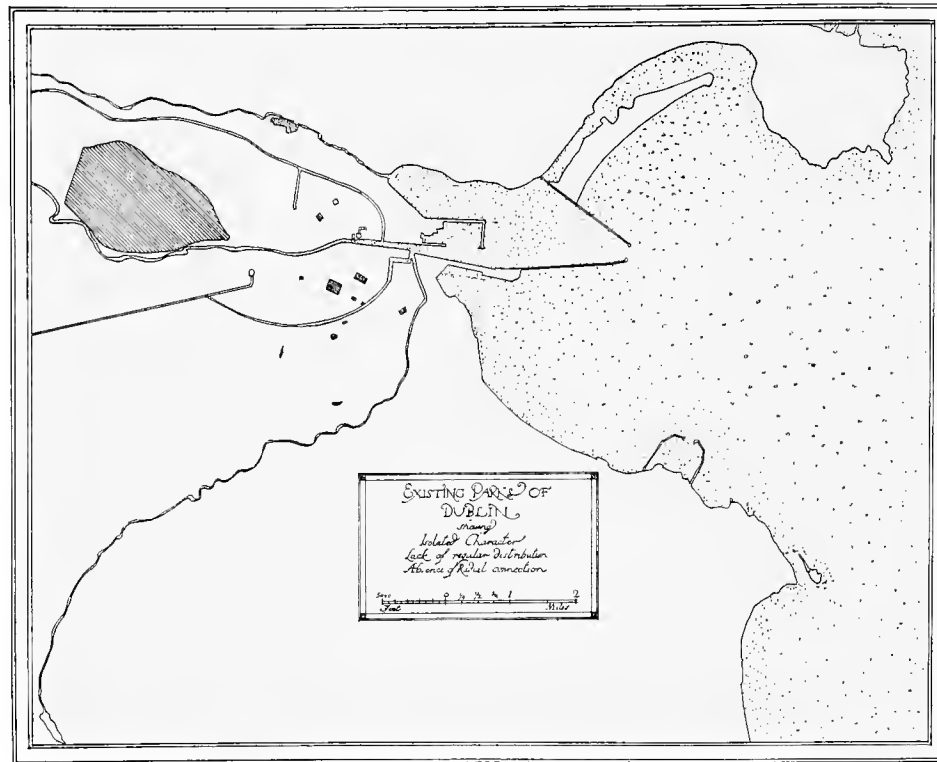
of PUBLIC BUILDINGS

■ SITES AVAILABLE FOR NEW PUBLIC BUILDINGS

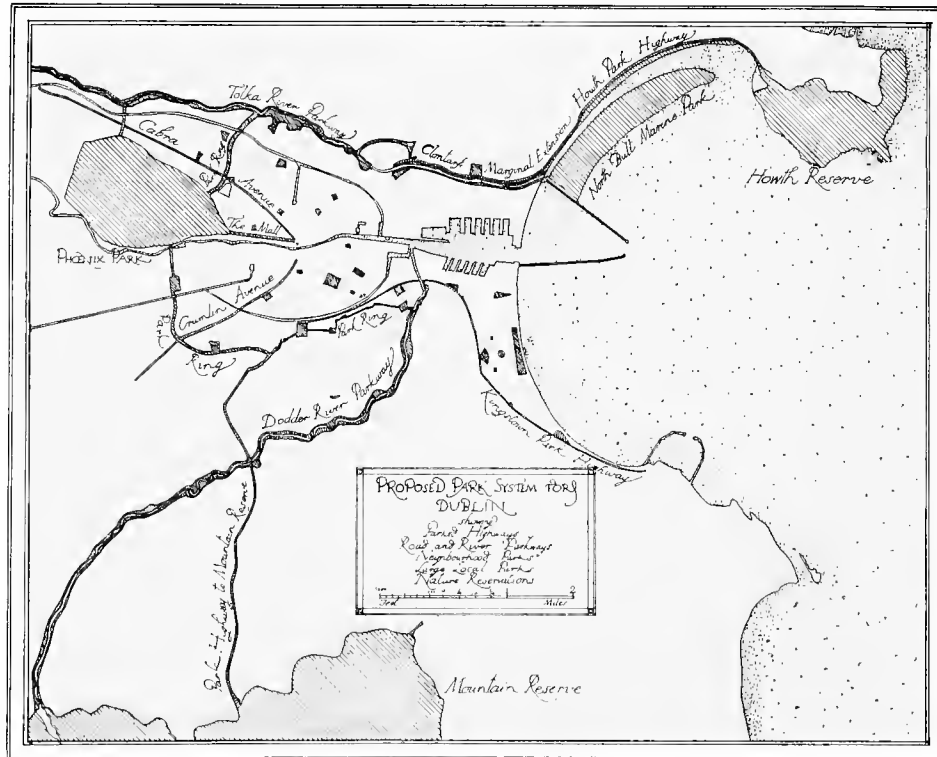
- | | | |
|--------------------|-------------------|-------------------------|
| 1 New Cathedral | 4 Art Gallery | 7 Government Offices |
| 2 National Theatre | 5 Central Station | 8 North Wall Station |
| 3 Auditorium | 6 Bourse | 9 Neighbourhood Centres |



NEW TOWN PLAN
 DEPARTMENT OF WHOLE REGION
 Scale: 1 inch = 1 mile
 0 300 600 900 1200



As at present.



As projected.

DUBLIN OPEN SPACES: a comparison of their present disjointed state and the way in which it is proposed to arrange them into a Park System, including large additions to meet present and future needs.

F.—REMOVAL OF INSTITUTIONS TO THE COUNTRY.

This is a very complex question and depends, of course, on the cost of re-erecting the removed institutions, and the condition of the existing premises. If the latter are out of date and require a heavy upkeep expenditure, it may be the profitable course to begin at once rebuilding. This is particularly the case with the congerie of institutions in large grounds near the Broadstone Terminus. This solid wedge thrust into the heart of the city should be very valuable land for commercial and residential premises. Its opening up, with the consequent destruction of only one large building, is thoroughly effected by the wide Cabra Avenue, which would at once greatly enhance the value of property on both hands. The section of the Inner Circle leading from Queen Street to Broadstone Station would only be made after the removal of the North Union; but an alternative route to be used in the interim is possible.

The other important removal suggested is that of the Barracks, which hang like a ring of forts round the south and western side of the city. There is surely no further need for thus occupying the town at strategic points, and as rebuilding is required the new Barracks should be concentrated in the neighbourhood of the Marlborough Barracks and Viceregal Lodge. A site for them, together with a parade ground, is planned near Phoenix Park.

The other removal suggested is that of the Dr. Mosse Maternity Hospital, at the top of O'Connell Street. This site, "a piece of waste ground with a poole in the hollow, and a few cabins on the slope" in 1751, when the Hospital was founded, is now no longer suited for its purpose. A use for it is suggested, together with the Rotunda and Gardens.

G.—PARK SYSTEM.

A comparison of the sheet of diagrams of the existing Dublin parks and those proposed will illustrate the extent and nature of the system which Dublin should possess.

Phoenix Park, perhaps the finest town park in Europe, forms the natural nucleus of the new system. The value of its vast extent of 2,000* acres is more readily appreciated when it is remembered that it is under one mile from the centre of the city, as compared with the Bois de Boulogne, of similar acreage, about three miles from the Louvre. The shape of the Phoenix Park is almost the ideal wedge that one would draw on a schematic diagram: it naturally ends the broad parkway connection to the centre of the town, which has been indicated, and called The Mall.

Two other existing features of Dublin present great possibilities as yet entirely unrealised. These are the north and south streams, the Tolka and the Dodder—though these appear as symmetrical water courses on the diagram of waterways, they are not quite so: the Dodder suggests a radial parkway, whereas the Tolka naturally forms part of the northern circumferential belt.

It will be seen that a radial connection of the park system to the centre of the town is only completely realised on the western side by the two-park highways, the Cabra and Crumlin Avenues and the Phoenix Park Mall. On the east it would be ridiculous to attempt to penetrate

* The exact acreage is somewhat uncertain; it is sometimes given as 1,600 acres (see p. 48).

