



The Importance of Social Architecture in Pedestrian Focused Urban Regeneration

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Acknowledgments

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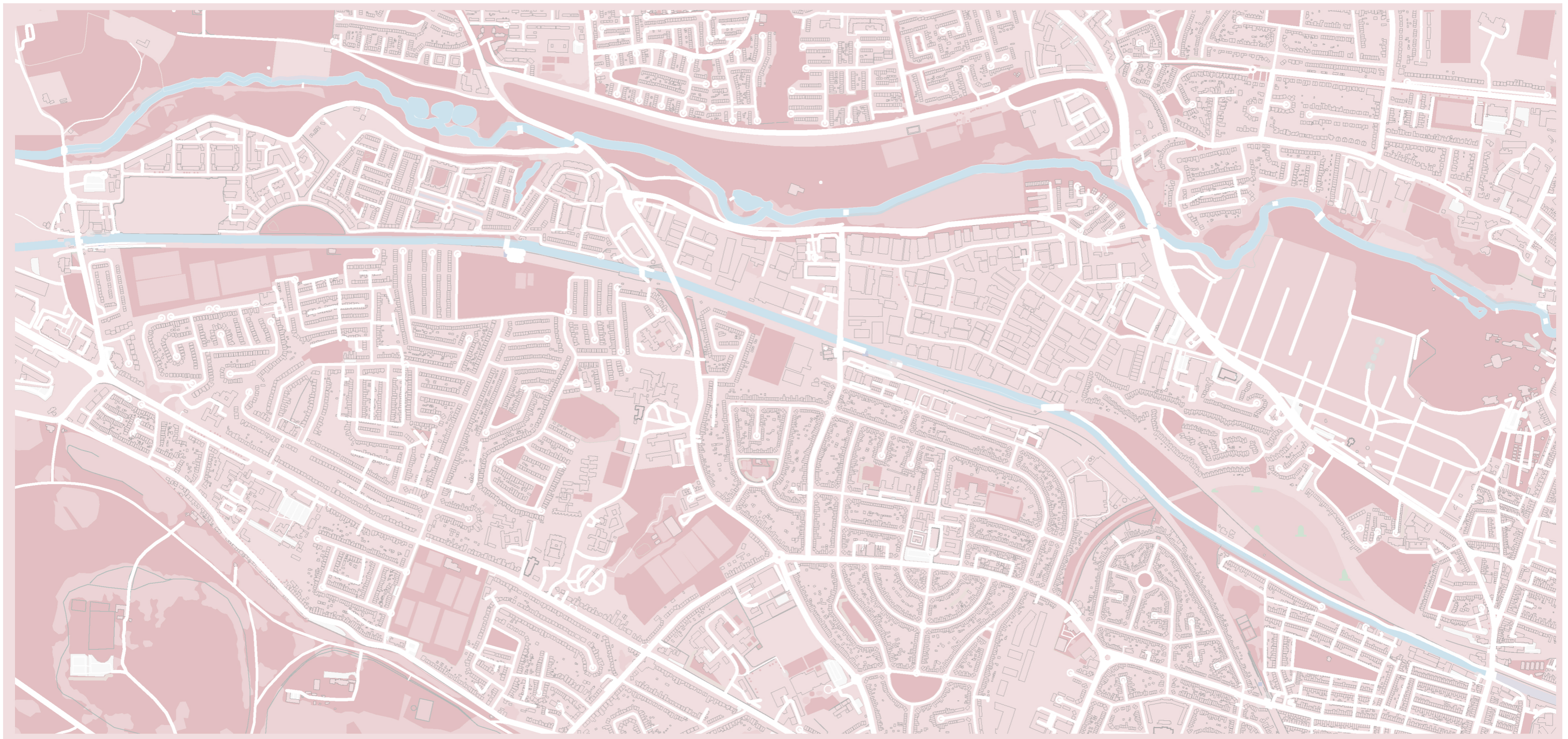
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I. Preface

The project presented in this thesis book has come about from the analysis of Tolka Valley Park, North Dublin and its unique situation in relation to Dublin as an urban, residential and civic space. The analysis of the area and proposed project is based on the role of the pedestrian in urban environments.

Resilience was a key component of the brief as we look to tackle climate change through design. Two of the biggest contributing factors to climate change are the building of new buildings and the CO₂ emissions of vehicles. To tackle these imminent issues derelict/underused sites as well as climate sensitive transport methods were prioritised



II. Introduction

Tolka Valley Park, located in north Dublin between Finglas and Glasnevin, offers a fascinating insight into suburban sprawl, industrial decline and adaptive reuse of land. In the past, the area served as a quarry and then a landfill. However it has undergone dramatic change in order to become a public park for local residents providing a series of different amenities.

On the southern edge of the park, you'll find the Dublin Industrial Estate, which was once a bustling economic center but has experienced a significant decline in recent years. Despite its current state, the area's industrial heritage adds a unique character to the park, reminding visitors of its vibrant past.



In recent years, the effects of urban sprawl have become evident in this area, leading to a significant rise in residential construction. Unfortunately, this development has brought along a host of problematic issues, particularly regarding the safety and prevalence of walking and cycling.

As the number of road users has increased, walking and cycling have become less safe and less commonly practiced in this area. This situation poses a serious concern for the community, as the lack of suitable infrastructure and the influx of vehicles have created obstacles for pedestrians and cyclists.



The absence of pedestrian and cycling infrastructure is not limited to Tolka Valley Park itself but also extends to the routes leading to and from the area. Currently, there are significant gaps in pathways, leaving pedestrians stranded, and underdeveloped pedestrian routes that fail to provide a safe and inviting environment. Moreover, cyclists face numerous obstacles that hinder their ability to fully utilize these routes. The development of a comprehensive and interconnected network of pedestrian and cycling infrastructure is essential.

By investing in these improvements, we can actively encourage and facilitate walking and cycling as preferred modes of transportation. Enhancing the infrastructure will not only promote physical activity and reduce congestion but also contribute to the overall livability and sustainability of the community.

Greenview Garden

Greenview Garden serves as an exemplary model for the effective and meaningful utilization of public space. What was once a vacant site has been revitalized by a dedicated community group, transforming it into a flourishing community garden. This remarkable initiative not only brings together diverse individuals but also provides an opportunity for people to learn and engage in the art of cultivating their own food.

The success of Greenview Garden lies in its ability to foster social connections and promote education. By creating a welcoming environment, this community-led project has become a hub where people from all walks of life can come together, share experiences, and cultivate a sense of belonging. Furthermore, the garden serves as an invaluable educational resource, empowering individuals with the knowledge and skills needed to grow their own food, fostering self-sufficiency and sustainability. This inspiring example showcases the potential for public spaces to not only enhance the physical landscape but also serve as catalysts for social interaction, personal growth, and environmental awareness.



'Inviting' entrance to tolka valley park



III. Chapter 1: Research

Architecture encompasses the art and science of designing buildings, structures, and the built environment. It has the power to be artistic, political, social, and functional, influencing our cities and urban spaces. From the moment we wake architecture shapes our experiences and social interactions, it plays a practical role by influencing accessibility, while also creating a sense of place and community. Ultimately architecture is essential in creating livable, sustainable, and attractive cities.

Pedestrianisation refers to the process of prioritizing pedestrians over vehicles in urban environments, mainly pedestrian-only streets, designated pedestrian areas, traffic calming measures, or car-free zones. The aim is to create safe, more pleasant, and easily accessible spaces for pedestrians, while reducing traffic congestion and pollution. Pedestrianisation is a crucial component of sustainable urban regeneration, as it revitalizes urban spaces curbing the negative impacts of urban sprawl. By focusing on pedestrians, urban regeneration fosters livability and sustainability by incorporating social and cultural architecture to create well-designed accessible public spaces that engage with the community.

To achieve livable, sustainable, and attractive cities, it is essential to consider diverse building types, residents, and amenities. Jane Jacobs, in "The Death and Life of American Cities," critiques mid-20th-century planning practices and emphasizes the importance of mixed-use areas. Cities thrive when they incorporate a mix of buildings and residents, as this diversity creates liveliness and dynamism. Preserving and regenerating old neighborhoods and buildings is also crucial, as they contribute to a city's character.

The Pedestrian:

Pedestrians play an important role in our urban environment. They are key to making vibrant, livable and inclusive cities. Pedestrians are important for accessibility and safety as they are the primary users of public space, they contribute to the safety of other members of the community by actively using footpaths, streets and other public spaces. Pedestrians also play an important role in bring life and vibrancy to urban areas, they make up the social fabric of the city. The active transportation choice of pedestrians also contributes to environmental sustainability and the fight against climate change.

'it is a fact of life that the greatest interest of people is other people' - Gehl

Over the last number of years cities have been designed less and less for the pedestrian, Gehl argues that cities should be designed to prioritize the experience of being in public spaces, and that these spaces should be comfortable, safe, and inviting for people to use. These spaces need to be designed for the diverse needs of all possible users such as children, the elderly and those with disabilities.



fig 1.0

1. Necessary Activities - this relates to all interactions that are compulsory such as going to school, work or shops. These interactions happen regardless of the built environment. Figure 2.1 depicts a busy Grafton street where residents go about their regular lives while being completely unobservant of their surroundings.

2. Optional Activities - this relates to interactions that only happen when 'exterior conditions' are met. Weather and place have the biggest impact on these interactions, walking, standing, sitting, sunbathing, can only happen when the environment allows it to happen.



fig 2.0



fig 3.0

3. Social Activities - the most common form of this interaction is passive contacts, simply seeing and hearing other people. These activities usually only happen as a result of the other two forms of activities. Other examples are children playing, communal activities and conversations.

Social Spaces:

Social architecture refers to the design of public spaces and built environments and how they promote or inhibit social interaction. It is 'the conscious design of an environment that encourages a desired range of behaviours leading towards some goals or set of goals' (Gatsby, 2017). Social architecture is crucial in how we shape and influence the way in which people interact with one another.

Cultural architecture refers to the way in which a culture's traditions, principles and values are reflected in the built environment. This type of architecture is not limited to churches and temples, it ranges from more obvious structures such as culture centers/museums to less formal spaces such as public squares and markets, all of which are key to a culture's social and economic life. Cultural architecture is also a symbolic reflection of both identity and pride of one's cultural heritage.

In an increasingly urbanized world, where people often live in close proximity but can feel isolated, social spaces act as vital meeting points where individuals from diverse backgrounds can come together, fostering social cohesion and a sense of belonging. They provide opportunities for spontaneous encounters, conversations, and shared experiences, breaking down social barriers and promoting understanding and empathy among different groups.

Social spaces also contribute to the mental and physical health of urban dwellers. They offer a respite from the busy city life, providing spaces for relaxation, recreation, and leisure activities. Access to green spaces, in particular, has been linked to improved mental well-being, stress reduction, and increased physical activity. These spaces encourage outdoor socialization, active lifestyles, and a deeper connection with nature, all of which contribute to healthier and happier communities.



fig 4.0



fig 5.0



fig 6.0

Successful Cities

A successful city is a city that is designed for its day-to-day users to enhance their personal experience and create a sense of community and belonging to an area. It is a livable, sustainable and attractive city for its residents.

“to be able to move about easily and confidently, to be able to linger in cities and residential areas, to be able to take pleasure in spaces, buildings, and city life, and to be able to meet and get together with other people - informally or in more organised fashion - these are fundamental to good cities and good building projects today, as in the past.” (Gehl, 1971)

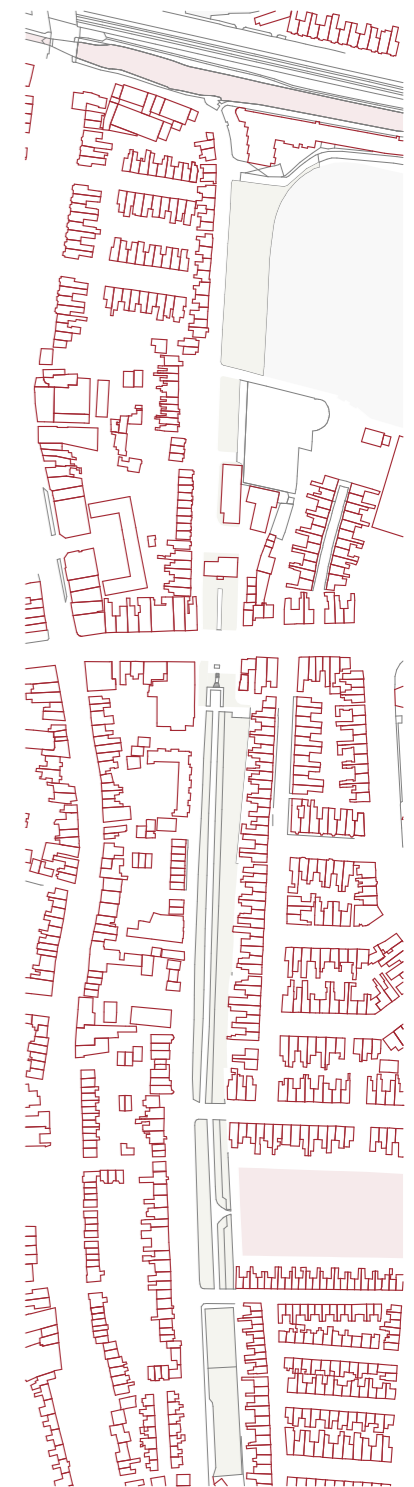
According to Gehl, the ability to meet conveniently, linger, and enjoy spaces are the essential elements that determine a city's success. These are the things we are presented with while navigating an urban environment, and they often leave a lasting impression that we only truly recognise afterward. These simple functions, to meet, linger, and take pleasure, are often neglected in modern urban planning/architecture as space within a city has become too valuable to allow for people to simply exist in a space without spending money.



Capel St 1:5000



O'Connell St. 1:5000



Blessington Walk 1:5000

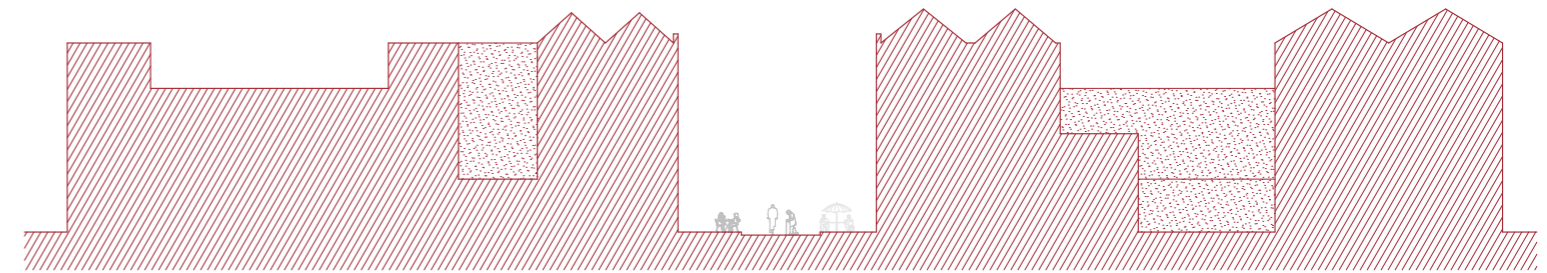
Dublin as Case Study

Currently Dublin fails to meet the standards as a livable, sustainable and attractive city for a number of reasons. Public transport within the city as well as in/out of the city is infrequent, expensive and unreliable. There is also little to no prominent cycle routes throughout the city and pedestrian movement is restricted as a result of the ever-increasing traffic design for single use vehicles.

O'Connell St. is Dublin's most prominent street and an important cultural and commercial hub for the city. The street serves as a main transport hub with numerous bus routes and luas lines running through it. It is marketed as a 'pedestrian' or 'pedestrian friendly' street due to the prohibition of single use cars but the actual user experience does live up to these expectations. What remains is three isolated pedestrian islands that do not interact with one another and none of which feel safe, comfortable or inviting to use. The 'public space' surrounding Dublin's most iconic 'landmark' the spire is inadequate for a street that is forty-five meters wide and over five hundred meters long. The lack of adequate social architecture plays a huge role in the 'failure' of O'Connell street as people cannot "move about confidently, linger and take pleasure" in the area.

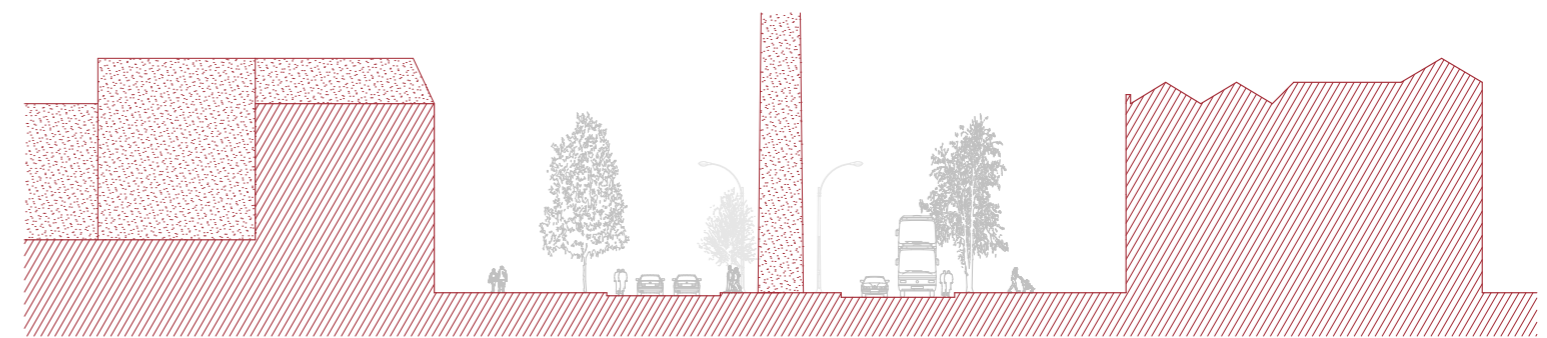
Capel St. is newly formed fully pedestrian street in Dublin that runs from Bolton Street south to Upper Quays. One of the most notable reasons for it's success is the continued outdoor activity on the streets from bars, restaurants and cafes. This has kept the streets lively throughout the day and promotes social interaction and fosters a sense of community. Capel street is also better designed to the human scale making it a more comfortable and safer space for its users. Capel st. is not without it's issues for example the physical reminder of the previous road still forces people onto footpaths while cyclists have aggressively taken over the remaining road. A more cohesive and distinguishable pedestrian/ cyclists boundary would massively help this street by making users feel more comfortable and safer.

