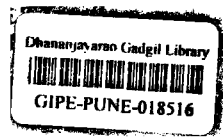


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*THE  
DUBLIN CIVIC SURVEY*

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Photo by Army Air Corps]

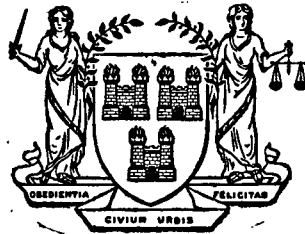
*View of Central Area looking North.*

[By courtesy of the Minister for Defence.

*Frontispiece*

THE  
DUBLIN CIVIC SURVEY  
*REPORT*

*Prepared by*  
*Horace T. O'Rourke, F.R.I.A.I.*  
&  
*The Dublin Civic Survey Committee*  
*for*  
THE CIVICS INSTITUTE OF IRELAND



VOLUME TWO  
*of the*  
PUBLICATIONS  
*of*  
THE CIVICS INSTITUTE  
*of*  
IRELAND

THE UNIVERSITY PRESS OF LIVERPOOL LTD.  
HODDER & STOUGHTON LTD. LONDON

1925

Y/35.34.N24-1  
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*Dedicated to*  
*The Most Honourable The Marquess of Aberdeen & Temair, K.T., G.C.F.O., G.C.M.G., LL.D.,*  
*and*  
*The Marchioness of Aberdeen & Temair, LL.D.,*  
*Presidents of the Civics Institute of Ireland,*  
*in respectful recognition*  
*of prolonged public services rendered to the City of Dublin.*

*The Civics Institute of Ireland wish to record their indebtedness to the Women's National Health Association of Ireland for obtaining a grant of £300 towards the expenses of printing this book from the Annie Sharpe Bequest, through the kind co-operation of the Trustees and the Hon. Arthur Whittemore, of Dover, New Hampshire.*

The Civics Institute of Ireland, under whose auspices this Volume is published, cannot allow the following Report to be read without acknowledging their appreciation of the way in which the Civic Survey Committee have performed their arduous task of preparing the Civic Survey.

They desire especially to express their deep sense of gratitude to Mr. HORACE T. O'ROURKE, F.R.I.A.I., City Architect of Dublin, without whom the Survey would not have been completed.

On behalf of the Civics Institute of Ireland,

R. CAULFEILD ORPEN,  
*Chairman Executive Committee.*

9 ELY PLACE, DUBLIN,

*1st November, 1924.*



## FOREWORD.

The capital cities of the world have always propounded a problem of especial difficulty ; so frequently, as in the superlative example of ancient Rome, they have been quite untypical of the methods of urban development of the time and country. A good case can be made out for making the capital an extra-municipal unit, as the United States has done with Washington : but this is much easier when a new site is selected, and a purely capital city designed like Washington or Canberra. More often a historic capital has given up in despair, and allowed things to take their course, keeping hold at most upon a group or two of buildings. Thus, the nominal capital, Bruxelles, is surrounded by its powerful and more populous communes, each looking after itself admirably, but no comprehensive metropolitan plan possible. London is worse off : the parts which have, as it were, horizontal as well as vertical divisions, have hardly begun to consider the need for planning at all : even traffic, that most easily grasped necessity of city control, is thought of bridge by bridge, road by road ; a body, permeated with disease and suffering from universal blood pressure, is delicately treated with small patches of sticking plaster for surface wounds.

Vienna and Berlin have indeed attempted to set their house in order (the latter troubled with the dualism of Charlottenberg), but it is to Paris, New York, and Dublin that one must look for a capital city that is aware of its difficulties, and is trying to solve them in a logical way. Paris, of course, has given more consistent and continuous thought to its responsibilities as a capital than any other city in the world, but we are concerned at the moment with what is being done to-day.

Paris and Dublin have proceeded identically in the first stage, Dublin and New York similarly in the second : none of the three has reached the final stage of preparing a City Plan foreshadowing the growth for the remaining three-fourths of the twentieth century.

The first stage of Dublin, as of Paris, has been an international competition. A town-planning competition, quite otherwise than an architectural, does not expect to produce a plan that can be put straight into operation ; rather does it set the brains of the world to work upon its problems, and hope for a mass of suggestion and ideas. The Dublin competition was one of the enduring results of the Vice-Royalty of the Marquess of Aberdeen.\*

Having thus obtained a notable collection of ideas, the next step was to subject them to a minute scrutiny, and for this purpose a complete analysis of the existing city was necessary. This, to-day, is known as a Civic Survey, and it is now presented to the Public by the Civics Institute, who have carried out this laborious and essential work.

The public as well as the officials and technicians of the City of Dublin and its surrounding local authorities have these two stages available in convenient form for study and comment in two companion Volumes.

Next is to be prepared the Final Town Plan : by whom and by what means cannot be as yet definitely stated. But it is clear that it must have some official status, and that like the Competition and Civic Survey, it must not be confined to arbitrary limits.

The Civics Institute is to be congratulated on carrying the work over this stage : it is now the turn of the Free State to complete it.

PATRICK ABERCROMBIE, M.A., A.R.I.B.A.,  
*Professor of Town Planning, Department of Civic Design, University of Liverpool.*

\* The Prize Design was published in Volume I. of the present series, "Dublin of the Future" : a résumé of the other designs is given in this Volume.

## THE CIVIC SURVEY COMMITTEE.

---

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MISS LONG, *Hon. Secretary.*

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### ACKNOWLEDGMENTS.

The Dublin Civic Survey Committee wish to record their grateful appreciation of the voluntary assistance given by those officials of Public Bodies and Local Authorities, and all others, in the preparation of the Survey.

Among those who have rendered particular assistance are the following:—

GENERAL MURPHY, *Chief Commissioner, Dublin Metropolitan Police.*  
THE COMMISSIONERS OF THE COUNTY BOROUGH OF DUBLIN.  
JOHN J. MURPHY, Esq., *Town Clerk of Dublin.*  
WALTER G. STRICKLAND, Esq., *Royal Society of Antiquaries of Ireland.*  
W. A. DIXON, Esq., *Architect, Dublin.*  
MAJOR T. J. MOLONY, *Officer Commanding Army Air Corps.*  
THE DUBLIN CAMERA CLUB.  
THE IRISH TRANSPORT AND GENERAL WORKERS' UNION.

The Committee are also indebted to the Marquess and Marchioness of Aberdeen and Temair for their generosity in placing at the disposal of the Committee the financial assistance necessary for the publication of this Report.

### AERIAL SURVEY.

A complete Aerial Survey of the central area is being prepared with the authority of the Minister for Defence, by the Army Air Corps, and a limited number of copies will be published by the Civics Institute, by courtesy of the Controller, Stationery Office.

The Institute much appreciate the help given by these Departments, whose co-operation alone has made the publication of the Air Survey possible.

The Institute is particularly indebted to the Army Air Corps, who are responsible for the preparation of the Aerial Survey, and with whom it has been a privilege to be associated in this work.

---

Since going to press the Institute has learnt with the deepest regret of the tragic death of Major Molony during the Army manoeuvres.

He was responsible for the air photographs in this Volume, and the Aerial Survey was begun under his direction. His keen interest in the work and his unfailing courtesy will be held in grateful remembrance by those who knew him, and the Institute has lost a real friend by the untimely death of this very gallant officer.

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