REPLANNING OF DUBLIN

similarly through the built-up town; and the Dodder, whose radial tendency has been noted, only approaches the periphery of the inner town.

Strictly speaking, an inner park system, together with radial park connection with the outer nature reserves, is all that has been attempted: the possible lines of an outer belt may easily be devised to connect the lower reaches of the Dodder with the west end of Phoenix Park and thence across the Tolka by way of Santry to Howth.

The following is a schedule of the sections into which the Park System naturally groups itself:—

- (a) Small Playgrounds.
- (b) Neighbourhood Parks.
- (c) Town Gardens or City Squares.
- (d) Local Parks.
- (e) The great Town Parks, Phoenix and North Bull.
- (f) Parkways, Road, and River.
- (g) Park Highways.
- (h) The Nature Reserves.

a.—SMALL PLAYGROUNDS.

The exact position of the small children's playgrounds is difficult to determine at this stage: generally speaking, they would be located intermediately with the neighbourhood parks, as it is agreed that a quarter of a mile is as far as small children should be expected to go. The opportunity for acquiring these at almost nominal cost is afforded by the numerous derelict sites to which attention is particularly drawn in Departmental Report (603 on north and 756 on south of river). It is probable that if the procedure recommended in the report is followed, many of these sites will fall to the Corporation without the necessity to purchase. In many cases it may be advisable, where possible, to add these play spaces to existing school playgrounds, where supervision is more possible. The great use made of such play spaces, as at the Brabazon Playground in Pimlico, proves how necessary it is systematically to add further examples.

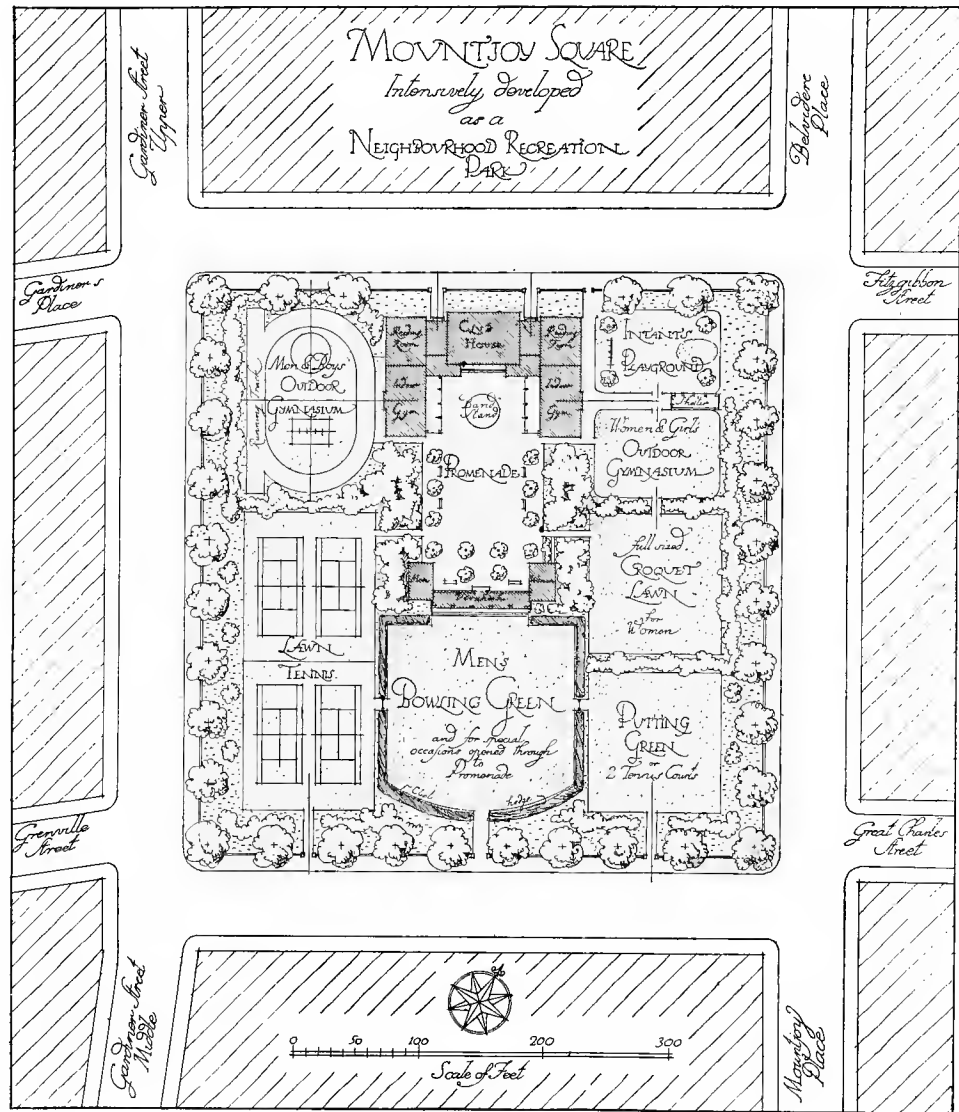
A playground diagram should be prepared utilising in every case neighbourhood parks, existing playgrounds, or derelict sites. They would only be taken for districts where there is a population likely to use them.

In connection with these playgrounds and neighbourhood parks, it may be mentioned that it is necessary for there to be an official, who would be known as the Director of Recreation. He would be responsible for the personnel of the playground instructors throughout the city. Many of the small playgrounds would probably be in charge of a woman.

b.—NEIGHBOURHOOD PARKS.

The object of these is to provide, on a comparatively small area, highly organised recreation facilities. Their distance apart, in order to be effective, should not be more than one mile.

By a most fortunate circumstance Dublin has the opportunity of acquiring the ground for four of these by utilising existing barrack sites. These in their distribution closely parallel



An example of the type of Playground which should be provided at regular intervals in the residential districts. In addition there should be the Play Spaces for children under 14 years and above the infant age.

METROPOLITAN IMPROVEMENTS

the foreign town's ring of fortifications which, however crippling and strangling in the past, have proved by way of compensation splendid assets for the present, affording opportunities which English towns can merely wonder at—never hope to emulate.

Dublin Barracks, however, all of which except the Marlborough, near Viceregal Lodge, will automatically lapse, provide large areas of the utmost value :—

- i. Royal. ii. Richmond. iii. Portobello. iv. Wellington. v. Beggar's Bush.

Being State property, it is hoped that they will be handed over to the Municipality at merely nominal prices ; and what more fitting than that they should be used in the majority of cases as linked-up playgrounds ? It would be a great mistake if, acquired thus advantageously, they were used for housing. It is recreation that it is so difficult to get money for. But though this would be a mistake, it would be a crime against the health of Dublin if the example of the military authorities of Prussia were followed, who, with a shortsightedness almost inconceivable, sold the Tempelhoferfeld, Berlin, to the highest bidder rather than allow the Municipality to acquire it reasonably and develop it for wide-spaced housing and parks. (Though they grasped some present cash, they themselves were the losers—for the object of the Municipality was to breed healthy citizens, capable of the military fitness tests, whereas the militarists doomed yet another area to the 50 per cent. " rejected " type of development.) Such a thing cannot happen to Ireland, and these areas have accordingly been shown as open spaces with the exception of the Wellington, a portion of which might be profitably disposed of for works.

The following is a schedule of the fourteen Neighbourhood Parks suggested : several of which it will be noticed coincide with the small local parks enumerated under heading (d) :—

- | | |
|-------------------|----------------------|
| 1. Beggar's Bush. | 8. Clontarf. |
| 2. Portobello. | 9. Mountjoy. |
| 3. Crumlin. | 10. Royal Barracks. |
| 4. Richmond. | 11. Tenter Fields. |
| 5. Cabra. | 12. Irishtown. |
| 6. Glasnevin. | 13. Townsend Street. |
| 7. Tolka. | ? 14. Grangegorman. |

In connection with No. 7 must be included the large open playground situated on the land which is at present being reclaimed between the Great Northern Railway and the Clontarf Road : the possibility of obtaining at this point an unobstructed open space of such an extent should not be foregone. No. 14 is shown with a query attached, as this one is of course dependent on the elimination of the Grangegorman group of institutions.