"the design of place which promote sociability is an important public responsibility... the design of places which inhibit sociability is a public failure" (Whyte, 1980)



Capel St.

1:500



O'Connell St.

1:500



Blessington Walk

1:500

Sustainable Cities

A sustainable city is characterized by its ability to effectively balance economic, social, and environmental considerations, with the aim of creating a livable, sustainable, and appealing community for both present and future residents. In the context of this discussion, the focus is specifically on the environmental impacts of a city, particularly in relation to transportation methods, CO2 emissions, pedestrian and cycling infrastructure, and public transport.

One of the primary means through which a city can enhance its environmental sustainability is by promoting "active travel." Active travel refers to transportation methods that are environmentally friendly and produce fewer CO2 emissions compared to single-use vehicles. The most common forms of active travel include public transport, cycling, and walking. Unfortunately, in recent years, many cities and urban areas have been predominantly designed to accommodate vehicles, which only perpetuates increased car usage. Consequently, this results in cities plagued by noise and traffic pollution, while simultaneously discouraging cyclists and pedestrians from utilizing streets and pathways.

In order for cities to become more sustainable, they must be intentionally designed to encourage and facilitate daily use of these environmentally friendly modes of transportation. This necessitates additional investments in public transport infrastructure, such as light rail systems and buses, as well as the creation of areas or streets that prioritize the safety and protection of pedestrians and cyclists from vehicular traffic. By prioritizing these initiatives, cities can create an environment where active travel is both convenient and comfortable for residents, thereby reducing reliance on cars and mitigating environmental impacts associated with transportation.



Lisbon 1:5000



Copenhagen 1:5000



Barcelona 1:5000

Learning through Precedent

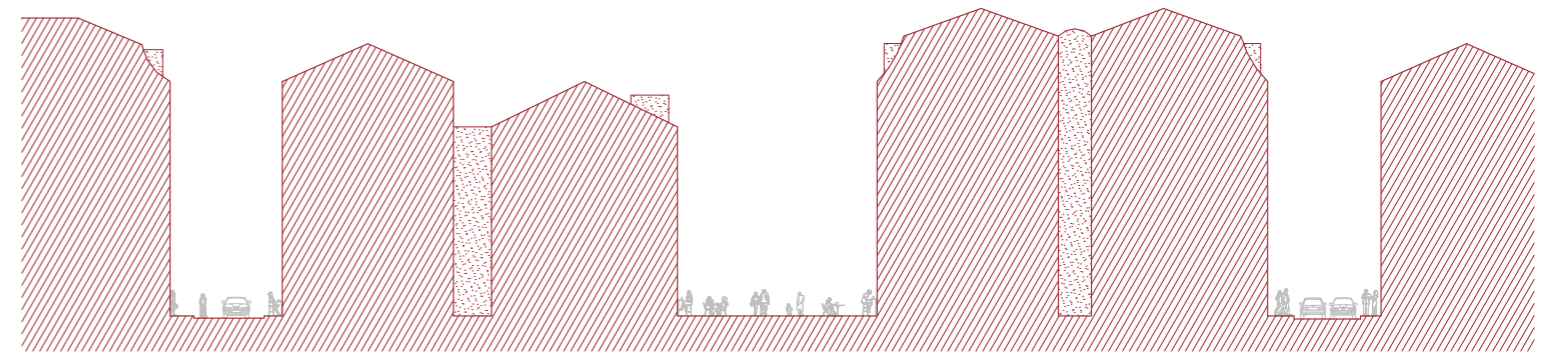
A comprehensive understanding of successful cities requires critical analysis and comparison to identify the factors contributing to their achievements. Cities that exemplify pedestrian-focused infrastructure and serve as valuable models are Copenhagen, Barcelona, Lisbon, and Venice. Each city possesses a distinctive character and pedestrian-oriented architecture shaped by a range of factors such as geography, climate, governance, and cultural behaviors.

Barcelona, initially designed by Ildefons Cerda in the 1850s with a modernist planning grid, was considered a well-designed city. However, its success in terms of navigability led to the unintended consequences of excessive single-person vehicle use, resulting in traffic congestion, noise pollution, and air pollution. To address these challenges and revitalize the city, measures have been implemented to restrict vehicular access, effectively expanding the pedestrian grid from 400m to 800m. This transformation has reclaimed substantial street space for pedestrian, cycling, and public transport use, resulting in a more livable, sustainable, and attractive city.

Copenhagen is another notable example of a city that has evolved its urban design approach in recent years, significantly increasing the amount of fully pedestrianized streets in its city center (with a 600% increase in pedestrian space). This shift has led to greater utilization of these streets, fostering economic activity, social interaction, and a safer environment for all. The city has witnessed an 81% increase in outdoor dining and a 35% increase in pedestrian volumes. As stated by Gehl, "something happens because something happens because something happens." These changes have profoundly enhanced the quality of life for Copenhagen's residents.

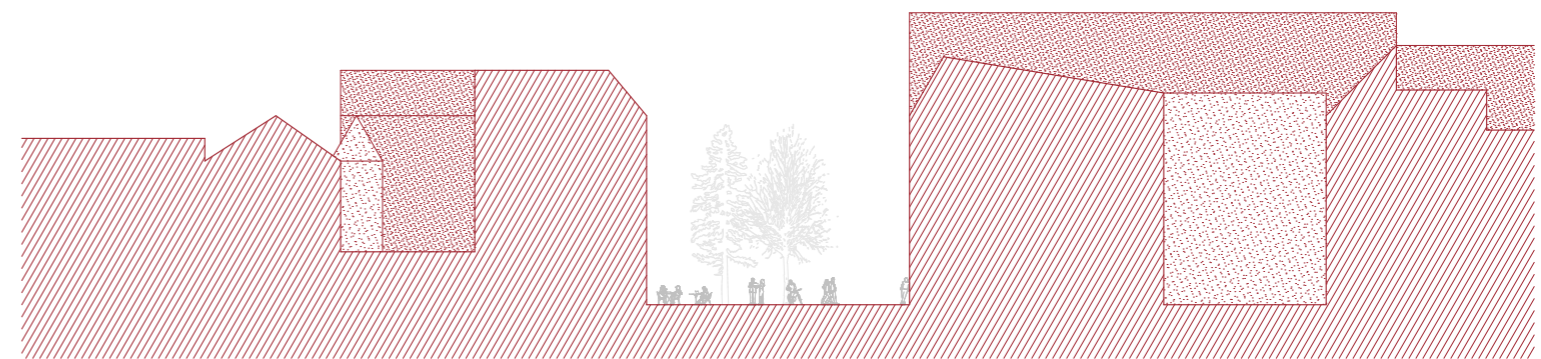
Venice represents a unique case due to its geographical location and resulting climate, which naturally encourage walking as the primary means of transportation throughout the city. Venice is widely regarded as the most walkable city in the world. The absence of vehicles has preserved its streets in their historical form, designed on a human scale, fostering a sense of safety and ownership among its inhabitants. Venice offers valuable lessons regarding the success of pedestrian streets, promoting daily social interactions and improving mental and physical health by prioritizing walking as the primary mode of transport.

In conclusion, the examples of Copenhagen, Barcelona, and Venice demonstrate the transformative power of pedestrian-focused urban design. By prioritizing pedestrians, these cities have experienced positive social, economic, and environmental outcomes. These successes highlight the importance of creating livable, sustainable, and attractive cities by re-imagining and enhancing the pedestrian experience.



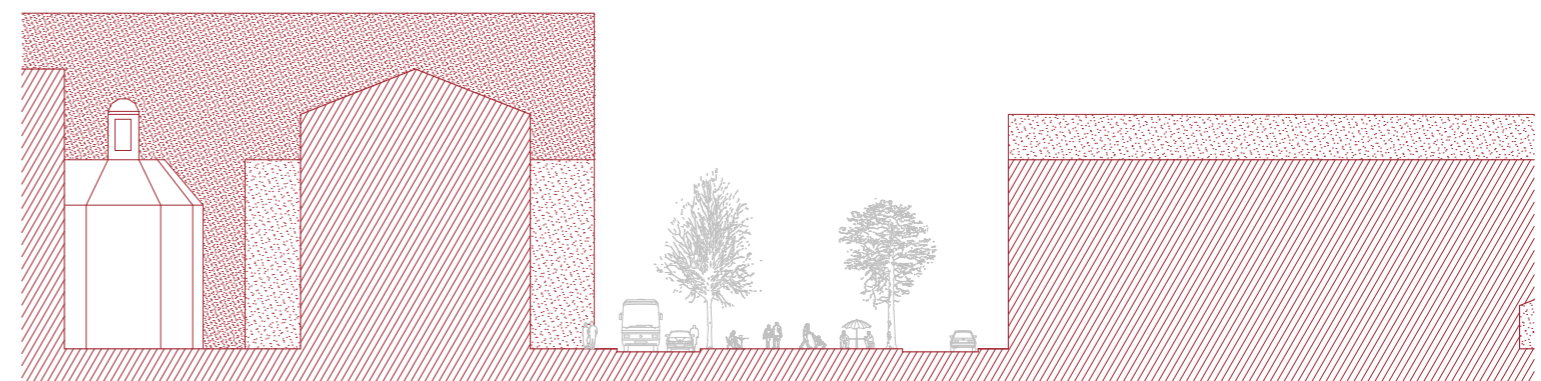
Lisbon

1:500



Stroget, Copenhagen

1:500



La Rambla, Barcelona

1:500

Conclusion

Social architecture plays a crucial role in creating vibrant communities and promoting sustainable environments. By carefully integrating design elements that encourage social interaction, these spaces have the power to transform how people engage with their surroundings and with one another. These well-designed spaces provide opportunities for people to connect, communicate, and build relationships. Whether it's through public seating or gathering spaces, social architecture is a driving factor in fostering a sense of belonging within a community.

By encouraging walking and cycling as preferred modes of transportation, these routes reduce reliance on cars and contribute to decreased traffic congestion and carbon emissions. Well-planned and inviting spaces along the routes can also promote active lifestyles and physical well-being, improving overall public health. Social architecture along this infrastructure can also promote economic growth as vibrant, active areas can attract businesses and tourists and further investment.

In summary, social architecture plays an important role in the success of pedestrian focused urban regeneration. By promoting social interaction, fostering community engagement and encouraging active travel these spaces have a positive impact on residents, the community and the environment.

IV. Chapter 2: Project Living Library



A) Site Analysis

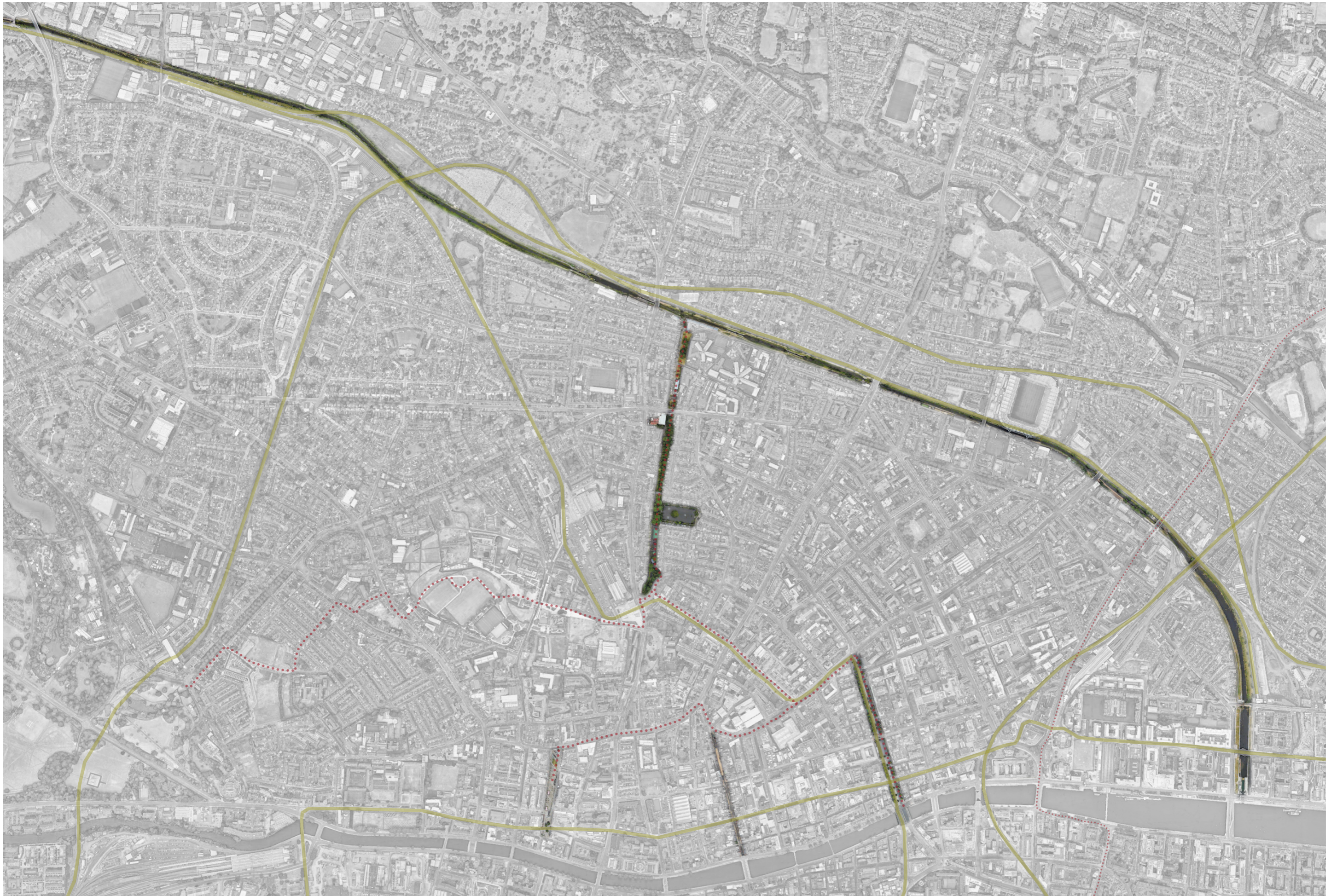




Luas, Dart and Train Lines



Prominent Pedestrian Streets and Cycle Corridors



Potential Pedestrin/Cycle corridors

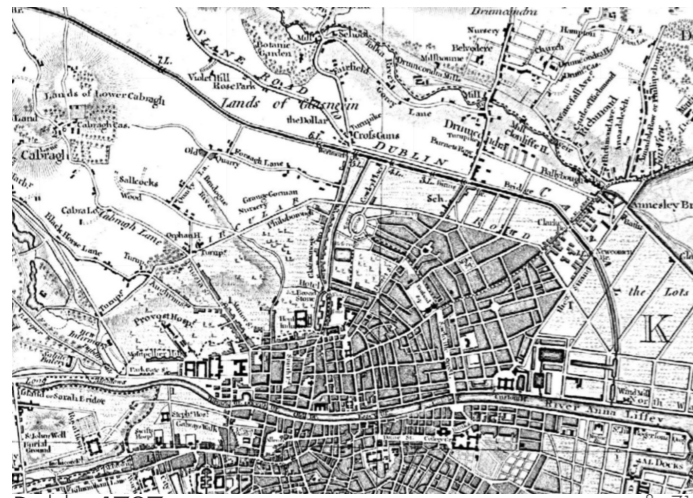


For Dublin to become an interconnected city conscious effort and careful planning needs to be done in order to fully connect these existing transport route and promote seamless exchange from one to another. The royal canal walk is a prominent pedestrian corridor that runs from the docks to ashtown and beyond, a great amenity but one that seems disconnected from the rest of the city. By aligning this corridor with secondary, fully pedestrian streets, it would further connect the city for both pedestrians and cyclists all while being environmentally conscious.

Blessington canal park provides a prime site to allow this connectivity to thrive. A new pedestrian/cycle corridor along this site would connect the royal canal walk with the inner city and beyond. Along this path there is broadstone luas stop as well as the proposed new metrolink terminal at mater hospital. It would also active link three of Dublin's most prominent pedestrian streets, O'Connell st, Capel st, and smithfield sq.

Continued investment in expanding and improving Dublin's public transport network, along with the integration of pedestrian and cycling-friendly infrastructure, demonstrates a commitment to creating a more interconnected, environmentally conscious city that prioritizes the well-being and convenience of its residents.

B) History



Dublin 1797 fig 7.1



Dublin 1816 fig 7.2



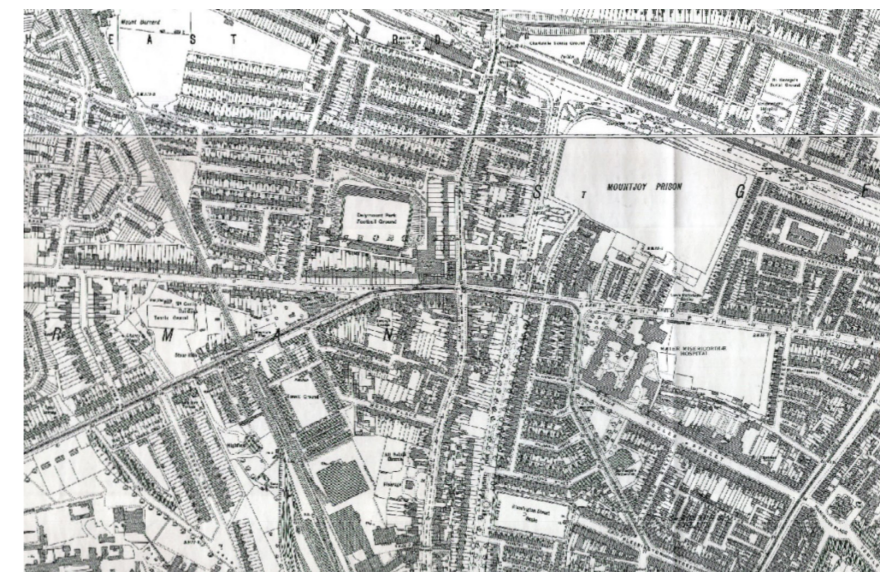
Dublin 1912 fig 7.7



Dublin 1817 fig 7.3



Dublin 1821 fig 7.4



Dublin 1930 fig 7.8



Dublin 1860 fig 7.5



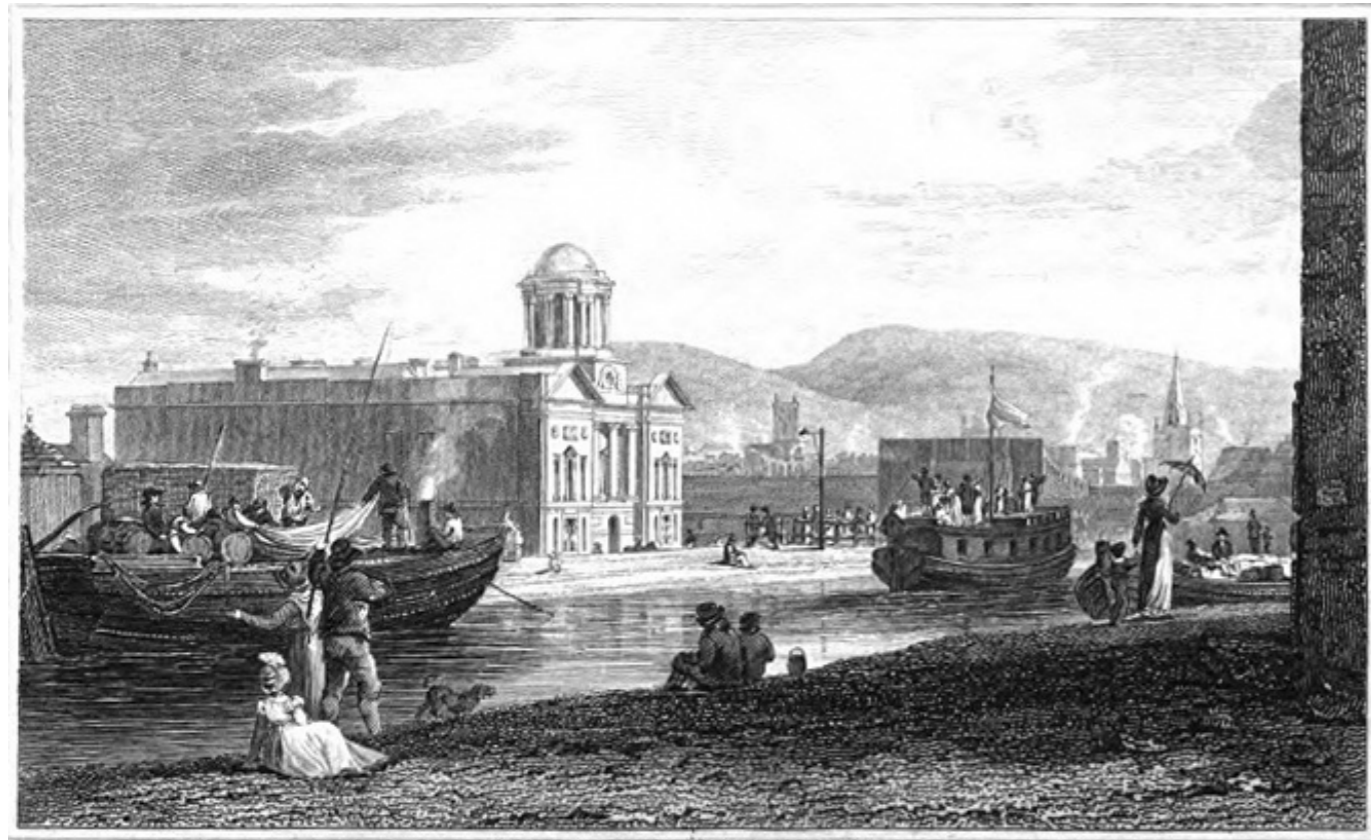
Dublin 1880 fig 7.6

Royal canal park is one of rich historic merit. It once served as a canal trade route to Blessington basin, which at the time served both the Jameson and Guinness distilleries with their water. An essential thoroughfare, the canal brought goods into the heart of the city center, contributing to its growth and prosperity. Along its banks, bustling trade and commerce thrived, fostering vibrant social connections and a sense of community among those who lived and worked in its vicinity. However, as progress and modernization unfolded, Broadstone Harbour saw its demise. In 1877, the harbor was filled in to make way for the construction of a railway terminus. Consequently, the canal was covered, and the park was developed over its former course. Royal Canal Park stands as a reminder of the intricate interplay between infrastructure, economic development, and social cohesion throughout Dublin's history. It symbolizes the transformation of a significant transportation route into a valuable public space.



Phibsborough

1:5000



Drawn by Geo. Petrie, for the Picture of Dublin.

THE KING'S INNS AND ROYAL CANAL HARBOUR

Published by Baldwin, Cradock & Joy, London 1822

Kings Inn / Royal Canal Harbour

fig 8.0



Drawn by Geo. Petrie Esq. R. I. A.

DUBLIN, FROM BLAQUIERE BRIDGE, ROYAL CANAL.

TO THE RIGHT HON. THE EARL OF BLESSINGTON, THIS PLATE IS MOST RESPECTFULLY DEDICATED.

Engr. Goodall, Direct.

View from Blaquiere Bridge

fig 9.0



Phibsboro Cinema 1914-1953

fig 10.0



State Cinema 1954 - 1983

State Cinema, 1956 (Courtesy of G.A. Duncan)

fig 11.0



Current Derelict Building



Ice Rink 1983-2000

fig 12.0



Possible Pedestrianisation 2024-

C) Design Brief

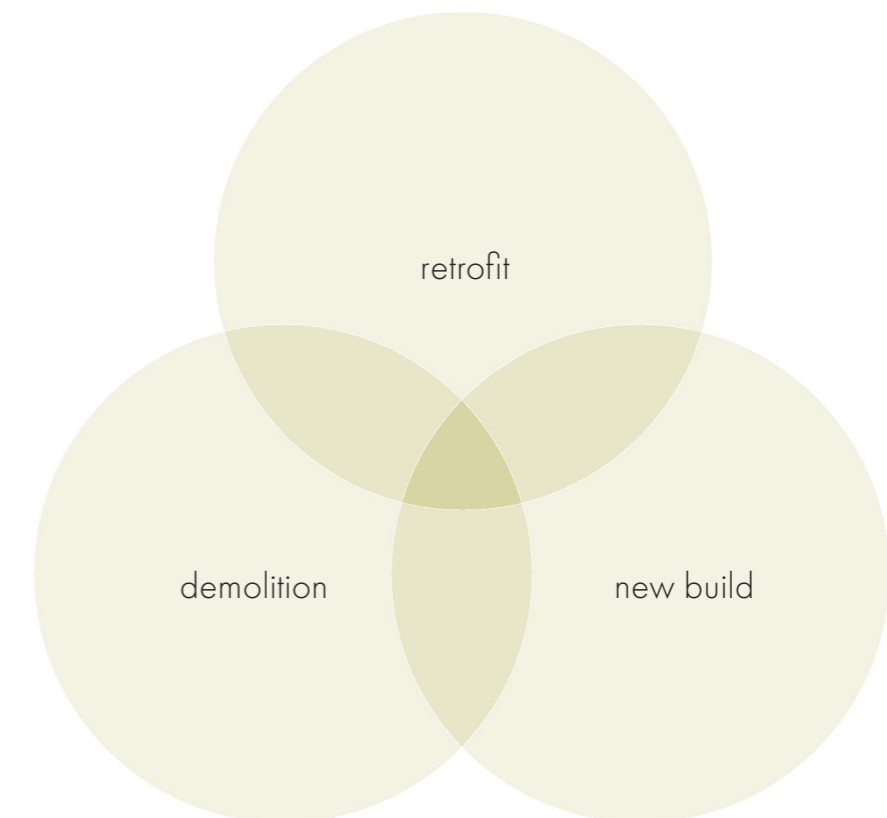
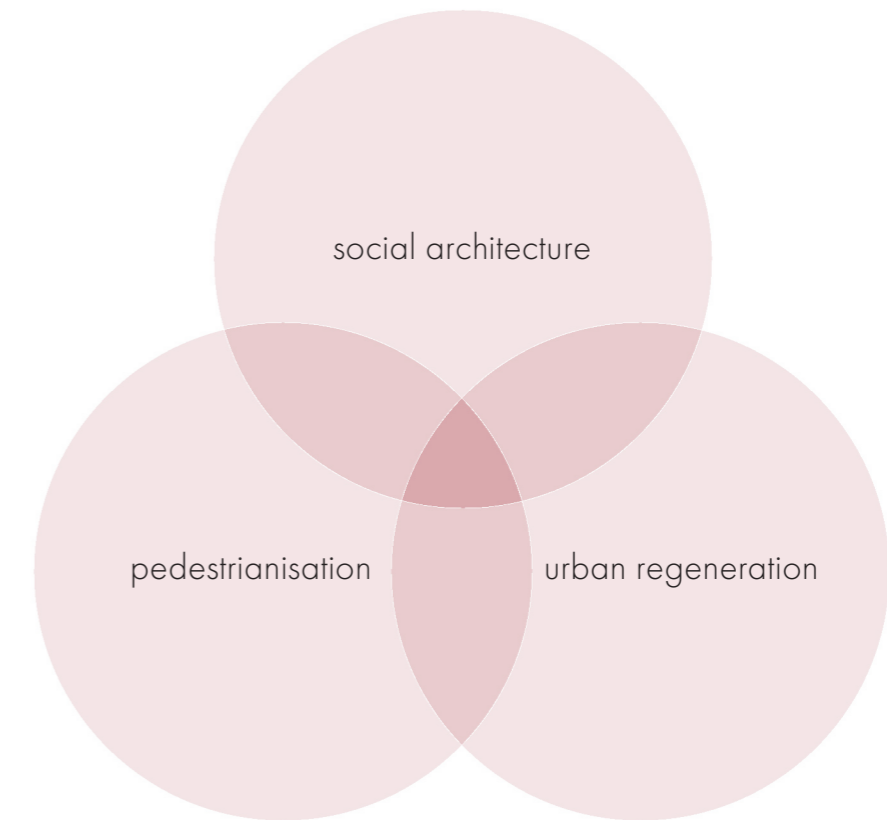
Social Architecture: to provide a meaningful social and cultural building within a neglected urban area in Dublin's inner city

Sustainable Travel: to help encourage sustainable travel by activating and improving upon a pedestrian corridor linking suburbs to city centre.

Urgency: to set a foundation for urban resilience by providing a social nodal point that encourages community interaction and economic growth leading to a more diverse and livable neighbourhood.

Environment: to take care of the community, existing structures and the environment by engaging a neglected structure with neglected people in a neglected area.

Public Space: to make public space accessible by the public at all times to promote not inhibit social interactions and foster a greater sense of community.



Creating a set of guidelines:



- To encourage greater usage of public spaces, it is crucial to address and remove barriers and obstacles that discourage people from utilizing these areas. While such barriers are often implemented to deter antisocial behavior, they inadvertently hinder the number of individuals who can enjoy the space, leading to reduced activity and diminished passive surveillance. This openness promotes a sense of safety and encourages individuals to engage with the space confidently.

It is important within these new public spaces that a wide array of public seating and different types of gathering spaces are provided for a multitude of users and demographics. By offering a selection of seating arrangements, such as benches, tables, or outdoor lounges, individuals of all ages and abilities can find comfortable spots to rest, relax, and socialize. Also by incorporating different types of gathering spaces within the public area creates opportunities for various activities and social interactions. For instance, open plazas can accommodate larger groups for events or performances, while intimate alcoves or shaded areas provide quieter spaces for smaller gatherings or personal reflection.



Having auxiliary access points is essential for a linear park, as they allow people to enter or exit at various locations along the route, enhancing accessibility for a wider range of individuals. Moreover, these access points offer the opportunity for people to venture slightly off their path to engage with a vibrant social amenity.

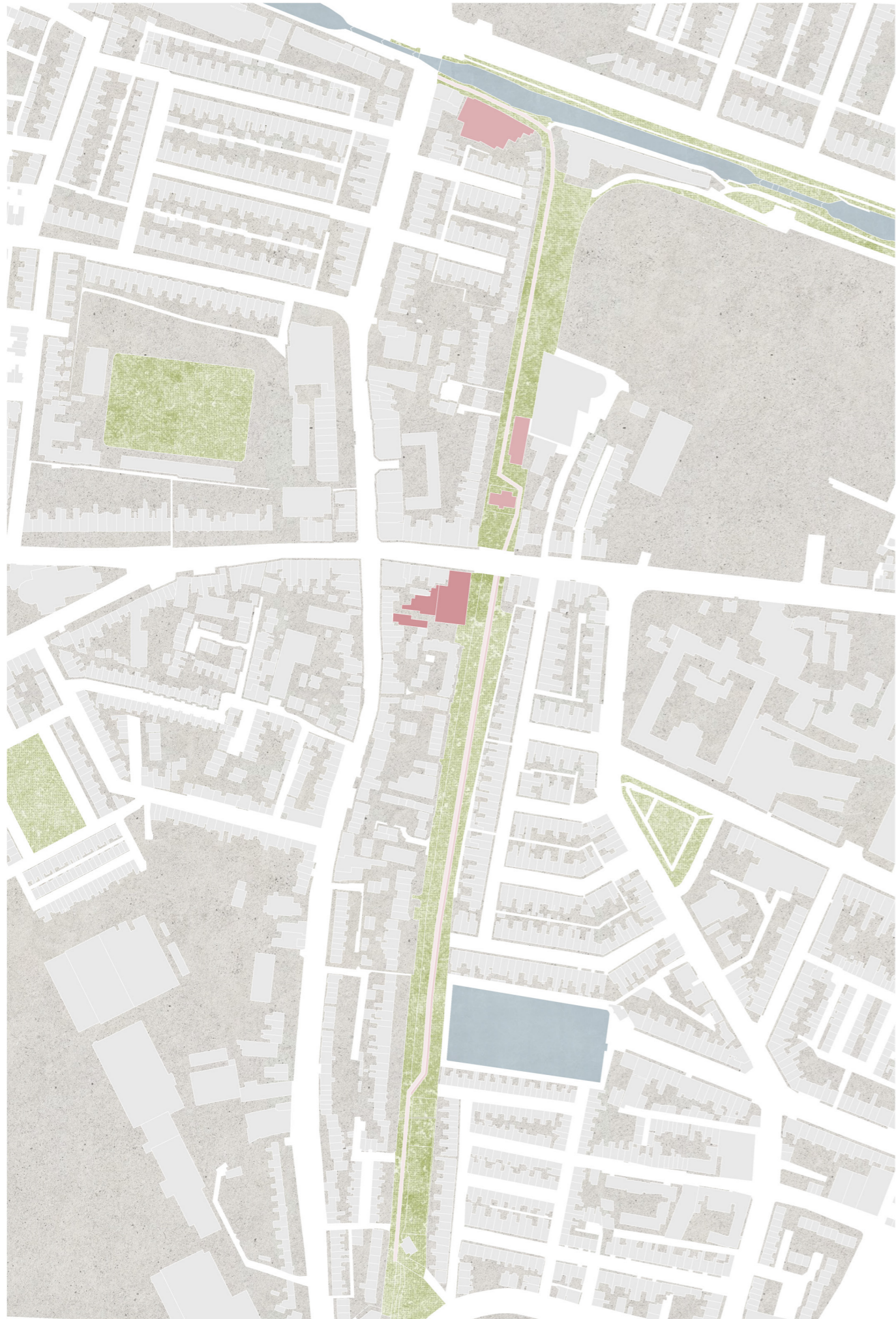
Creating clear separations between cycling, pedestrian, and public spaces is of utmost importance to ensure the safety and comfort of all users. By establishing distinct boundaries, individuals can navigate and enjoy the park with a sense of security. Moreover, this practice fosters a feeling of belonging and ownership within the park, as users can easily identify and respect the designated areas for their respective activities.