Mountjoy Square, which is the only existing garden that it is suggested should be transformed, is shown in detail, and this, though it is smaller than those which would be located on the barracks sites, will serve as a general type. It might be suggested that, with the improved economic conditions foreshadowed, this square should be merely turned into a public town garden, and not into a recreation centre for the poorer classes. But there are several reasons against this—first, that it is proposed to open Rutland Square as a town garden, and secondly, that it will be some time before the whole neighbourhood changes ; in the meantime this easily realised transformation would be a useful object lesson of the value of intensive recreation centres.

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An attempt has been made to provide for different ages of citizens, some periods being much neglected in ordinary recreation provision : older men have the bowling green (50' x 50'), older women have the croquet lawn (35' x 28'); the young but grown-up of both sexes meet together on the four tennis courts, and the gymnasia, both indoors and out, attract boys and girls as well as men and women ; infants have their own playground, thoroughly provided with apparatus. The area marked " Putting Green " is available for any similar game that does not require a great space. The club building would contain small newsrooms for both sexes, a refreshment room, and possibly a concert hall as the central room ; in the gymnasia would be provided lockers. The promenade, which faces south and is planted with clipt trees, should form a valuable meeting ground for the neighbourhood ; shelters are shown on either side of the courtyard. Three-quarters of the whole grounds are made inter-communicating, so that on special occasions, such as a local pageant or fête day, they could be thrown open into one continuous whole.

Another object of a Neighbourhood Park as suggested, is to dispel the dreary suggestion of the word " Recreation Ground," which calls up a vision of an asphalted area surrounded with spiked railings, set in a low bright red brick wall. Mountjoy Park would probably have to be surrounded by a railing, but tree and shrub planting and the charm of seclusion to the various sections would entirely dispel this ugly association of ideas.

It may be suggested that the boys of the neighbourhood could alone use an unobstructed space this size with ease ; this is true, but it is implied that the school playground, open at other than school hours, would provide the best place for boys and girls of school age : their share in this park has accordingly been restricted, and those of ages more often neglected provided for.

This is not the place to go into the question of the management of this and similar recreation parks ; this might take the form of membership, which, with a nominal subscription working through an elected committee, has been found so successful in town social clubs ; the parks might be considered the urban counterpart of the mediæval village common, in which the local residents had certain rights and the lord of the manor (the Municipality) others, but to which the world at large were outsiders. An instructor, or probably a man and his wife as instructors and guardians, acting under the Municipal Director of Recreation, would be placed in charge.

It is difficult to estimate the numbers to whom such a piece of ground could afford means of recreation ; but computing on the ordinary basis of private clubs, it may be assumed that each tennis court would carry 50 members, the bowling green 100, the croquet lawn 50, and the putting green 50.

This would provide amusement for 400 active regular participants, to whom must be added a large number of casual participants and spectators who are indirectly benefited by being drawn away from more questionable enjoyments. The membership of the gymnasia, indoors and out, would to some extent coincide with the field games, but there would be quite a strong additional membership, particularly of the younger of both sexes ; and the running track, though necessarily confined, would also attract. There is also the additional number to be considered who would use the newsrooms and promenade, without actually playing games ; indeed, it is probable that if the efficiency of such a park were kept up (and this would depend as much on the stimulating influence of the instructor as the elaboration of equipment) the membership of

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various sorts would probably soon rise to the fullest capacity of the ground. If similar areas in the neighbourhood were unavailable the same membership could be enormously increased by further limiting the number of days of play to each member ; but this should only be looked upon as a makeshift arrangement, the less dragooning into sections the better.

The amount of good which such institutions, dotted regularly over the city area, could accomplish, both physically and morally, is incalculable ; and Dublin with its barrack sites has an opportunity of making a start with several of these simultaneously and at a remarkably small outlay.

NOTE.—A useful adjunct to a park of this sort would be a swimming bath, both open and closed ; but in the case of this example of Mountjoy Square ($4\frac{1}{2}$ acres) there was not sufficient space available, and the central area was considered more valuable as a promenade or general social meeting ground for the community.

c.—TOWN GARDENS OR CITY SQUARES.

These include such open spaces as St. Patrick's Park, Merrion Square, and Fitzwilliam Square, which are either completely open to the public, or to certain sections of it. It is not proposed to add to their number, except Rutland Square,* which is suggested as a public garden for the display of statuary. It is clearly impossible to attempt any linking up of these with parkways.

d.—LOCAL PARKS.

In St. Stephen's Green, Dublin has a local park of the very finest description which, in its high degree of artificiality and elaborate up-keep, illustrates exactly what such small oases from buildings and streets should be.

The small parks shown in the Crumlin and Cabra areas, as already mentioned, combine recreation centres, and in general, owing to the nearness of Phoenix Park on the west, the Tolka Parkway on the north, and the size of the Neighbourhood Centres at Portobello and Richmond, it has not been thought necessary to schedule any further land under this heading.

e.—THE GREAT TOWN PARKS.

Under this head are grouped the Phoenix Park on the west and the North Bull Park on the east, one inland, the other on the seaboard. The possession of these two should place Dublin in the front rank of park provided cities.

Phoenix Park, as already mentioned, is almost the ideal great town park. It resembles more closely than any other the Prater at Vienna, both as regards its shape, its position along the river, its first section of a "People's Garden," and its great straight central avenue. One hardly likes to suggest improvements to so noble a possession, but two points may be mentioned : (1) we are rather too prone to regard our parks as something sacred from so profaning a machine as a tramcar ; in a park of great size there can be little objection to a tram line, or at anyrate a regular motor bus service, being carried along the main allée. No one can say that the Tier Garten is destroyed by the central tram route, and even the railway line crossing it (though,

* See Plate XXXIII.

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fortunately, the latter, in Dublin, is tunnelled under). (2) The example of the Prater might be somewhat followed in the People's Garden; this section at Vienna is ordinarily known as the Wurstel Prater, or Buffoon's Park, and the authorities have not scrupled to furnish it with the usual engines of human folly, so that the citizens may occasionally repair thither and in a suitable spot pleasantly play the fool. It might be considered by some as a kind of sacrilege to suggest putting the decorous People's Garden to such jocund use—but there is really no need to fear the contamination of the quieter portions by the more riotous fun of the Buffoon's Park.

The North Bull has not been treated in any great detail, but it will be combined with the large lagoon formed by the diverted waters of the Tolka; the water thus collected in the lagoon could be used by a simple arrangement of sluices periodically to flush out the harbour. The Park will be laid out with greater naturalness as it approaches the Howth Peninsula, where golf courses might be located. The opportunity to possess a Seaboard and Lagoon Park at such small cost should not be pretermitted.

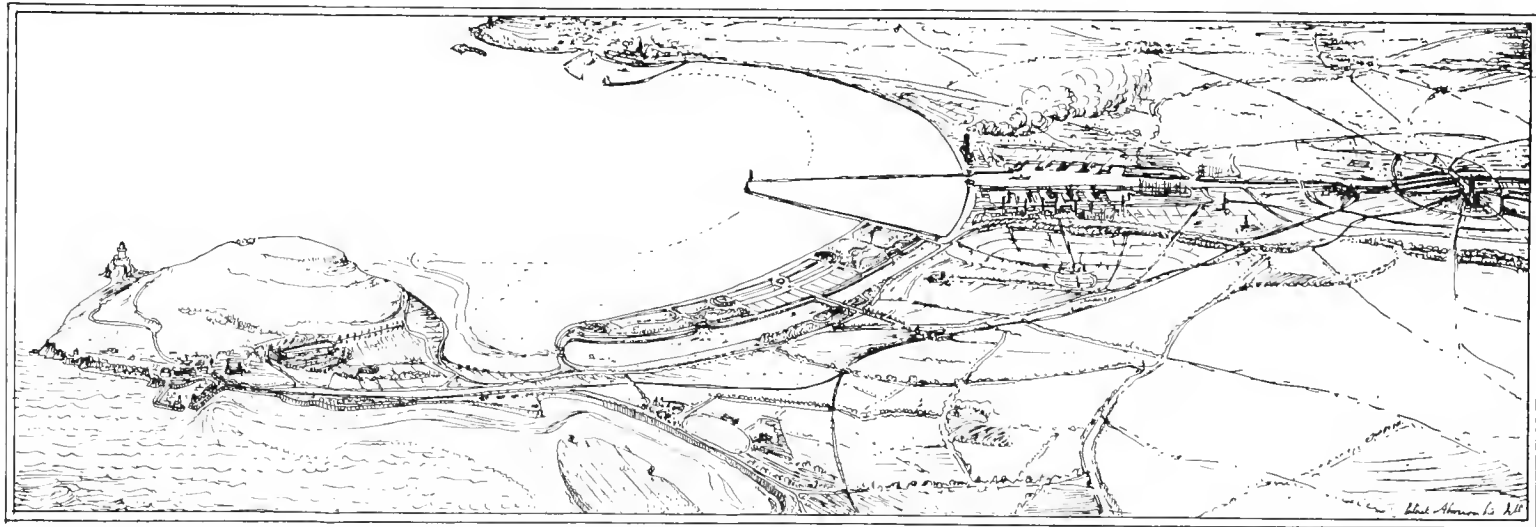
f.—PARKWAYS.