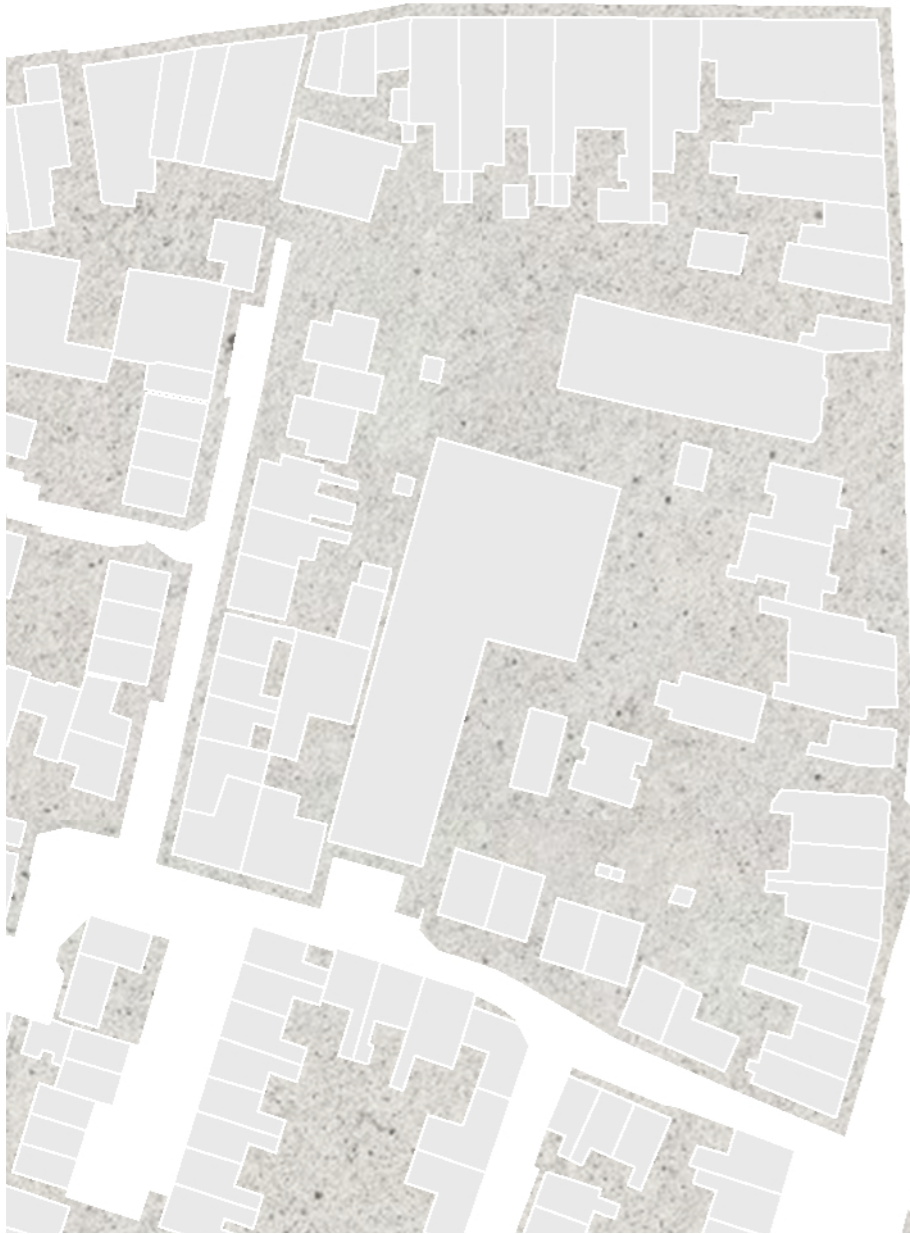


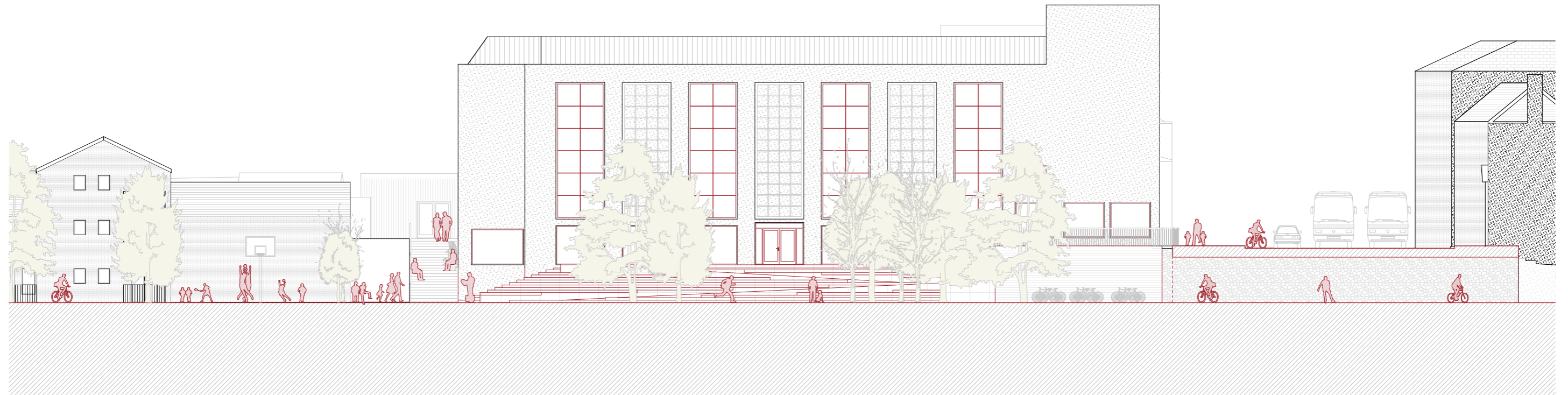
Dereliction poses a significant challenge in this area due to urban sprawl, which has led to a decline in the local population and a reduced demand for shops and businesses. A fundamental aspect of this project will be to revitalize the region and reintegrate the building into the community, stimulating activity and fostering economic growth in the area.

The constant activity of the library, from elders in the morning, kids after school, and adult education a night will provide the potential for a host of business such as cafes, shops and restaurants to thrive in this area. Based upon it's success there is also potential for the project to expand into the periphery buildings and provide more community spaces, reading rooms or collaborative spaces.

By creating a bustling hub of activity and fostering a sense of community, the library becomes a catalyst for economic growth, attracting businesses and creating a lively atmosphere. It not only fulfills the immediate needs of the visitors but also generates a ripple effect, encouraging people to spend more time in the area and supporting the local economy.







Blessington Park Elevation

1:250

I. Engagement With Park

One of the challenges first encountered was finding ways to enhance the connection between the building and the park. I wanted to create a seamless integration by extending the library's presence into the park itself. To achieve this, I decided to repurpose the seven rectangular sections on the library's façade and transform them into full-height windows. This strategic move aimed to foster engagement between library visitors and those outside, establishing a reciprocal relationship. By enabling people from different environments to connect and observe each other's activities, we encourage a virtuous cycle of increased engagement. This approach will not only promote more activity but also drive the utilization of both the library and the newly developed pedestrian park and cycle route.

II. Urban Strategy

The design of the library places great importance on ensuring its accessibility and the integration of new urban routes. One particular area that required attention was the secondary entrance point, namely the underpass from Phibsborough Road. Various options and perspectives were explored, considering both the overall urban context and the experience at the human scale.

Throughout the process, it became apparent that any attempt to modify the current street elevation might diminish the area's unique character and limit opportunities for small, distinctive businesses to utilize these premises. Therefore, it was deemed crucial to preserve the existing streetscape and maintain the vibrancy and diversity that defines the locality. By doing so, we can ensure that the library and its surroundings continue to contribute to the richness of the community while providing enhanced accessibility for all.

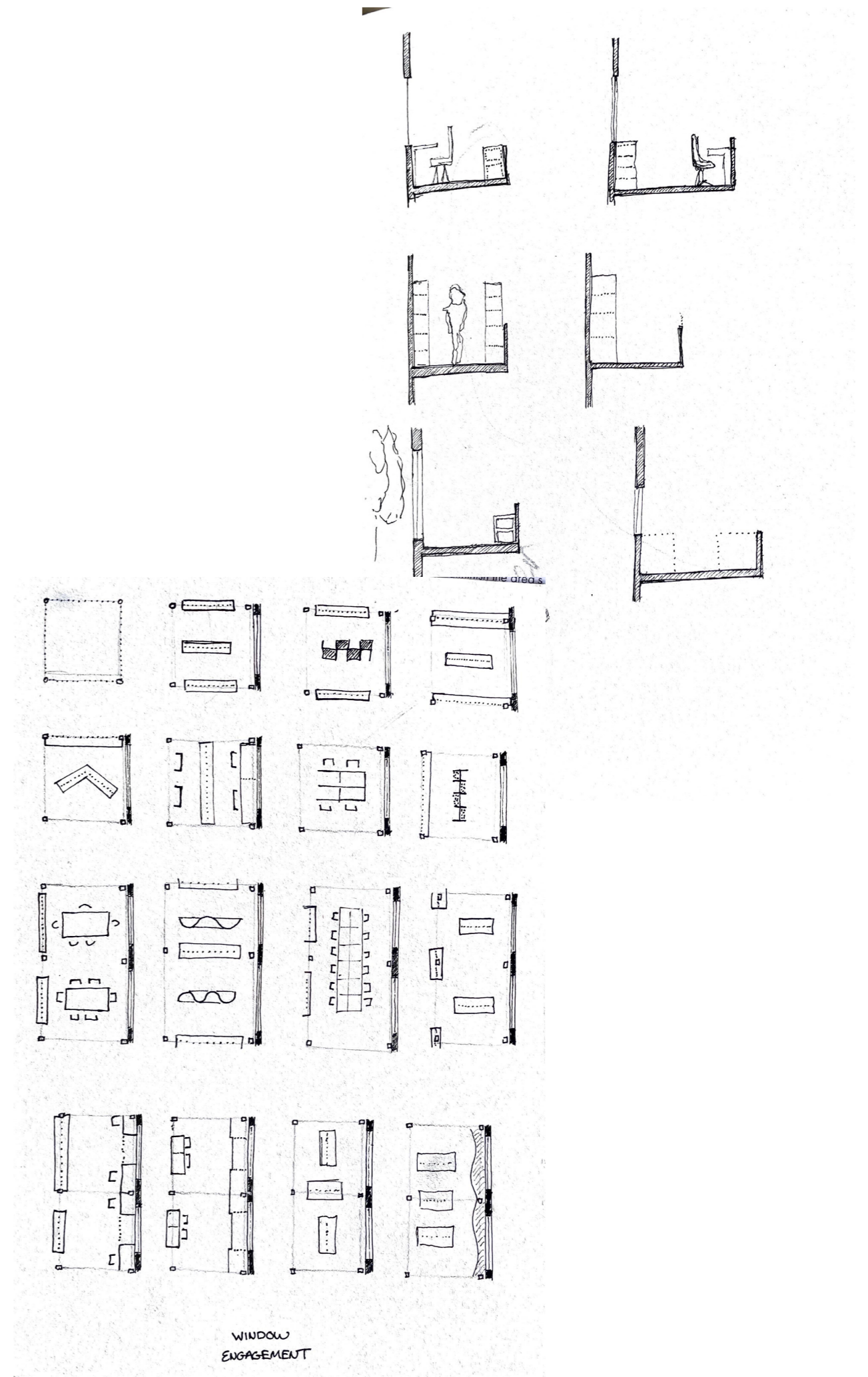




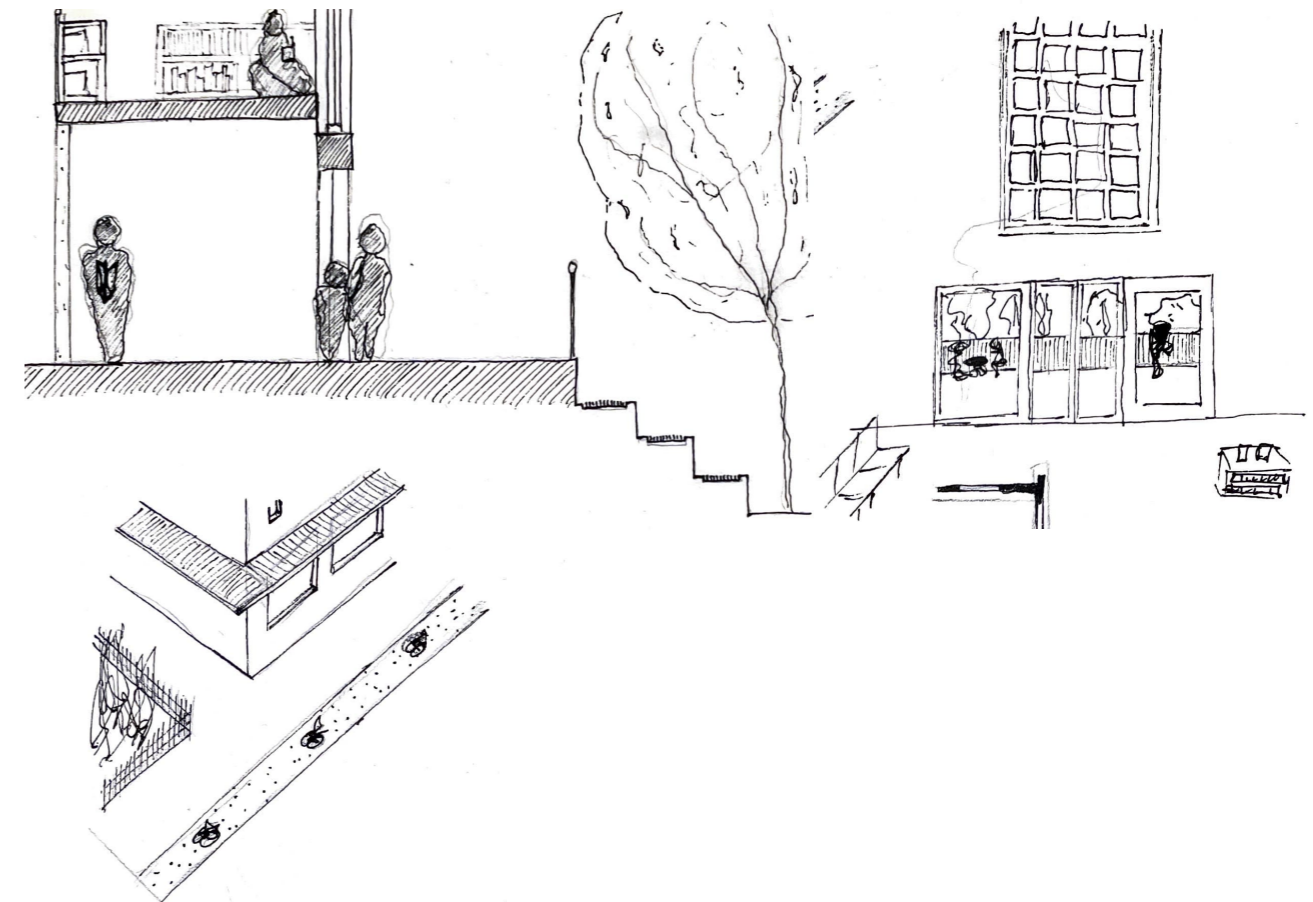
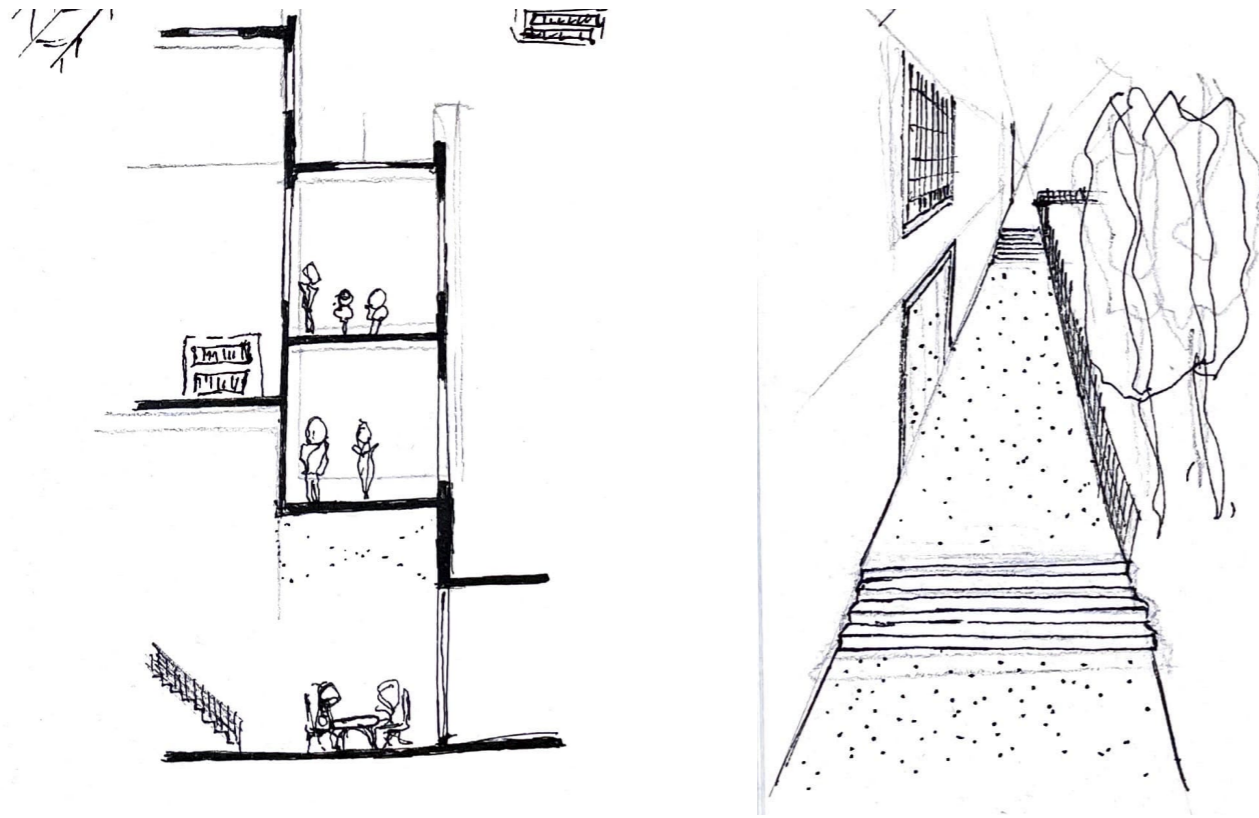
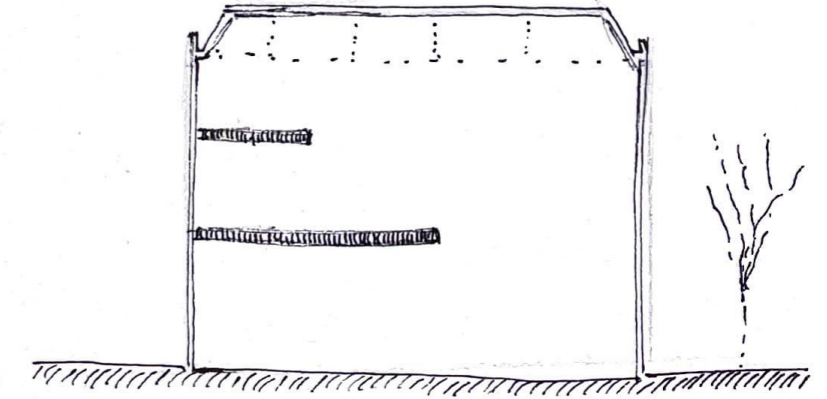
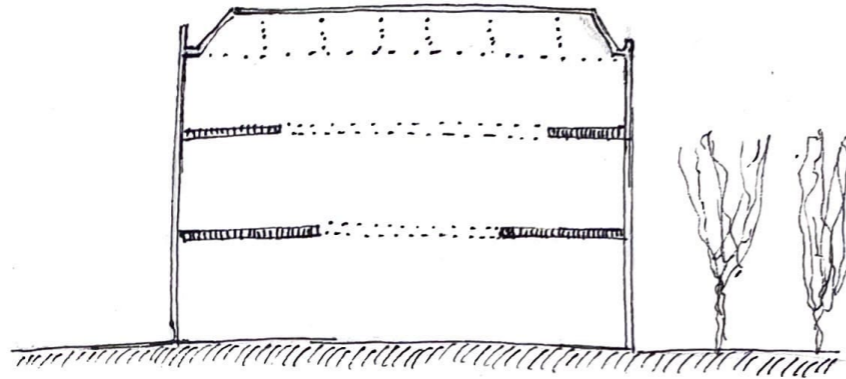
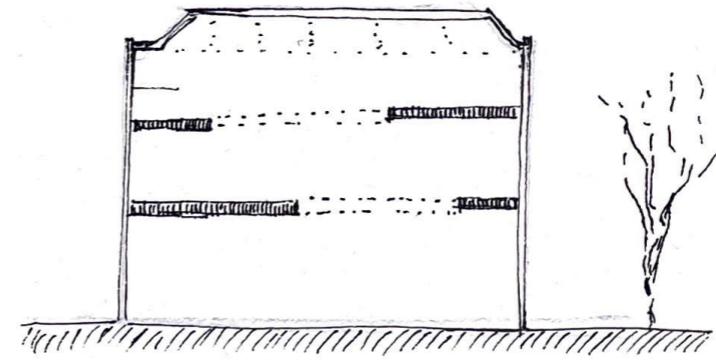
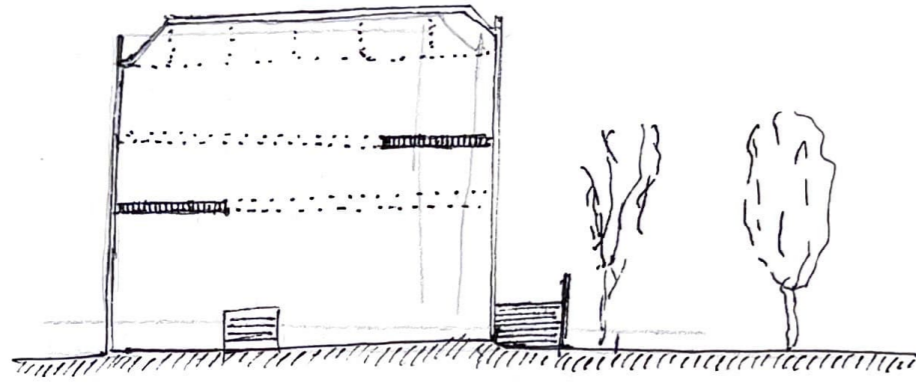
III. Architecture Influencing Design