These are of two sorts, road and river. Of the latter it is not necessary to say much, as the section illustrated from Botanic Gardens to Ballybough Bridge explains how the Tolka should be treated. But it may be remarked in passing that this parkway should be taken in hand at once, if any of the charm of this watercourse, which still exists, is to be preserved—its occasional steep banks, trees and meandering. Already right-angled streets from Botanic Avenue, such as St. Michael's Road, are being carried down to the brook: it is only necessary to compare the two sides of Glasnevin Bridge to see what possibilities the Tolka possesses, and how these can be thrown away when it is nobody's business to preserve them. Even on the Botanic side an ashtip near the trellis bridge has been allowed. The continuity of the Tolka Parkway is broken upon by the short section to the neighbourhood of Poplar Row, but the widened Fairview Strand effects a junction. Beyond this point the parkway along the Tolka's diverted course becomes the boundary between the new industrial development and the residential quarter of Clontarf. Generally speaking, the Tolka Parkway, like the Dodder, is for pedestrians, but through one section of it an avenue has been taken, carrying on Botanic Avenue, which is widened and tree planted: this provides the necessary connection for pleasure wheeled traffic round the northern belt; this is further connected to the Clontarf marginal road, and hence on to the Howth nature reserve.

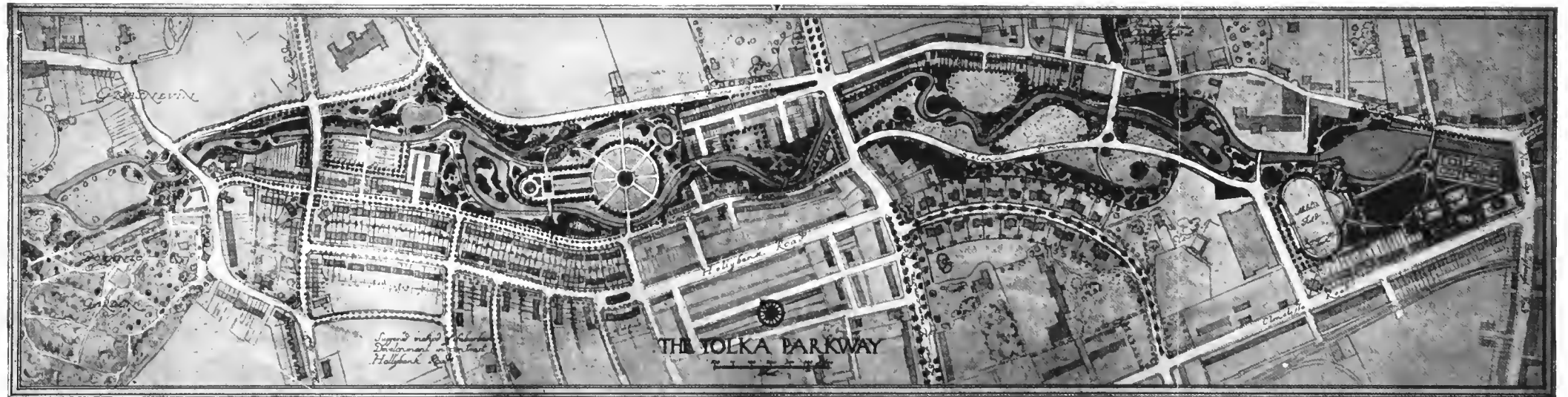
The Dodder Parkway would not be treated so lavishly as the Tolka, seeing that its use is not so much for the residents of the neighbourhood through which it passes, who possess large gardens; its chief object is to provide a pedestrian route from the town to the nature reserve in the Wicklow Mountains.

With regard to the Road Parkways, the typical section* shows how these will be treated and a connection between Phoenix Park and the lesser features of the park system arranged. The section between Portobello and Beggar's Bush is twofold, both by the wide tree-planted avenue that is to be constructed along the Grand Canal, and by an irregular route connecting Mountpleasant and Dartmouth Squares and the Trinity Botanic Gardens.

* See Plate XX.



View of Dublin Bay from above the Howth Peninsular; showing the North Bull Park and Boating Lagoon, with tidal locks at the Howth end and fishing locks at the Harbour end.



Suggested Treatment of the River Tolka from the Botanic Garden, Glasnevin, to Ballybough Road and Fairview Strand as a continuous Parkway for pedestrians, with a Marginal Avenue for Motor Traffic. The Parkway contains at either end small Recreation Grounds: one piece of formal gardening and a general landscape treatment whose picturesqueness is determined by the wanderings of the stream.

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g.—PARK HIGHWAYS.

Under this term are only included roads of 120 feet in width, which it is suggested should contain a separate grass strip for the quick service trams. Ordinary tree-planted streets of 60, 80, and 100 feet in width are not considered as part of the park system.

An ideal type of the Park Highways is the Champs Élysées at Paris, a great tree-lined avenue leading out from the centre of the town. Three of these are shown, namely, Cabra and Crumlin Avenues, and the Phoenix Park Mall: there are also three exterior ones which start from the periphery of the urban area:—

1. The Clontarf marginal avenue leading to the Howth nature reserve.
2. The South Avenue leading from Harold's Cross Park to the Wicklow Mountain nature reserve. (This is not the most direct route, but it is the most direct along which "parking" is possible.)
3. The Kingstown and Dalkey Avenue, which follows the line of the present marginal road.

It is clearly understood that by Park Highway is meant quite a different thing to a Road Parkway; the Park Highway being one of the most important sections of the traffic system, whereas traffic is carefully excluded from the Road Parkway.

h.—NATURE RESERVES.

On the north and the south Dublin is put in touch, by means of two of its exterior Park Highways, with the tracts of natural country which should be reserved for public use: the Howth Peninsula and the Dublin and Wicklow Mountains. Few towns in this country are so fortunate in having accessible natural scenery so fine in itself and of two such contrasted characters—mountains and sea-girt headland. The Dublin Mountains are also accessible by means of the Dodder River Parkway; on the Park Highways motor buses would run, either regularly or on holidays.

SCHEDULE OF PARK LAND.

It is proposed to about double the existing park area; this may not sound very much, but the vast extent of Phoenix Park must be taken into consideration; Dublin, by this means alone, is among the best park provided towns. It is estimated that the present acreage of parks in Greater Dublin is about 1,712; the proposed addition, including area of parkways, is about 1,600, making a total of 3,312, exclusive of nature reservations. The population of Dublin being about 300,000, this gives an average of about one acre per 100 persons, a very high proportion, and one which is only possible through the existing possession of Phoenix Park and the possible addition of the North Bull.

PARK AREAS OF LEADING CITIES FOR COMPARISON.

	CITY	PARK AREA	POPULATION PER ACRE OF PARK
New York 7,640	716
London 6,652	680
Paris 5,397	505
Philadelphia 5,278	204
Boston Metropolitan District 15,175	100

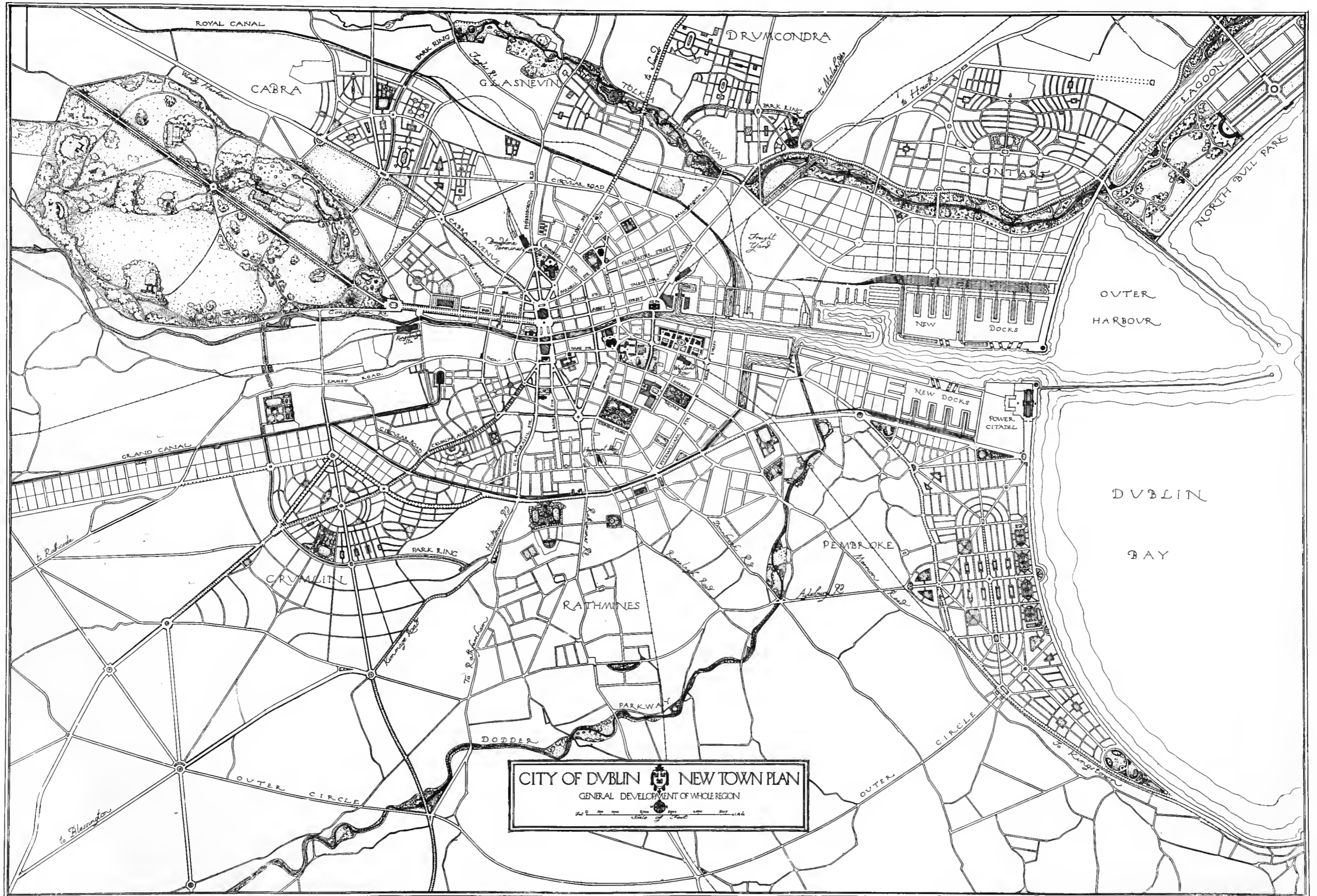
REPLANNING OF DUBLIN

SCHEDULE OF DUBLIN PARK AREAS.

	ACRES	ACRES
Existing Parks—		
Phoenix Park	1,600	
Other Parks	112	
	<hr/>	
Total Existing		1,712
Proposed Parks—		
Local Parks	120	
Parkways	720	
North Bull Park	760	
	<hr/>	
Total Proposed		1,600
		<hr/>
Total Parks		3,312
Nature Reservations proposed—		
Howth	1,100	
Wicklow and Dublin Mountains ..	6,000	
	<hr/>	
Total		7,100
		<hr/>
Total		10,412
Length of Parkways—		
1. Road Parkways		7½ miles
2. River Parkways		15½ „
3. Parked Highways		22 „
		<hr/>
Total		45 miles

H.—FINANCE OF THE TOWN PLAN.

Of a Town Plan of such complexity it is impossible to forecast the financial prospect. The experience of Paris shows that Haussmann's estimates were generally exceeded by at least 50 per cent. At the time he was bitterly blamed, but his theory of *dépenses productives* has been subsequently fully justified. If Dublin were to embark upon a town plan of this magnitude it would find that it would turn out a commercial success as great as that of Paris, and it should even exceed the success of Paris in its provision for the real health and happiness of the people.



CITY OF DUBLIN NEW TOWN PLAN.

FIRST PREMIATED DESIGN, BY PROFESSOR PATRICK ABERCROMBIE AND MESSRS. SYDNEY A. & ARTHUR J. KELLY.

REPORT

of the Adjudicators

PROFESSOR PATRICK GEDDES, *Edinburgh* ;
CHARLES J. MacCARTHY, *F.R.I.A.I., City Architect, Dublin* ;
JOHN NOLEN, *M.A., Sc.D., F.A.S.L.A., Cambridge, Mass., U.S.A.*,

on the

COMPETITIVE DESIGNS FOR THE TOWN PLAN OF DUBLIN.

I.—CONDITIONS OF THE COMPETITION.

THE more since this adjudication has been postponed for nearly two years* by the outbreak and continuance of the War, it is desirable to recall the essential conditions of this Competition, which determine the award of the premium of £500, offered by His Excellency the Earl of Aberdeen, then Lord Lieutenant of Ireland and President of the Civic Exhibition, Ireland, 1914 (now Marquess of Aberdeen and Temair), to the author or authors of the designs which may be placed first in order of merit by the Adjudicators.

As explained in the Conditions of Competition, the object of the Competition was to elicit Plans and Reports of a preliminary and suggestive character, and thus to obtain contributions and alternatives which would be of value towards the guidance of the future development of the city in its various directions.

The Adjudicators are, therefore, to give credit for suggestions of interest, as well as for solutions of value.

The area to be considered is described as "Greater Dublin," embracing not only the adjacent Townships of Pembroke and Rathmines, but extending from Howth to Kingstown and Dalkey inclusive, and from Glasnevin and Ashtown to Dundrum.

The main headings are as follows:—

- A. COMMUNICATIONS.
- B. HOUSING, CENTRAL AND SUBURBAN.
- C. METROPOLITAN IMPROVEMENTS.

(A.) COMMUNICATIONS.—Road, Railway, and Canal Systems are to be considered as regards Ireland and Sea Traffic, and Local Needs; the Localisation of Industries and its possible improvement; and the discussion of Traffic in connection with Industrial, Shopping, Residential, and other areas.

(B.) HOUSING.—The Report of the recent Local Government Board Enquiry is indicated as affording data; and schemes are invited (a) for the treatment of Tenements under its three headings, and (b) of the total 14,000 Dwellings required, with general Location, Block Plans, House Plans,

* Written in 1916.

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and Estimates. The adequate provision of Open Spaces, Playgrounds and Gardens, in connection with these schemes, is insisted on ; and suggestions for the possible removal of various Institutions to the country are to be considered. A general scheme is invited for the execution of the Housing Scheme within a period of (say) ten years, and with consideration of expenditure and of local convenience and requirements.

(C.) METROPOLITAN IMPROVEMENTS are to be suggested ; and these first as regards the fullest possible utilisation of the advantages of Dublin, e.g., the Liffey, the minor Rivers and the Canals, the Sea Front, and the views and accesses towards the country and the mountains.

Beyond the extension of existing Public Buildings with appropriate planning, plans are also invited for such New Public Buildings as may be considered desirable.

Finally, suggestions are invited towards the improvement of existing Parks and Gardens, and towards future extensions and connections as a Park System, with Parkways and Boulevards.