Designing the internal layout of the library and its ancillary spaces posed a significant challenge. Initially, I focused primarily on the building's exterior, treating it as the defining architectural element while leaving the remaining space to be arranged randomly. However, it became evident that this project required a stronger architectural presence throughout, encompassing not only the library but also ancillary areas such as meeting rooms and offices.

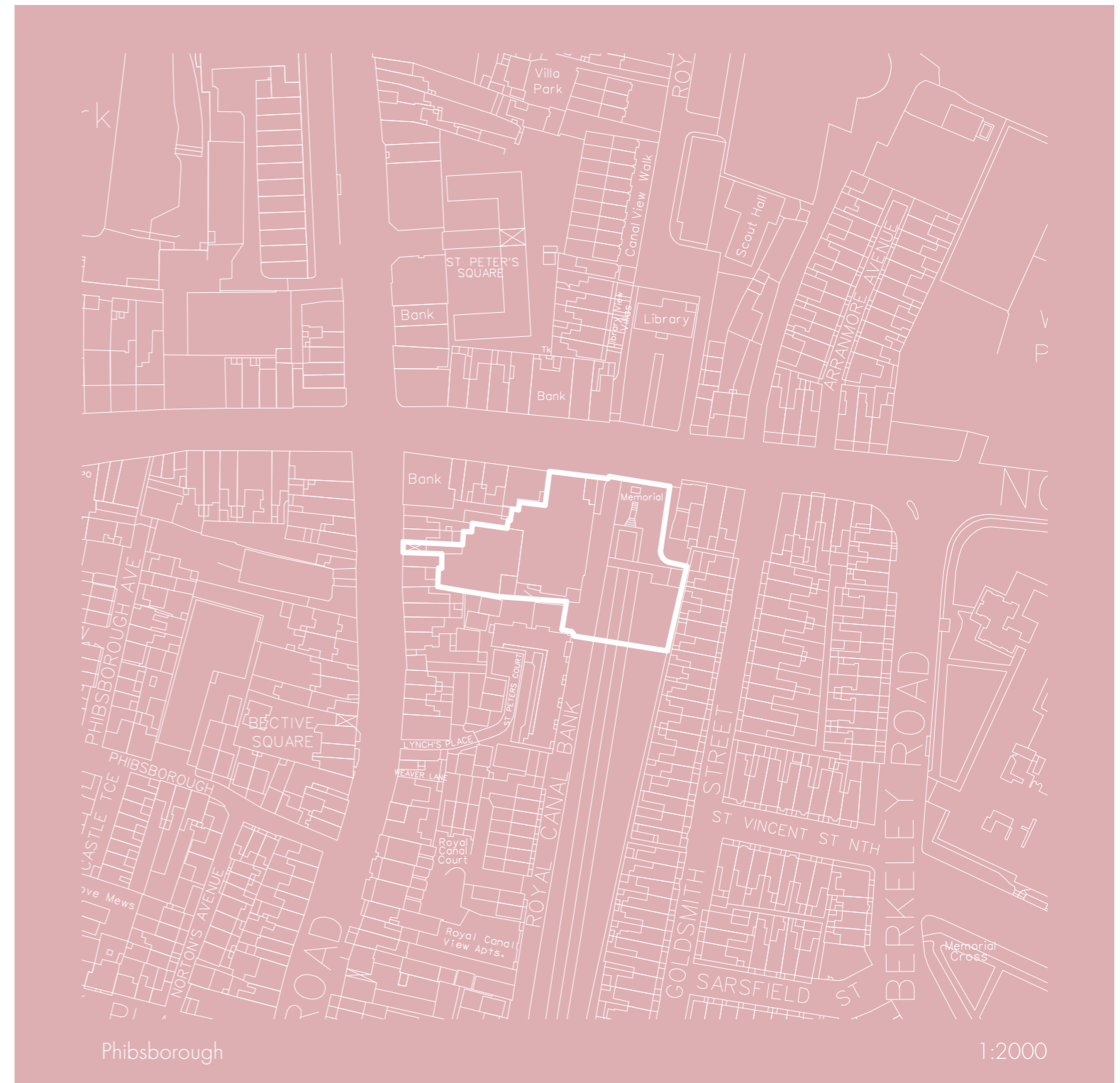
It was essential to integrate the columns, mezzanines, and partition walls seamlessly into the overall functionality of the library, considering the needs of all users. Recognizing that seating, bookcases, and desks are pivotal for the success of a library, it was crucial to emphasize these elements in the architectural design of the space. By carefully considering the placement and arrangement of these features, we can enhance the user experience, optimize functionality, and create a cohesive and visually engaging environment that promotes the library's core purpose.

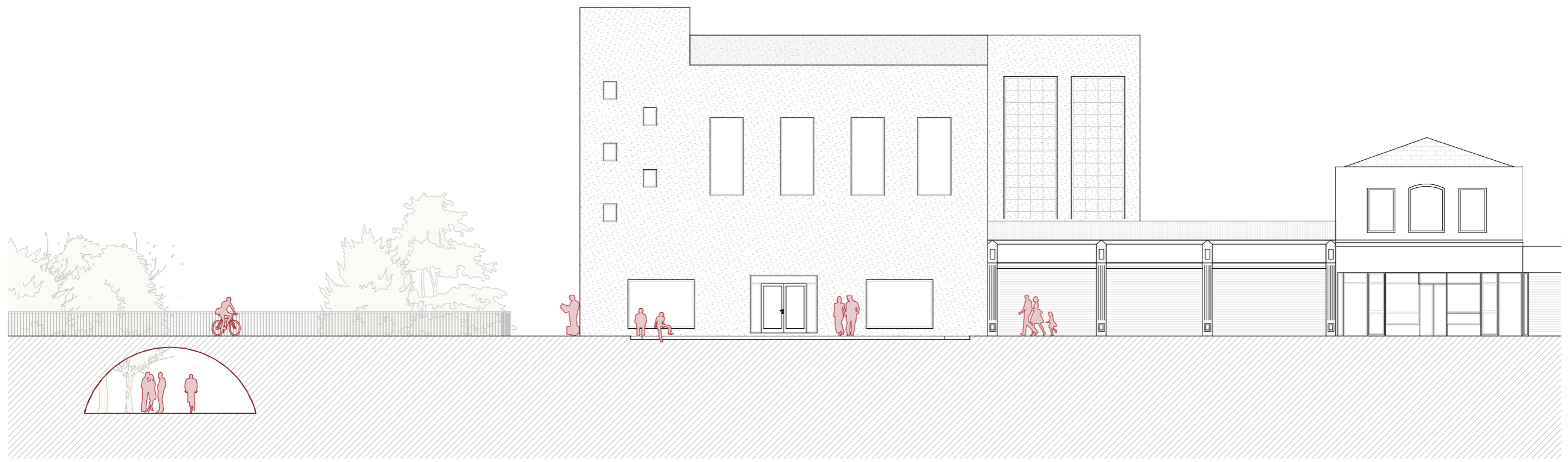


Ideas through Sketch



D) Design Project





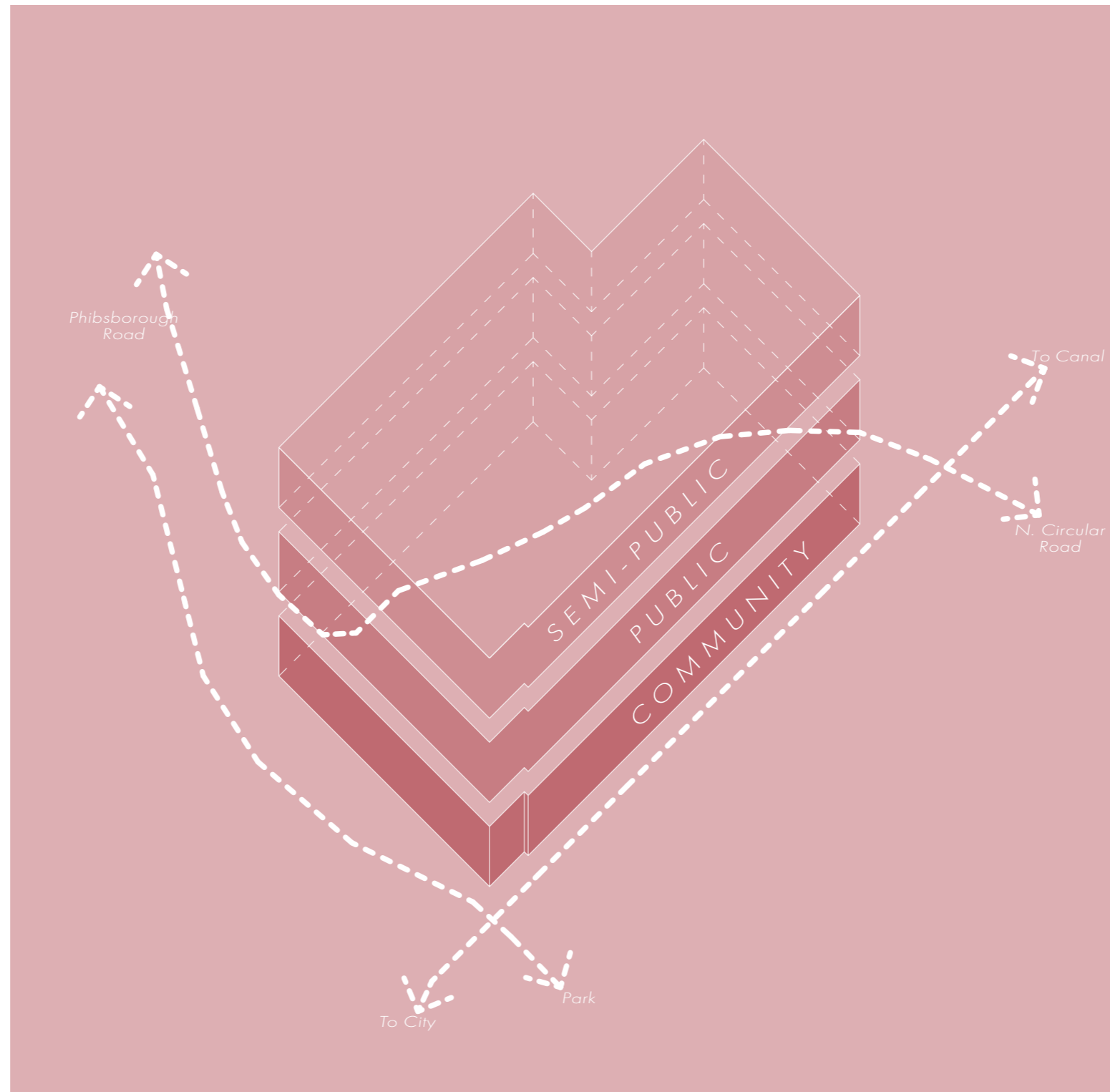
North Elevation

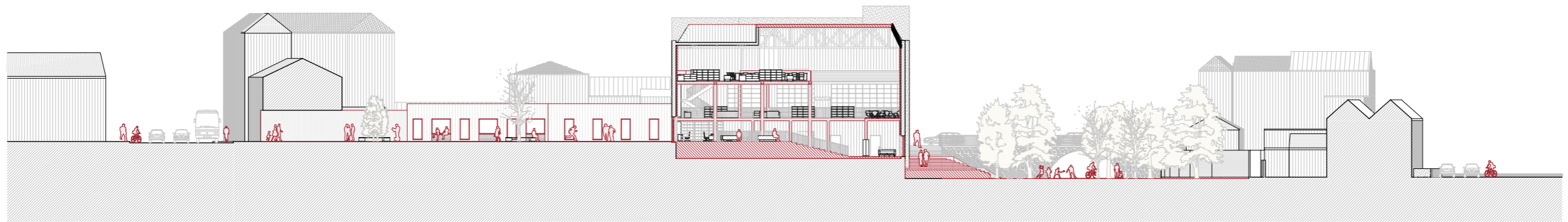
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West Elevation

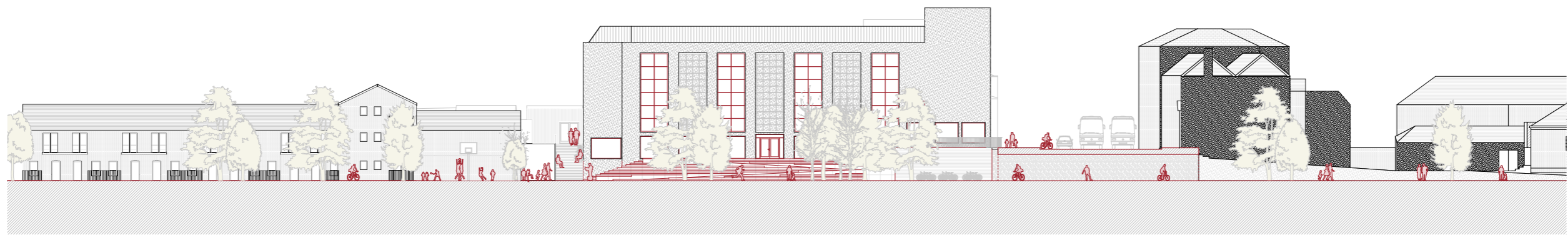
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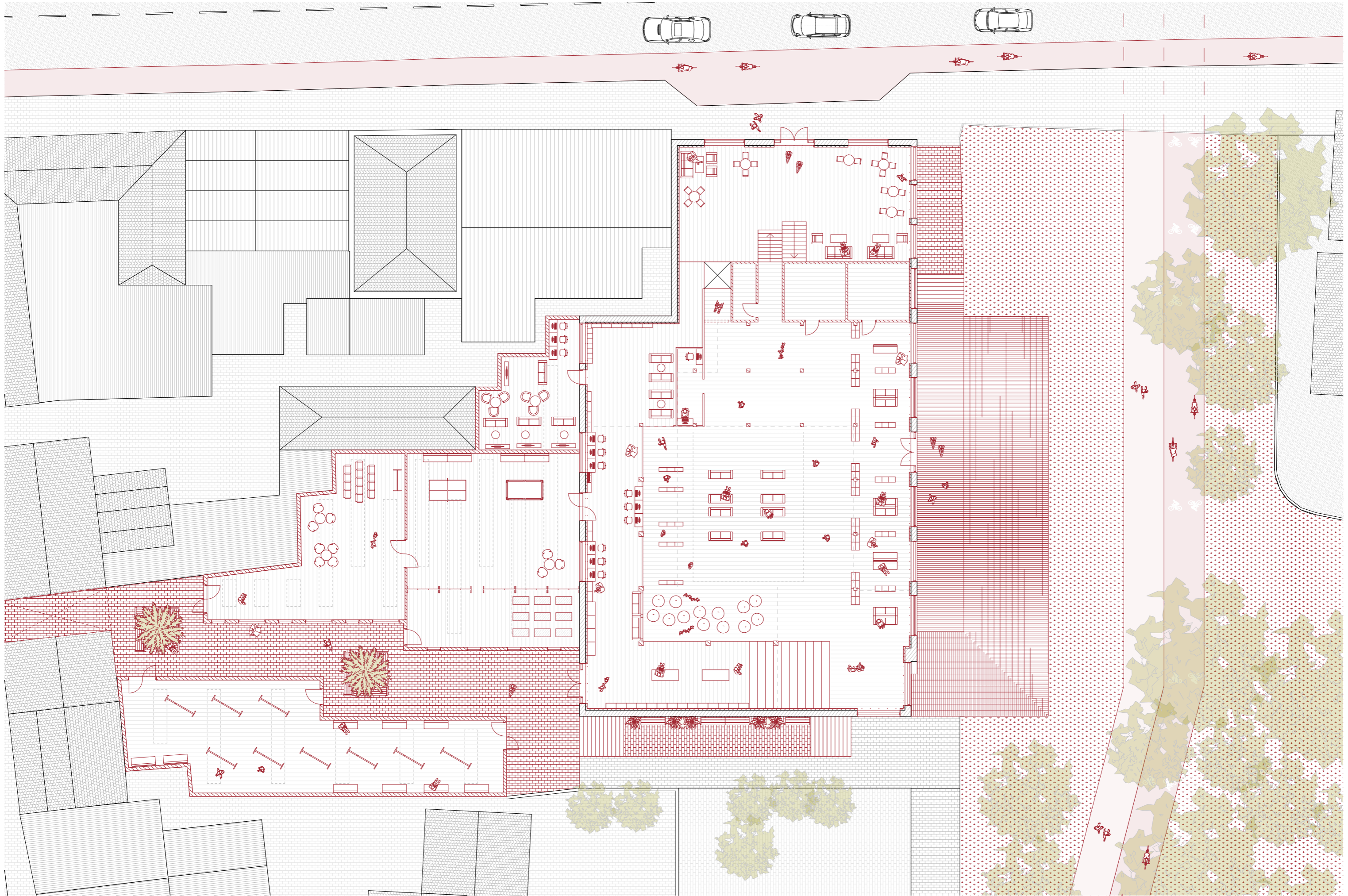
Phibsborough Road Entrance