II.—ADJUDICATORS' AWARD.*

By magnitude and comprehensiveness of exhibit, evidencing corresponding thought and labour, and by skill and beauty of execution, there stand out foremost among the eight series of designs submitted to us those of the Competitor marked G.

But the above-named qualities are not in themselves sufficient ; and the appeal of fine draughtsmanship must peculiarly be subordinated. The problem of the Competition is to elicit the best ideas, both practical and suggestive, and these may be (and at times are) broadly or even roughly stated : yet this must not obscure their value ; a vital sketch may surpass a laboured drawing.

Prolonged and repeated scrutiny, day by day, and by each of the Adjudicators independently, has been given to each and every Competitor's work, and towards recognition of specific merits as regards each and all of its main headings of the Competition as above indicated, and of their details. It is only after such due and full study, that their award is given in favour of the Plans and accompanying Report marked G ; and they unanimously report that the merits of these, and their aggregate superiority,

* NOTE.—By the terms of the Competition the authors of the designs were precluded from attaching their names to their Plans, and the Adjudicators in their report have identified the various designs by means of the letters A, B, C, D, E, F, G, and H.

The authors of the designs are :—

- A. MESSRS. DONNELLY & MOORE, Architects and Consulting Engineers, 36 Nassau Street, Dublin.
Robert Donnelly, M.S.A.
James Moore, A.M.Inst.C.E., M.S.A., M.I.C.E.I., M.San.I.
- B. FRANK A. CUSHING SMITH, B.S., M.L.A., University Club, Urbana, Illinois, U.S.A.
- C. MESSRS. KAYE PARRY & ROSS, Civil Engineers, Architects and Estate Surveyors, 48 Kildare Street, Dublin.
W. Kaye Parry, M.A., F.R.I.B.A., M.Inst.C.E.
G. Murray Ross, M.A., B.A.I., M.Inst.C.E.I.
- D. GEORGE F. BECKETT, F.R.I.A.I., Architect and Civil Engineer.
JOSEPH A. GEOGHEGAN, M.R.I.A.I., Architect, 97 Stephen's Green, South, Dublin.
- E. ISAAC STEPHEN VARIAN, Garnavilla, Stillorgan, Co. Dublin.
- F. J. M. L. BOGLE, B.Eng. (Liverpool), City Engineer's Office, Liverpool.
A. W. PANTON, M.A. (Dublin), A.M.Inst.C.E., Greenmount, Clontarf, Dublin.
H. O. BURROUGHS, B.A., Univ. Schol. Arch., Liverpool, 24 Moorfields, Liverpool.
O. NEWBOLD, Cert. Arch., Liverpool, 24 Moorfields, Liverpool.
- G. PATRICK ABERCROMBIE, M.A., A.R.I.B.A., Professor, Department of Civic Design, University of Liverpool.
SYDNEY A. KELLY, F.S.I., and ARTHUR J. KELLY, Surveyors, The Albany, Old Hall Street, Liverpool.
- H. MESSRS. ASHBEE & CHETTLE, Architects, 37 Cheyne Walk, Chelsea, S.W.
C. R. Ashbee, F.R.I.B.A.
George H. Chettle.

on grounds both practical and suggestive, and as regards all three heads of the Competition—Communications, Housing, and Metropolitan Improvements—justify the award to him of the prize of £500.

They are unanimous also in giving Honourable Mention to the Plans of F, C, B, and H, for reasons given in the notes which follow.

While thus announcing their award, the Adjudicators offer their congratulations upon the designs of this Competition to all its participants. They also desire to congratulate the Civics Institute (which has conducted the material and business arrangements of the Competition), and the Housing and Town Planning Association (which becomes the custodian of the premiated design, and of such others as may be voluntarily entrusted to it by the respective authors); and, above all, the Marquess of Aberdeen and Temair, for the encouraging and promising results which have arisen from his generous initiative.

III.—NOTES BY THE ADJUDICATORS.

It is, of course clearly to be understood that although, as Adjudicators, we are unanimous as to the above award of Prize and Honourable Mentions, we are not thereby endorsing, as Town Planners, all or any of the particular proposals of this series of Plans as solving the problems of Greater Dublin; nor are we recommending their being put into execution to the exclusion of all other alternatives.

As will be seen in the approaching Exhibition of the whole mass of designs, which is provided for by the Conditions of Competition, many proposals of practical value and of suggestive interest have been made by other Competitors. Active discussion will thus doubtless arise, and this in many circles, not only municipal, governing and administrative, commercial and engineering, architectural and artistic, medical and sanitary, but also public and popular. We are confident that such discussion will be educative of opinion and formative of resolve towards a new period of Dublin Improvement, unparalleled since its great planning and building period of the eighteenth century, and that it will also be illuminative towards the steps of execution, and fertile in initiating these.

We may call attention to a few of the more salient ideas which have been elicited by this Competition, as indicative of its many-sided interest and suggestiveness, both for Old Dublin and for Greater Dublin, which will be made obvious by the Public Exhibition.

To take a first example, we have read the well-illustrated Report submitted by H with peculiar interest and appreciation. No other Report expresses a fuller and more comprehensive grasp of civic problems. Its sympathetic appreciations of historic growth and architectural traditions, its understanding of present deterioration, and this both in its causes and its consequences to the condition of the people, its appeal for Civic Survey, and its lucid indications towards this, and the fine spirit of hope and ardour with which its many and able constructive proposals are put forward, make this volume well worth completion and separate publication, and one which should be read not only in Dublin but by city improvers everywhere. We wish, indeed, to see all the Reports published, if possible, but this one above all.

Each and all of the Competitors have their particular excellences. Some of these we may mention at once, and others later. But general praise is due, alike for Plans, for studies towards Housing, and for Reports rich in suggestive and constructive design.

When the Public Exhibition is opened, no series of Plans will be more convenient than those

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of B, for giving clear and succinct expression of what is meant and aimed at by Town Planning in general, as well as by this Competition in particular. In his few but expressive sheets he condenses these essentials, and his Report is admirably lucid, terse, and well arranged.

As a second illustration of Town Plans we may now conveniently return to A, who displays his main schemes upon a single Map of the City, and accompanies this by larger and more detailed drawings, illustrative of his main improvements. For his Housing he gives a large series of illustrations of both old tenements renovated and new dwellings, while his full and business-like Report is again a volume of substantial value and interest.

The Plans of C again show careful study of needed improvements; and they include an excellent contribution to the needed City Survey, as regards Central Housing; showing upon a large plan the tenements requiring repair, and the sites vacant or for clearance.

Besides his general grasp and his bold and comprehensive schemes of improved communications and housing, D offers a magnificent series of public buildings along the river, and also an all-embracing Park Ring, not only including the Tolka, Camac, and Dodder Valleys, but extending beyond these both on the north and south sides of the City.

In E's Design, the draughtsmanship hardly does justice to the ideas the author has sought to express; and he gives us no detailed designs for Housing; but one striking suggested alteration is the removal from the City of the Barracks, and of several other Institutes, to the outskirts of Phoenix Park.

Conspicuous in F's Plan, besides his radial and central thoroughfares, are his completion and development of inner circles of communications and his addition of a new and larger Circular Avenue for the entire City. As regards Housing, he deals vigorously with central areas, as well as with new and suburban ones.

The premiated design of G has, however, the greatest combination of bold and comprehensive suggestions of improvements, with conspicuous merits in their detailed treatment. His treatment of Railways, of Roads, and Thoroughfares, his improvement and extension of the Port, his reclamations and extensions along the Sea-front, indicate an unusual grasp of the economic and the topographic situation, while his metropolitan improvements are worthy of the most careful attention in the future developments of the City. As regards Housing, his suburban treatments are singularly attractive, and his connections of these with the Central City are well thought out. He also most clearly conforms to the requirements of a progressive scheme of City Improvements throughout a prolonged period of years.

As regards H, it is only just to note his explanations that circumstances have prevented the full completion of his Plans; and, recalling the remarkably able Report, to which we have already referred, we may even add that, had he done so, the author of the premiated Design might have found in him a yet more serious competitor.

From these appreciations of some of the salient features in individual Designs and Reports, we may now pass to a short discussion of some of their main contributions towards particular solutions of the problem. Grasp of Communications, pregnant suggestiveness as regards Metropolitan Improvements, and substantial competence in Housing, are well and vividly illustrated in the Designs and Reports before us.

Beginning with Communications, the development of Dublin as a Seaport and Railway Centre has been vigorously grappled with; and with resultant suggestions which merit attention from the Port and Railway authorities, and this alike upon their intrinsic merits and for their relation to the development and amenity of the city as a whole, to which the predecessors of these authorities have unfortunately

not always attended: witness the viaduct which deprives the main river landscape of well-nigh the whole effect of its magnificent Custom House.

The development of the Dock System in various ways, the Reclamation of tidal areas and sand-banks from the sea, and their utilisation for Dwellings, Factory Areas, and Parks, have been interestingly dealt with; not only by the successful Competitor, but by others as well. The large and general agreement between these designs—as for instance in the formation of a new Factory Area, north of the Docks especially, and with these their associated Dwellings and Recreation Spaces—is more important than the details in which they differ.

The project of a Central Passenger Station appears on several schemes, e.g., D and E as well as F; and these proposals, here totally different, afford material for active and fruitful discussion.

Tramway extensions will naturally arise with suburban development. By more than one Competitor motor-bus routes are also suggested. As regards Location of Industries, beyond the schemes above-mentioned as to the general laying-out of a Factory Area upon land to be reclaimed, there are few suggestions. This is plainly owing to the want of a City Survey, to which this Competition should lead. Thus, for instance, the better utilisation of the large and neglected areas at present occupied by Stable lanes, &c., as for Garages, Workshops, &c., will become obvious.

As regards the improvement of old Thoroughfares and the making of new ones, the plans afford a wealth of suggestions and of various proposals, from the most simple and obvious to the most thorough-going and unexpected. To each and all of these proposals we have given close attention; and, despite the apparent diversity, we are struck by the large amount of agreement. As a conspicuous instance of this, may be cited the frequent extension of one or more first-class thoroughfares westward from St. Stephen's Green. Such evidence of the recovery of the spirit and policy of the Wide Streets Commissioners, and often even of their uncompleted programme, is given by almost every contributor; and from the discussion of their various proposals, and their criticism in the light of the Civic Survey, a definite and orderly Scheme of City Improvement cannot fail to arise.

We trust that in this resultant City Plan, which cannot but largely profit by the labours of the different individual Competitors, their contributions will be clearly acknowledged; and this in the most substantial way, that of associating them, as fully as may be possible, with the particular improvements which they have suggested, and also with definite tasks in the vast field of Housing to which they have given such serious attention and constructive advice.

Street Widenings and new Thoroughfares of utilitarian justification, pass almost insensibly into Metropolitan Improvements. Of these the execution will begin with the renewal of the metropolitan spirit; a spirit which will recover for Dublin its eighteenth-century position as among the finest of the secondary capitals of Europe, indeed in various ways unsurpassed by the great ones.

We may, therefore, select a few examples amongst the larger schemes.

The replacement of the ignoble little Metal Bridge by one worthy of this important situation—a scheme common to almost all the contributors—is naturally accompanied by their various proposals for Widened and New Thoroughfares, southwards as far as Dame Street (or even, with D and E, as far as St. Stephen's Green) and northwards towards Dominick Street, thus affording a direct route to Broadstone Terminus.

Though the recent calamitous destruction of a great part of the Sackville Street area was necessarily unforeseen by all Competitors, we may point out that several of them concurred in suggesting

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the widening of Earl Street, and we, therefore, respectfully invite the attention of the Corporation to this urgent and now easily practicable improvement.

The suggestion of H to connect Dominick Street, not only to Dame Street by way of the widened Liffey Street and the replaced Metal Bridge, but by a new curving thoroughfare to the Nelson Column may here also be mentioned. Towards the monumental reconstruction of Eden Quay an anticipatory suggestion is offered by the Liffey Scheme of D.

No fewer than six of the eight Competitors (A, D, E, F, G, and H) concur in proposing to develop Abbey Street, by widening and extending it westwards to a point north of the Four Courts. From this D, E, and G go further, to Park Gate, which thus becomes directly connected up to Sackville Street, at Sir John Gray's Statue, and constitutes a complete east and west thoroughfare.

One great use of the approaching public exhibition of these Plans should be the assistance afforded to the Cathedral authorities, and to others specially interested in the appropriate location of specific buildings, and the bringing before them the desirability of either now settling upon the location suggested in some design here shown, or of deciding on some other, to which the City Planning would then be so far readjusted. The destruction of the Sackville Street and Linenhall areas, etc., will thus, of course, come up for consideration in relation to the general planning of the City; and the modifications, so far, of the designs of all the Competitors.

The establishment of a "CIVIC CENTRE," with grouping of Public Buildings, a form of City design of which American cities have especially given examples of late years, has been taken into consideration by nearly all the candidates.

Thus A ranges a great Boulevard northwards from the Quays, or, indeed from Christ Church, passing east of the Four Courts, up to the Broadstone, but culminating in his New Cathedral, which he places immediately north-west of King's Inns.

B widens Capel Street into a main northward Boulevard from the City Hall, again culminating in his Cathedral (now east of Linenhall Barracks, and at the foot of Dorset Street).

D centres the City upon the Liffey, for which he projects a long and imposing range of public buildings on each side, while one of his wide new thoroughfares intersecting this, from Stephen's Green to Dominick Street, ends with his Cathedral, which is situated in a large new Place, facing Parnell Street, and cleared between Dominick Street and the Rotunda Gardens.

E concentrates his Main Centre immediately east and north-east of the Custom House, with New Cathedral etc.

F (like B) widens Parliament Street and Capel Street into a Boulevard from the City Hall, northwards, and also places his Cathedral east of King's Inns.

For his Civic Centre G clears a great Place, east and north-east of the Four Courts, with his Central (low-level) Passenger Station upon the north; while sites for New Public Buildings surround this. The Terminals of his Main Thoroughfares are here skilfully arranged, so as to give maximum efficiency and minimum congestion. His New Cathedral is again located at the northward perspective of Capel Street, east of King's Inns, with which it is ingeniously combined. This scheme of a Civic Centre is completed by a new Bourse upon the South Quay, below Christ Church.

H does not propose a Civic Centre, but places his Cathedral some distance north of the present Pro-Cathedral, and north-east of the Rotunda, and on the north side of the important thoroughfare of Parnell Street and Summerhill, and further displays it by a new Boulevard cleared from Amiens Street.

REPORT

Thus all Competitors agree in locating the position of the New Cathedral on the north side of the City ; and its contribution to the improvement of this ancient, but less-favoured quarter is well worthy of consideration.

It is plain that the location of any Public Building, whether it be a Cathedral or an Opera House, must be where it can be conveniently reached ; but it is also right to remember that the improved thoroughfare system, which is suggested more or less fully by each and every Competitor, will vastly improve public movement and access in every direction. Moreover, these improvements tend to reverse that deterioration which has too long befallen this northern quarter of the City. Hardly any aspect of this Competition is more important than this. Though the practical man may scoff at the Competitors for their hopeful endeavours to transform the deteriorated portions of the City, he may be reminded that in almost every other City of Europe the western quarters are the more valuable ; hence it is only reasonable to hope that the improvements indicated in this Competition will result in solid enhancement of the prosperity and valuation of Western Dublin.

The best of Dublin is its eastern half, both as regards Central and Suburban areas. Here it is in notable superiority among modern cities. This is unquestionably due to the planning for the most part (often distinguished) of these areas. All the more, then, may re-planning of the west prove advantageous.

Returning to the question of a Civic Centre, some Competitors, e.g., H and C, though alike vigorously widening and cutting such new thoroughfares as they respectively desire, do not give so much prominence to any single Centre, and were this a general Report on the Town Planning of the City, instead of simply on the competitive designs for it, the arguments in favour of this view—that of, in the main, accepting the present trend of the City, and the location of its public buildings by their respective users, rather than extensively altering these—would also have to be stated. A's Report and Plan do, so far, state this argument with prudence and due regard to economy.