1:500



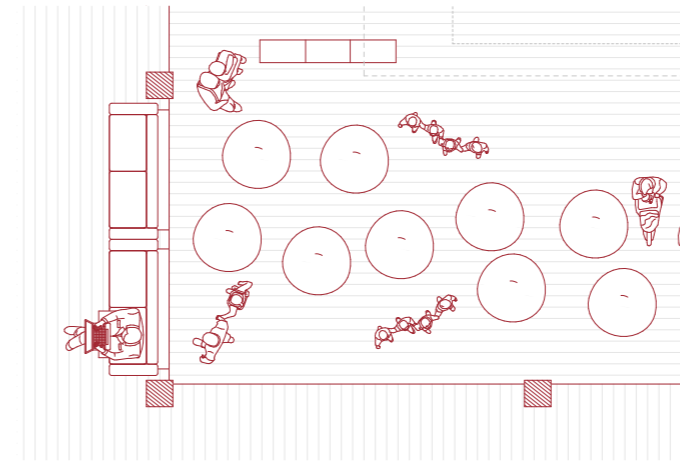
Blessington Park Elevation

1:500

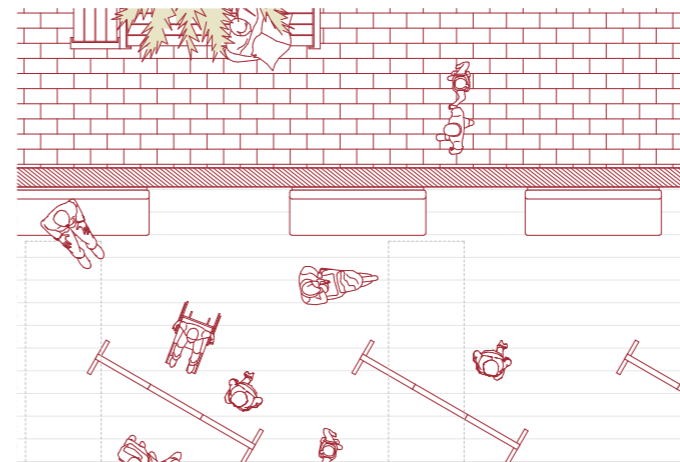




Children / Young Teens

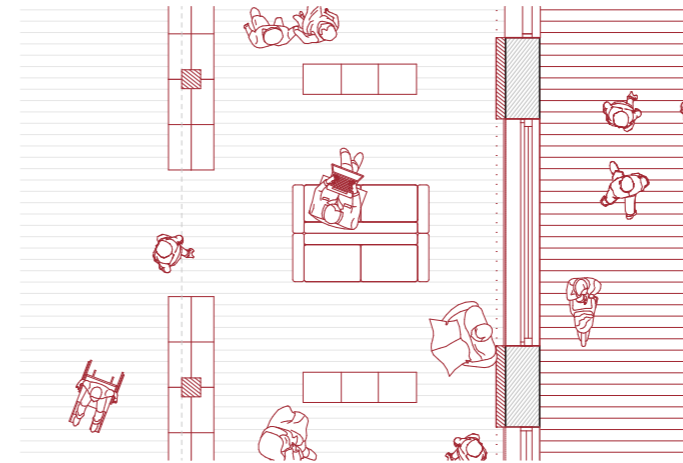


Community

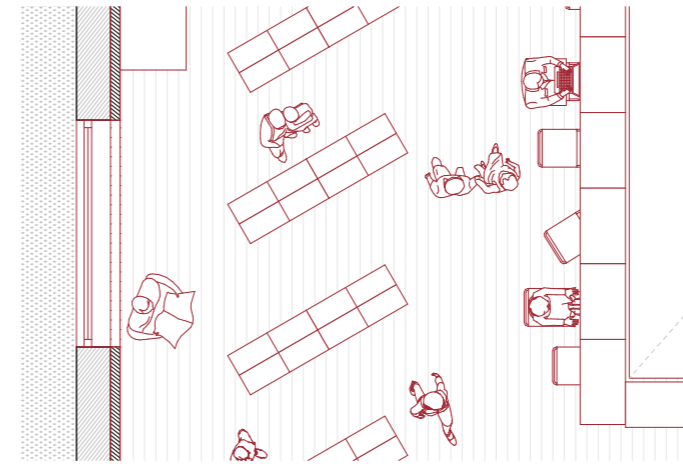




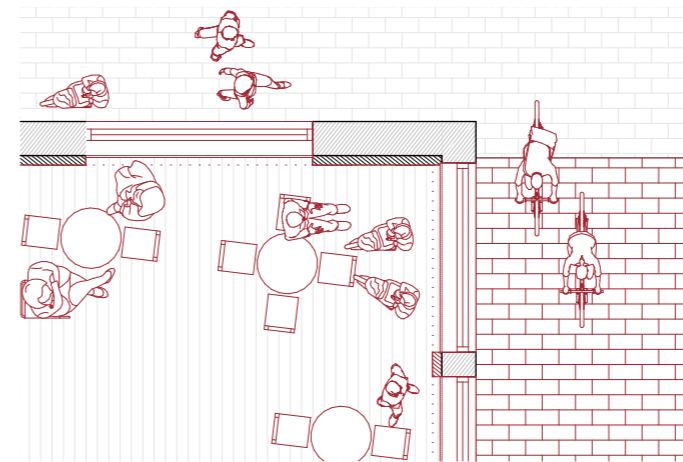
Daily Users

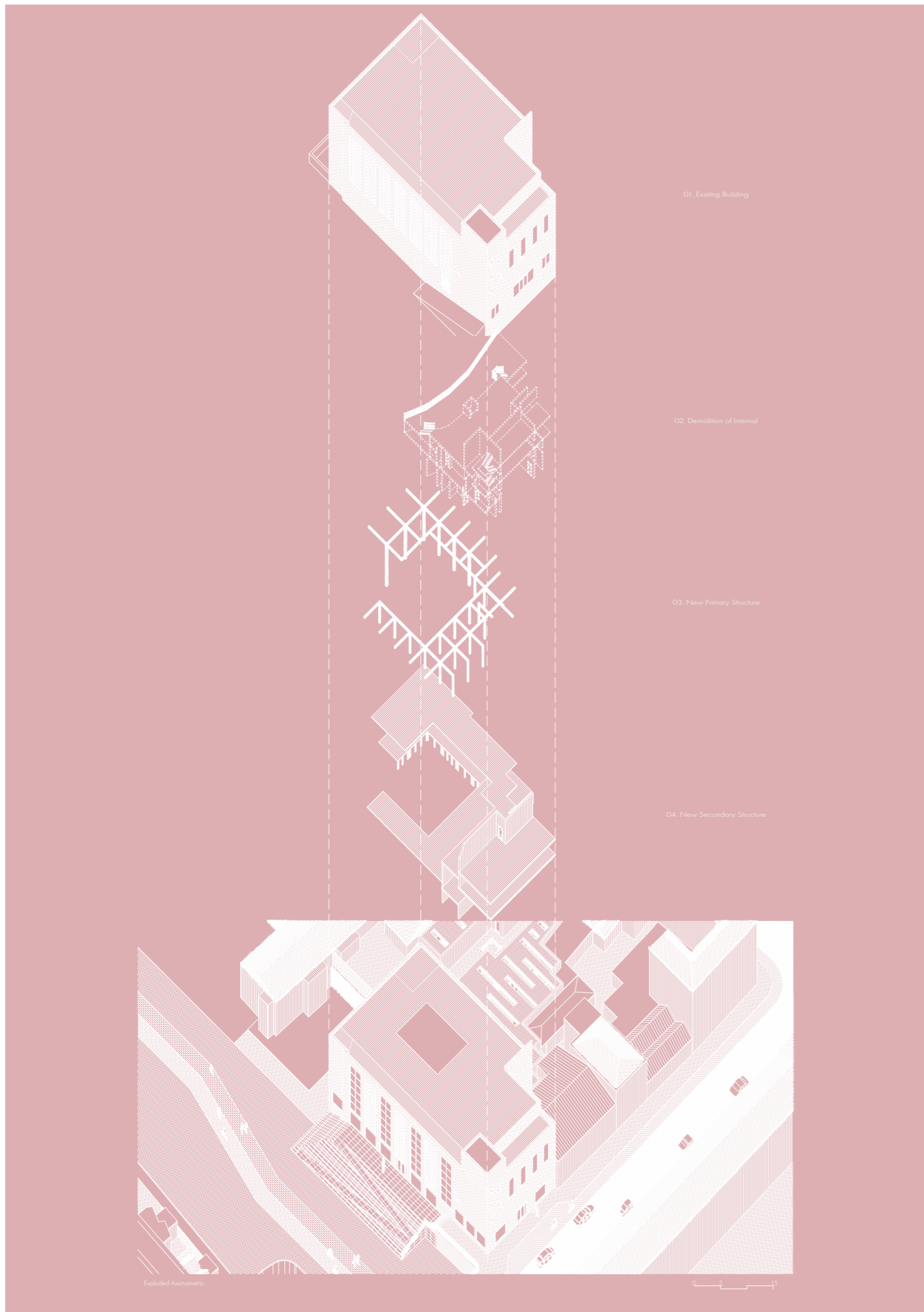


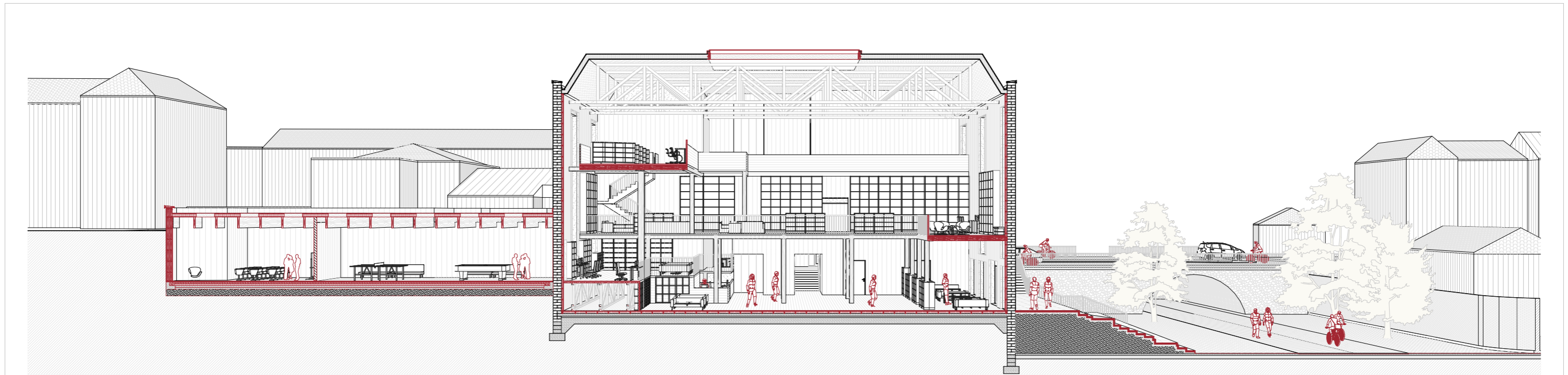
Students / Young Professionals

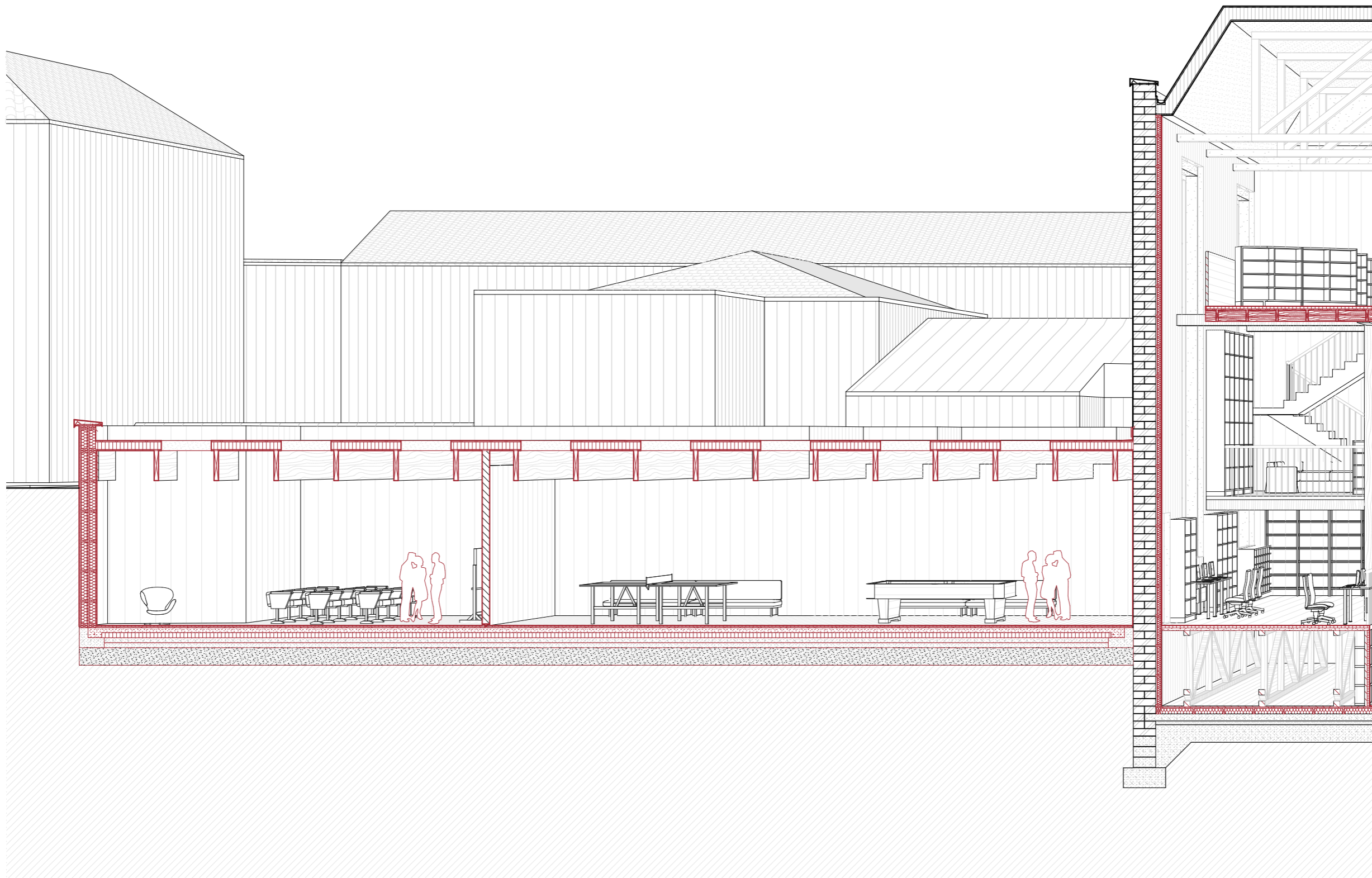


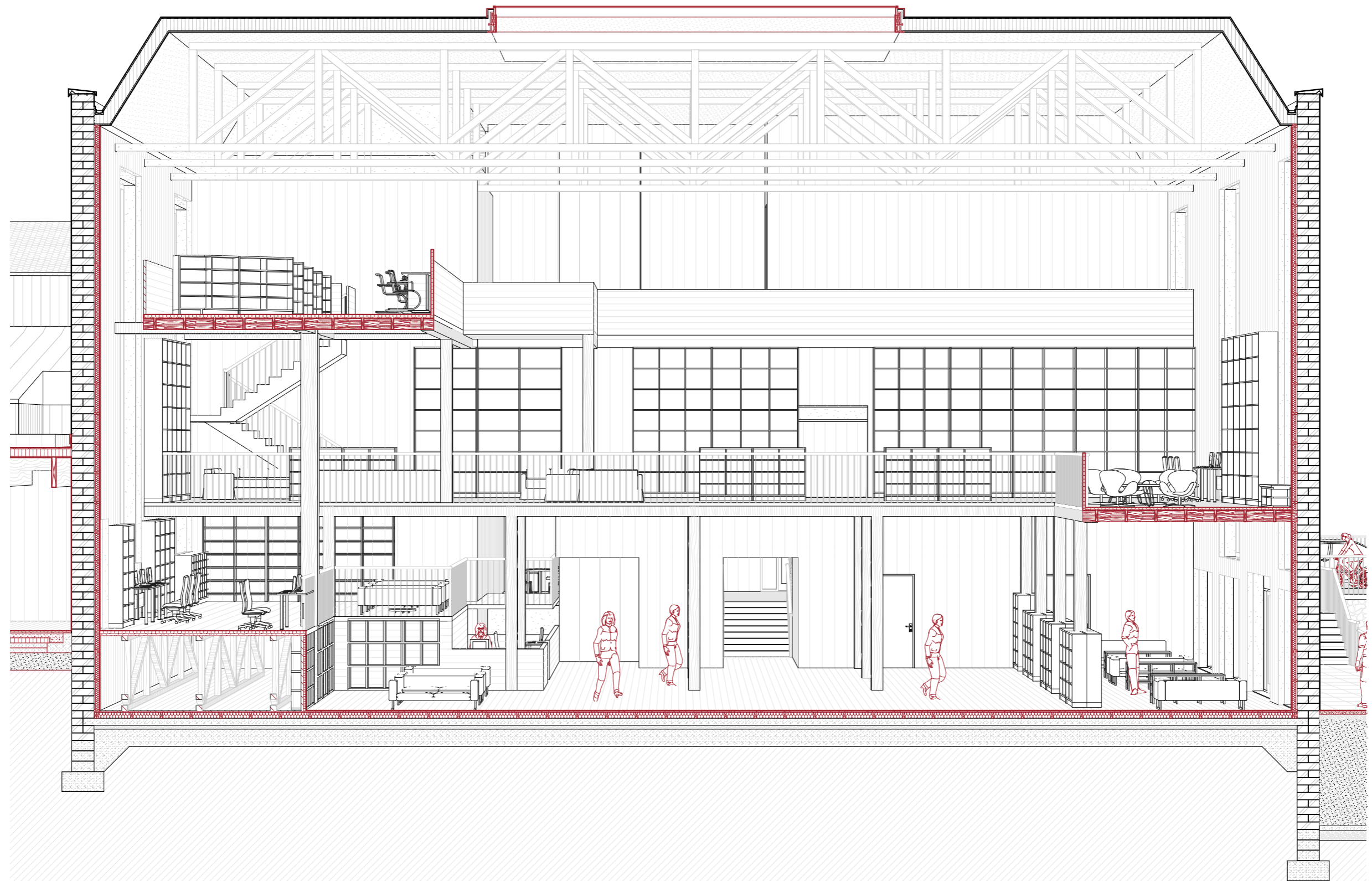
Parents / Young Adults

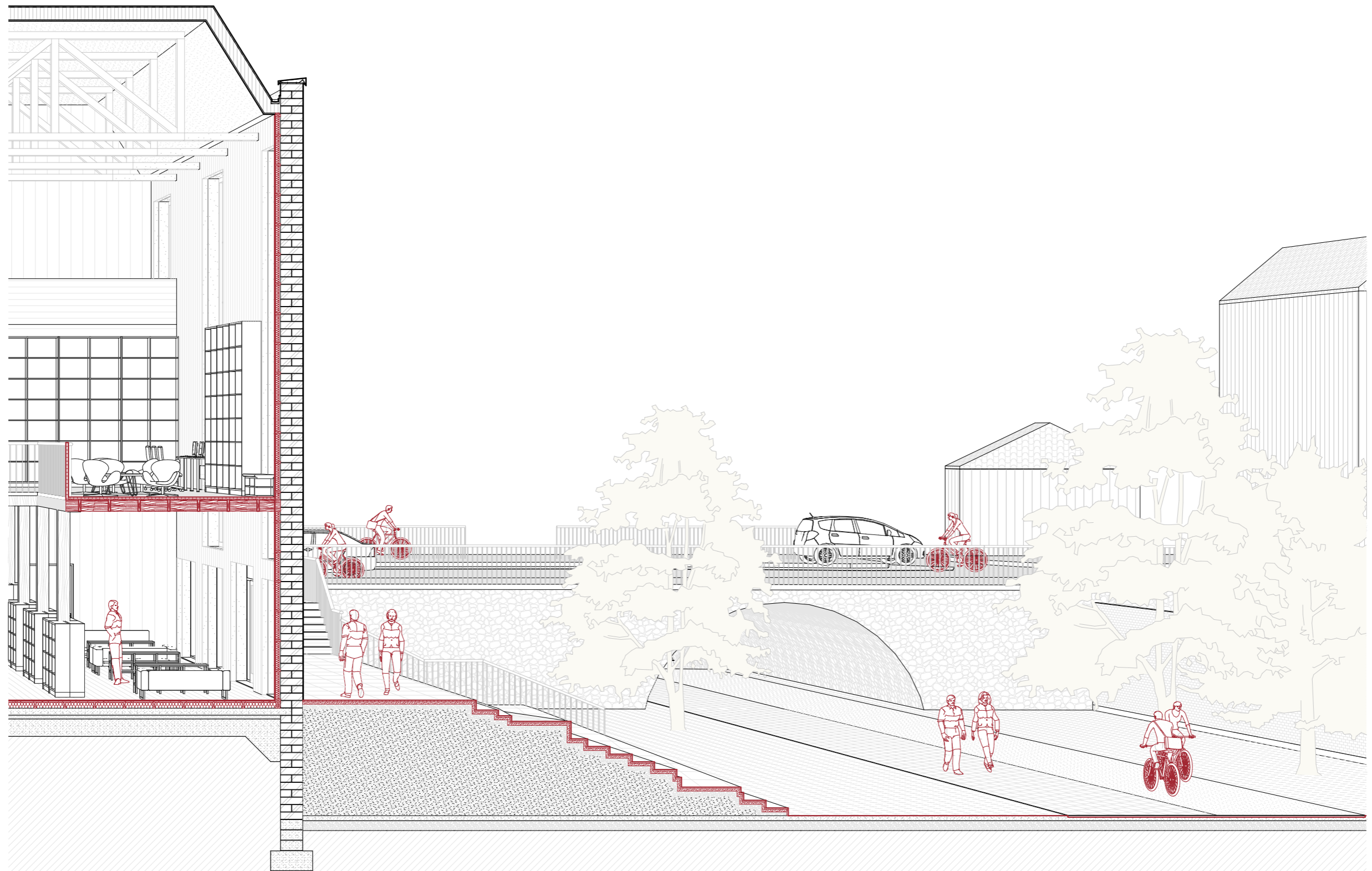






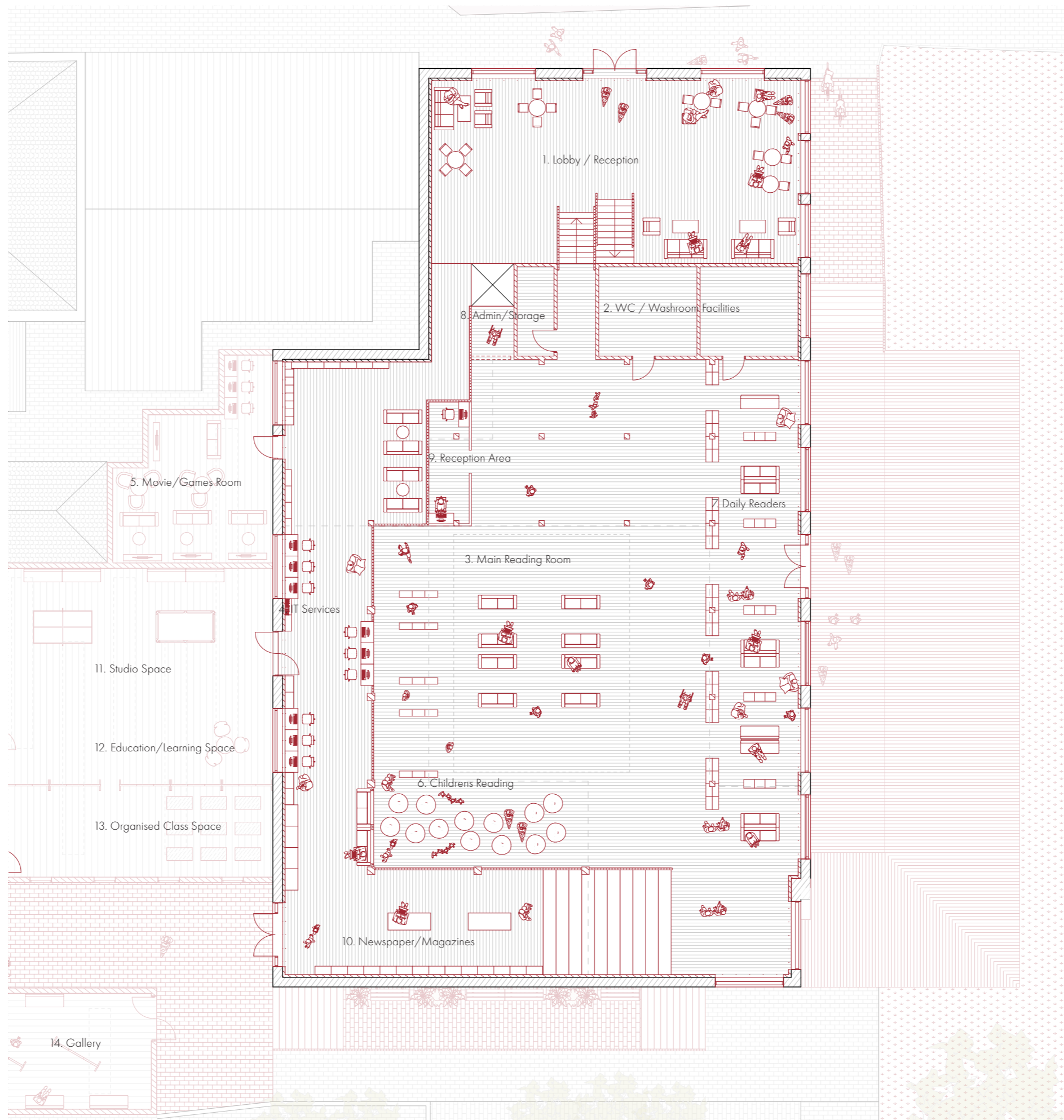








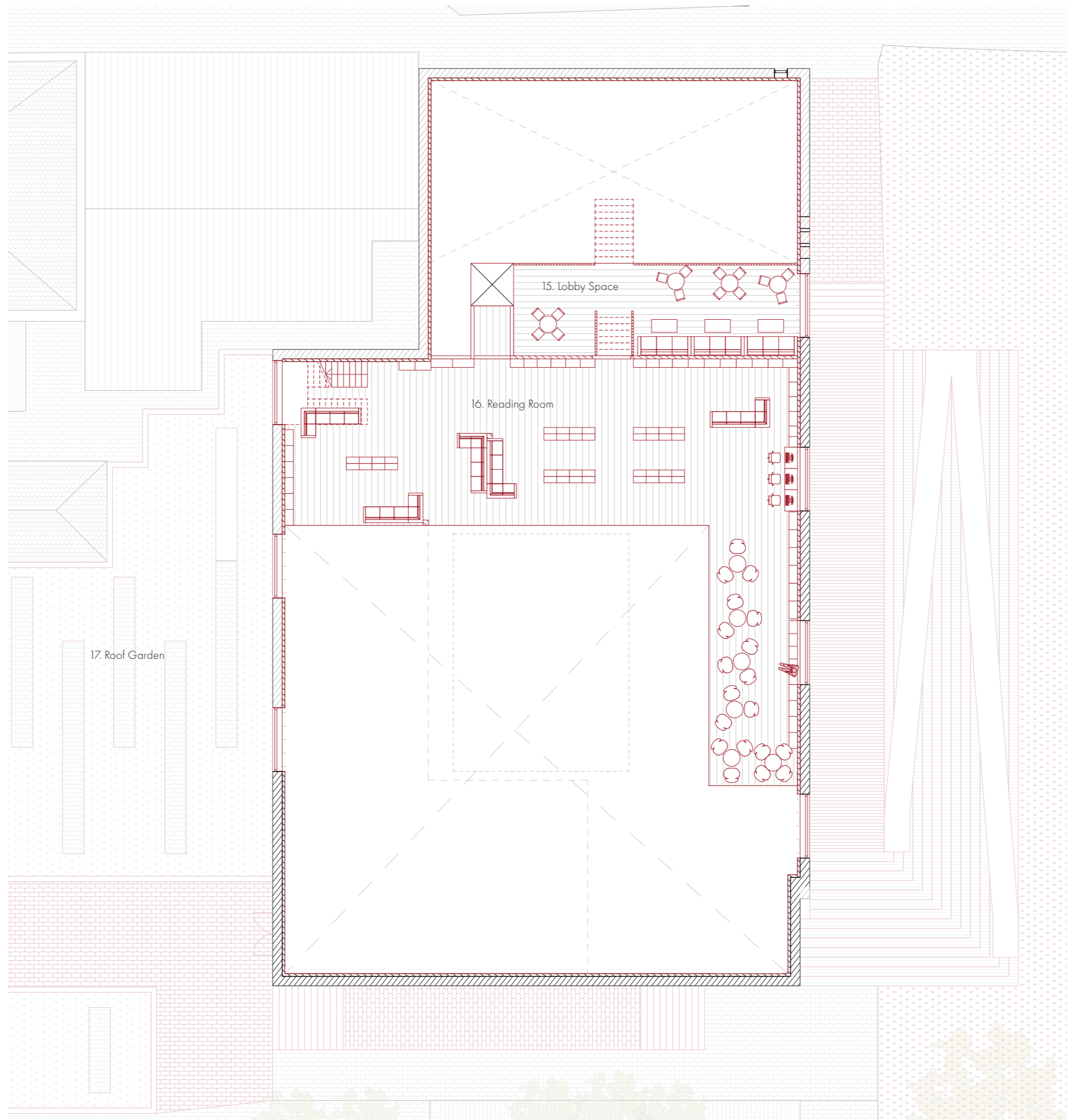




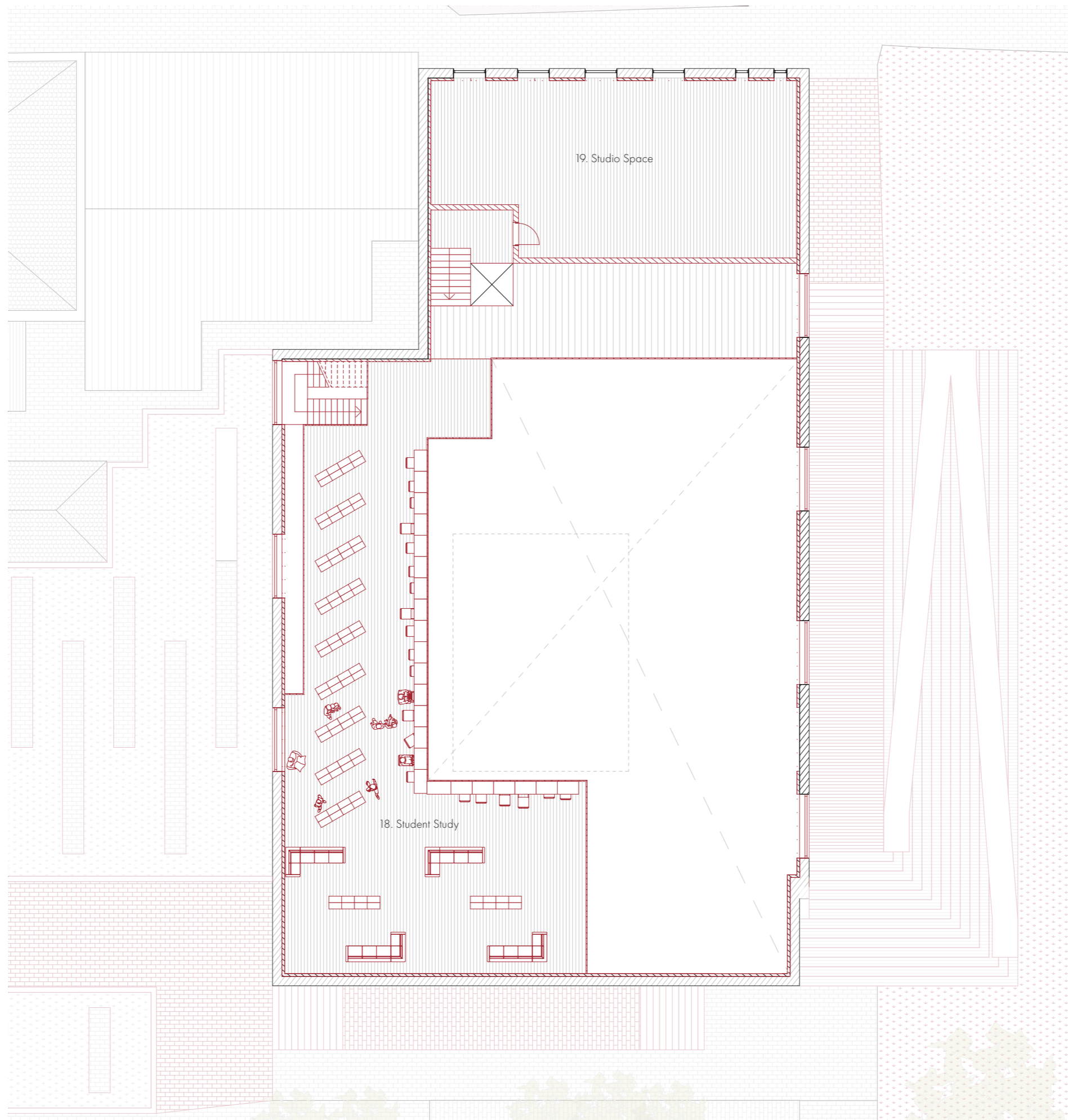
- 1. Lobby / Reception
- 2. WC / Washroom Facilities
- 3. Main Reading Room
- 4. IT Services
- 5. Movie/Games Room
- 6. Childrens Reading
- 7. Daily Readers
- 8. Admin/Storage
- 9. Reception Area
- 10. Newspaper/Magazines
- 11. Studio Space
- 12. Education/Learning Space
- 13. Organised Class Space
- 14. Gallery

Ground Floor

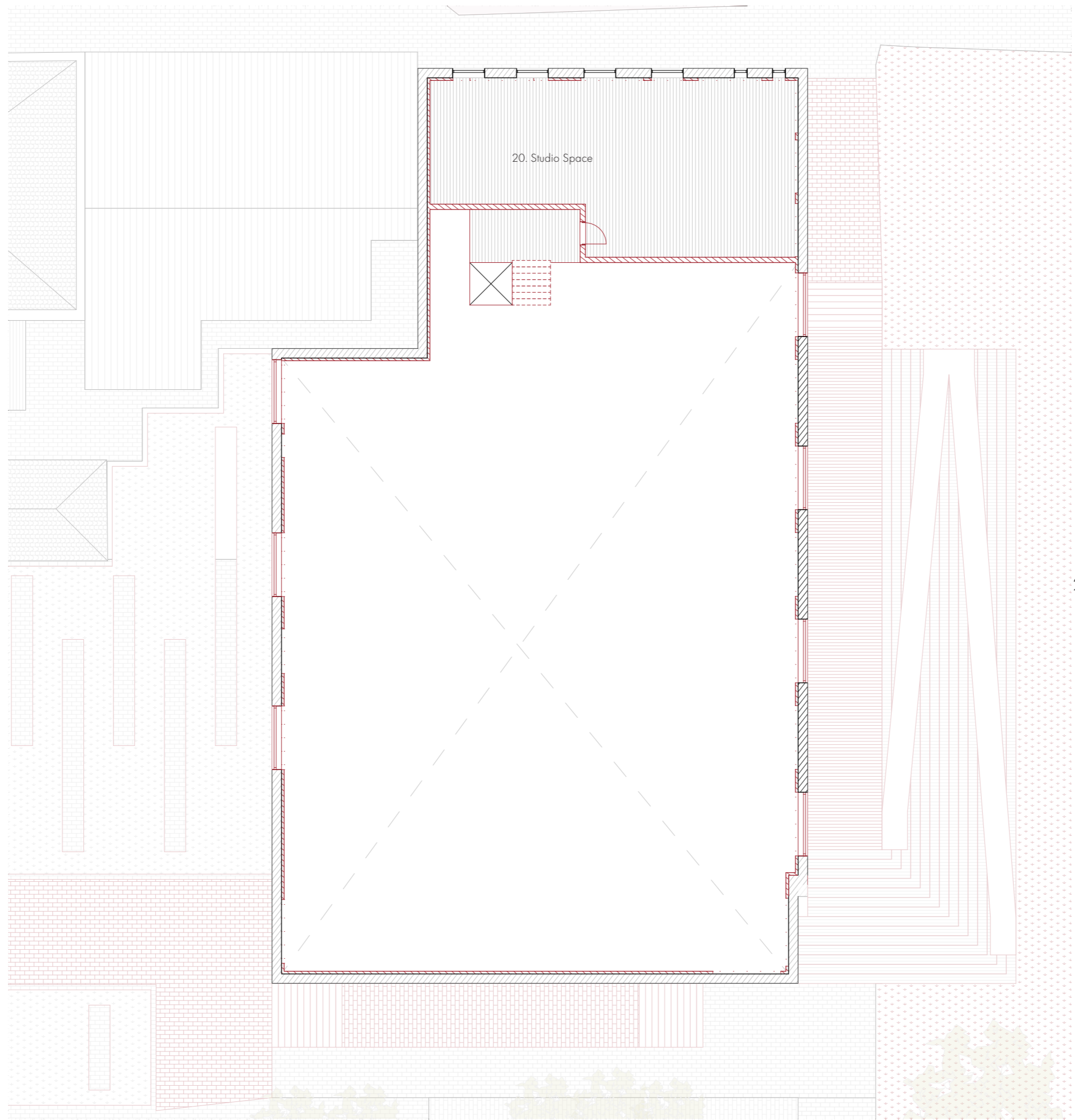
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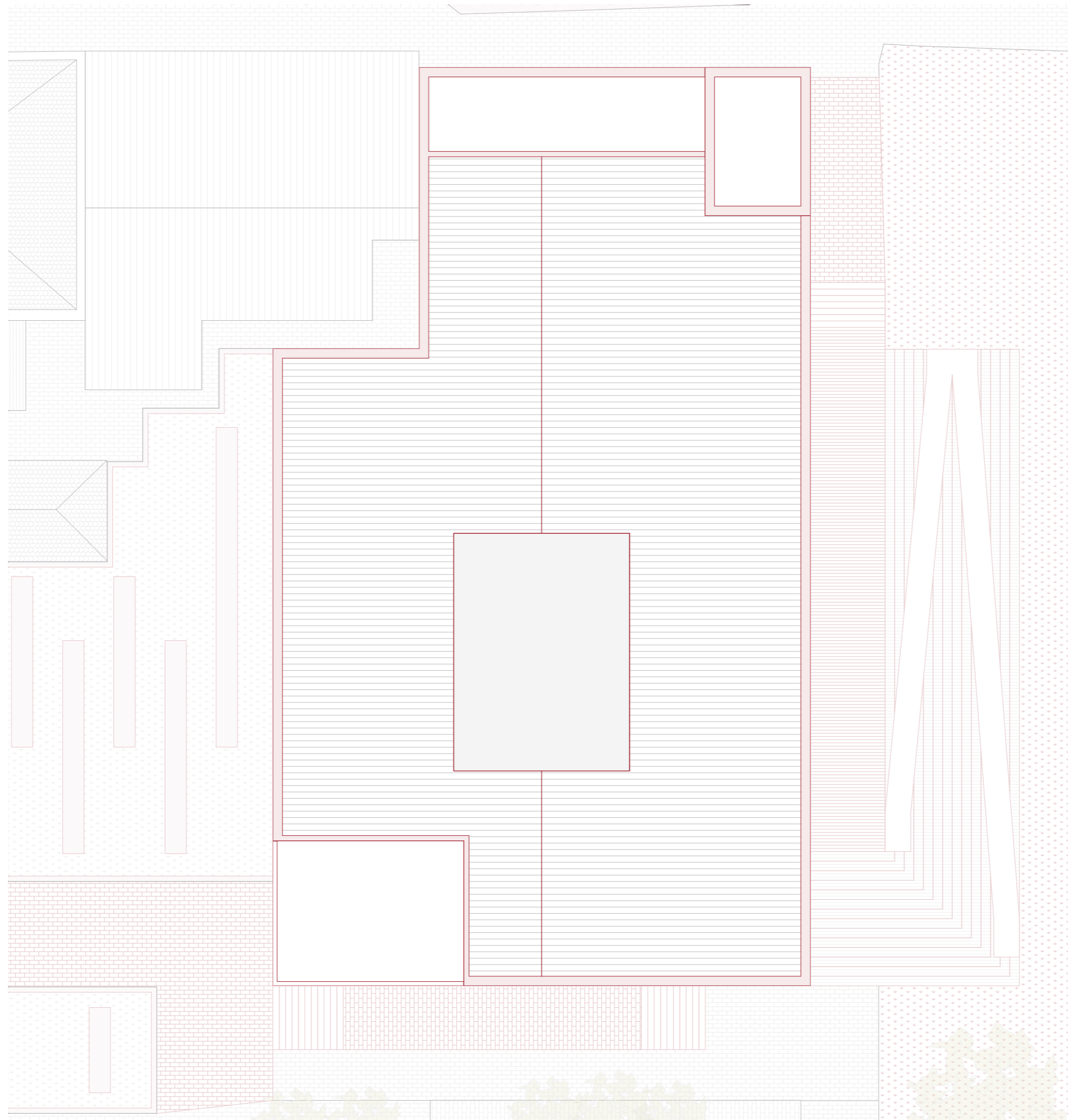


- 15. Lobby Space
- 16. Reading Room
- 17. Roof Garden



18. Student Study
19. Studio Space





Roof Plan

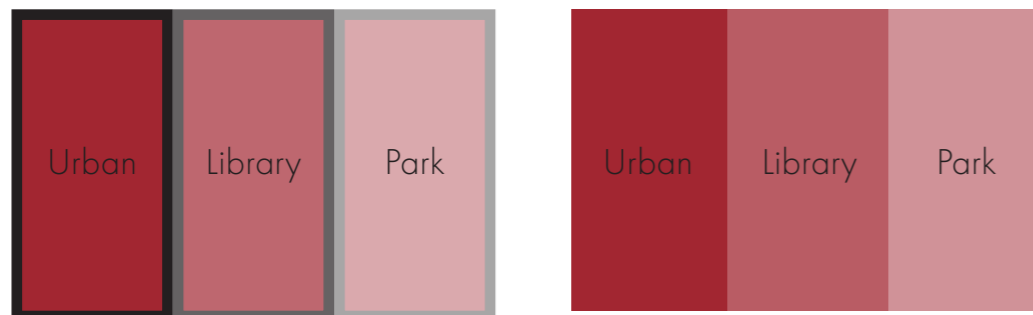
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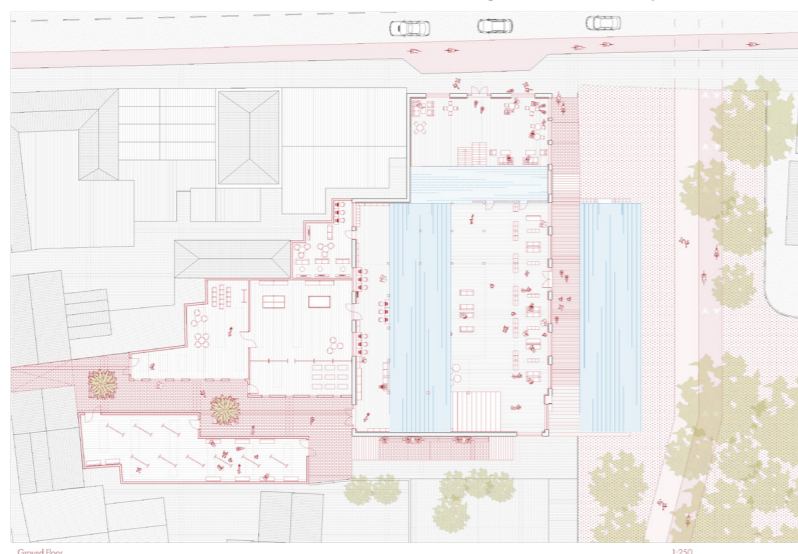


Final Reflection

I found it very interesting to reflect on the project after the final review and the comments made regarding the project, both what worked and what needed more focus. The common theme discussed was the circulation, namely the circulation of people within the building itself. A large part of the project was aimed at bring people to the building and through the site and alot of thought went into forming these routes and connections. This was contasted within the building itself as the circulation was not as defined and articulated. A named precedent was the Walsall art gallery and how the internal circulation plays an important role in directing the user through the building. This method provides an architectural promenade through the building guiding the user through the buidling and enhancing their experience. I think this was an important note to make in order to form a better connection from the building to the park, by bringing the same architecture of the exterior guided paths into the structure itself it would help to create a seamless link between park, structure and the wider urban area.



Create a more seamless exchange between spaces



V. Conclusion

The primary focus and central idea throughout this thesis research & project is to prove the importnat role of social architecture plays in an urban environment, by fostering a sense of community and promoting a wide arrange of social interactions. In an age where our main climatic stance is to build 'more sustainably' in order to tackle climate change, I believe that it is often the qualatative aspects as opposed to the quantitative that can have the biggest impact on both a community and environmental level.