It is also well to bear in mind that any too great widening of shopping streets, even where this is unavoidable owing to traffic requirements, has great dangers, by depreciating their value for business purposes. Thus, Grafton Street, Henry Street, Mary Street, etc., might all suffer in their economic aspect by widening as thoroughfares. Yet, as already mentioned (pages 53, 54), a moderate widening of Earl Street is indispensable for traffic, and will not endanger business.

The improvement of thoroughfares which may have fallen in value may be readily affected by judicious extensions or connections which again restore them as thoroughfares. The improvement in Dominick Street, in this way, by many of the Competitors, may be cited as a good example of this. In many cases existing streets can be greatly improved at a very moderate cost by simply removing projections, and of these minor yet productive changes many examples will be found among the designs. Even the smallest widenings, such as the removal of projecting railings, etc., will repay the cost.

PARKS AND GARDENS.—*Here once more our Civic Survey is needed to shake the complacency of Dublin citizens, who are too easily satisfied with the extent of Phœnix Park and the beauties of Stephen's Green. Towards their enlightenment, an admirable little Survey Plan is provided by F, who colours upon the same sheet the Parks aforesaid and the few minor Open Spaces and Squares in other parts of the Town (mostly closed to the public). Besides these, he colours the existing Tenement Areas, which are thus seen to be at the very remotest possible distance from the two Main Parks*

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of the City, and to be unprovided altogether with open spaces, save for St. Patrick's Park, near their southern extremity.

The repair and rebuilding of these central areas on their present sites would be no remedy for the deterioration of either buildings or population, and a greatly increased supply of parks and gardens throughout these tenement areas would be not only advantageous, but is absolutely essential to the replanning of this central part of the City.

With regard to suburban improvements, the designs are very encouraging. The areas set free by the removal of the Barracks and other institutions from the City and adjoining suburbs to more rural areas are used by each competitor, we are glad to note, more for parks than for building sites.

There is general agreement as to the preservation of the minor river-course as Parkways, and there is also a satisfactory development of yet larger Rings, as has been already mentioned, particularly as suggested by G, who rightly provides a full Parkway system, ranging from Howth Head to the Dublin Mountains, which the Conditions of Competition permitted him to do.

By good omen this Report is drafted in the Metropolitan School of Art, itself in the centre of a group of Culture-Institutions second to few in Europe. Beside us are the National Library, the National Gallery of Painting and the National Museum, with its great examples from every age and land, and certainly not least from Ireland itself. Two Universities, and a College of Science, stand around these, each and all of national importance and exceptional magnitude, indeed equipped on the full European scale. Yet do not all these need a Civic Movement and a constructive purpose to enable them more fully to apply their powers.

A great period for Dublin, that of a revival of its importance, and with this an ennoblement of its municipal life, is also beginning; the warmth of old and new controversies, and even the tragic intensity of civil war, bear witness to social aspirations and energies, which but await constructive and re-constructive co-ordination towards civic ends to accomplish the renewal of Dublin and give corresponding impulse to her sister cities in Ireland.

From the scenes of destruction, which also lie so near us, we, therefore, turn with hope to that emblem and badge of our Civics Institute—chosen better than we knew—of the renewing Phœnix; for among the Plans before us, we see outlined well-nigh all the needed elements for reviving the prosperity of the City, and enriching its varied life. So far, as laid down in our Conditions, we have been considering these Plans and Reports as necessarily preliminary and suggestive in character, seeking to recognise their contributions and alternatives towards the guidance of the future development of the City in its various directions, and giving credit for suggestions of interest as well as solutions of value. We now pass to the urgent problems of Housing, which we have treated and adjudicated upon, in a more strictly utilitarian spirit.

HOUSING.—Here especially we must again congratulate our authors since (with but a single exception) all have offered Plans, and accompanying chapters of Report, both of which will be found worthy of study and consideration. Nowhere more obviously may the policy we have already ventured to recommend, that of distributing work among the various candidates, or, at least, among a substantial number of them, be found advantageous. The urgent problem of providing, and as rapidly as may be, thousands of houses distributed in almost all quarters and outskirts of the City is too large for any single architect. Moreover, the variety of solutions, more or less as recommended by the Competitors, would best meet the many requirements and preferences of the citizens, and would also avoid excessive uniformity.

REPORT

Sufficient general direction would, of course, be given by the Town Plan. Yet alike in this general Town Plan, and in the direction and execution of the Housing Schemes, the successful Competitor (G) evinces qualities which, in our opinion, justify substantial leadership, and this we even trust would be loyally accepted by his compeers.

For the Repair of Tenements practical suggestions are offered by A and C, who give good Plans for the various types of Houses as is to be expected from competent Architects. Their Reports are also particularly careful and full on this point; and although their Estimates of 1914, like those of all the Competitors, and for Housing generally, are necessarily rendered inadequate—both by present war prices and by the unknown post-war prices—we may still, in a general way, recognise the value and use of the Housing Estimates of all the contributors towards that needed recalculation of the whole financial problem which will now be necessary.

Here it is worth noting that several of the Competitors (notably F and G) suggest on a few of the more valuable centres, even of new areas, the erection of a moderate number of Three-Storey Flats.

Coming to the general Planning of Suburban Areas, we must congratulate the majority of the Competitors on their unanimous agreement in utilising and developing these, as at Crumlin, Cabra, and Drumcondra. Further, new Housing Areas, with their Dwellings, in relation to new Factory Areas, are substantially provided for by those Competitors who suggest reclamations north and south of the Docks. A too popular misconception, in Dublin as elsewhere, is that in our crowded cities the working people cannot be economically housed in Suburban Areas; but this is in various places being successfully done, in conjunction with improved facilities afforded by Tramways and other means of locomotion, or by the decentralisation of industry. It is seldom sufficiently realised that there are great Ports (as notably Antwerp) where even the docker lives in rural districts, coming into his work from his village home by suburban trains, when and as telephoned for to the Village Hall, and he is thus enabled to bank his unemployed time in the cultivation of his garden allotment, or some other bread-winning craft. The docker is normally a peasant, who lends a helping hand to the ship; and the sooner he regains something of this status the better for the town and country everywhere.

Open Spaces and Playgrounds for the Suburban Areas have pretty generally been provided, though details are seldom given. But among the detailed plans of G not one has impressed us more favourably than his admirable little scheme for “Mountjoy Square,” intensively developed as a “Neighbourhood Centre.” Whether this particular site becomes available or not, this design is an example of the skilful and beautiful utilisation of a small open space, while in detail it might be modified for any other position or site, Suburban or Central.*

TEMPORARY HOUSING.—*Temporary Housing is boldly recommended by H, involving, of course, a very substantial relaxation of present bye-laws. But since bye-laws were originally made for housing and not, as too much of late, housing for bye-laws, this proposal may fairly be considered on its own merits, for merit we are convinced it has. The substantial financial difficulty, in face of so many housing endeavours in Dublin or elsewhere, is that in present circumstances neither Municipal nor private enterprise can be made to give an adequate return, so that the builder loses or the ratepayer pays. H, by his Plans and his schemes of finance, which may also have to be modified by reference to war prices, though not so seriously as more permanent schemes, makes us what is at any rate a very interesting and hopeful proposition for financing such temporary cottages.*

* See Plate XXXV.

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The materials he employs are wood, sheet-iron, etc. (though the possibilities of mud and thatch have been over-looked), and he proposes for them a duration of 25 years and a sinking fund for 20.

In this connection, may be specially mentioned the present Paris Exhibition of 1916 ("Exposition de la Cité Reconstituée") with its practical, and often masterly, treatments of this very problem, and upon a hitherto unprecedented scale both of economy and efficiency—that of the wholesale re-erection of villages, small towns and suburban areas, destroyed during the War.

Alike when we consider this scheme as a partial solution of immediate financial difficulties, and as a speedy available contribution to the recuperation and health of families at present ill-housed, we cannot but conclude, as we began, with congratulations to G, the author of this unconventional design.

PATRICK GEDDES.

C. J. MacCARTHY.

JOHN NOLEN.

October 17, 1916.