In phibsborough we have seen a local community hit with suburban sprawl as many of it's residents have moved further out of the city in order to own their own homes and live in 'better' neighbourhoods. As a result many shops and business have become derlict leaving behind empty buildings that decay and are evntually demolished. By providing meaningful social and cultural architecture in urban communities it can deter urban sprawl as people enjoy their community and living there.

Climate change is a challenge we urgently need to tackle, and two of the leading causes of this are the construction industry and co2 emissions from vehicular use. A primary focus of cities looking to repair urban decay should be to provide safe and comfortable pedestrian/cycle infastructure. This does not just result in reduced c02 emissions from less vehicular traffic and congestion it also promotes a healthier community as residents are more inclined to walk and cycle, which not only improves physical health but also fosters a greater sense of community by promoting a wider array of social interactions.

In summary, I firmly believe that social architecture plays a crucial role in addressing urban regeneration. When integrated with pedestrian and cycle infastructure, this holistic approach not only enhances the physical environment but also fosters a healthier and more vibrant community.

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Image References

All images are original unless specified here

Fig 1.0 - Westbrook, E. (2015) What not to do in Dublin, Condé Nast Traveler. Condé Nast Traveler. Available at: <https://www.cntraveler.com/galleries/2015-03-02/what-not-to-do-in-dublin-ireland-city-guide?epik=djOyJnU9YTIVRVE1VzRlalczcncwch-pad2pCeDk4LWJ4b3NZZ1YmcDOWJm49QUJFOTJ2emZRRTVRWVHVFMbi1mQSZ-OPUFBQUFBRO8wVnNZ> (Accessed: December 27, 2023).

Fig 2.0 - Webb, L. (2019) Where to get outdoor seating in Dublin town, Dine In Dublin. Available at: <https://dineindublin.ie/food/where-to-get-outdoor-seating-in-dublin-town> (Accessed: January 1, 2023).

Fig 3.0 - Gazette, D. (2019) Where has all of Dublin City Centre's public seating gone?, Dublin Gazette Newspapers - Dublin News, Sport and Lifestyle. Available at: <https://dublingazette.com/dublinlocalmatters/news/seating-dublin-29278/> (Accessed: December 29, 2023).

Fig 4.0 - Re-evaluating public space (2010) Ireland after NAMA. Available at: <https://irelandafternama.wordpress.com/2010/04/12/1150/> (Accessed: January 2, 2023).

Fig 5.0 - <https://www.dublinlive.ie/news/dublin-news/roads-closed-dublin-full-list-20630117>

Fig 6.0 - <https://www.visitdublin.com/guides/famous-squares-in-dublin>

Fig 7.1-7.8 - <https://webapps.geohive.ie/mapviewer/index.html>

Fig 8.0 - <https://irishwaterwayshistory.com/abandoned-or-little-used-irish-waterways/waterways-in-dublin/the-broadstone-line-of-the-royal-canal/>

Fig 9.0 - <https://theirishaesthete.com/tag/royal-canal/>

Fig 10.0 - <https://m.facebook.com/GlasnevinHeritage/photos/phihsboroughup-to-now-theres-only-been-one-photo-of-the-phihsborough-cinema-avai/408181662665840/>

Fig 11.0 - <http://cinematreasures.org/theaters/17268>

Fig 12.0 - <https://www.youtube.com/watch?v=kB4OiesuKZ4>

