bounding wall | folding landscape
A boundary is a real line that marks the limit or containment of something, place or space. A boundary is not necessarily a physical entity. Shannon has both types of boundaries, physical and mental. The physical is in the form of routes and pathways; they can prove to be long and convoluted. The mental boundaries can be more difficult to discover, and therefore more difficult to overcome.

Still. Nothing moves. A gap through and noise. A car passes. A child walks by. Still. The path curves around to a slow stop. A car can be heard, but not seen. Black and white, I cross the road. Moving towards the noise, slowly ascending up, across. A rapid descent, the path veering to the right. Still. The cars are gone now, their sound replaced by wind. Movement, caused by wind. No people to be seen. The only sound is the wind. A gap emerges, the wind louder. Black and white, then grey. The leaves whistle nearby. Bang! A car door is shut. Someone passes by, but does not acknowledge me. A drop. Then another. Rainfall. The noise of the wind tries to compete, the rain louder. Still. The rain is gone.
“Shannon is a town without history, without roots, without character. It is a collection of uprooted people in search of a job who will perhaps be on their way tomorrow if a better job beckons them elsewhere. In the meantime, they are here and are under a strain to create some sort of life for themselves and their dependants. It is a town of housewives and babies, with no really poor people, no unemployed, few old people, few teenagers.”

“It is not really a town, not even a suburb: more a suburb in search of a town, where your landlord not merely owns your house, but also employs you and entertains you and cuts your lawn and makes all the decisions. Yet somehow, I like Shannon, and any criticism I make should be tempered by this consideration. It has become my home and must be where my children will find their future. We have invested ourselves and our children here, and both Shannon and we should get a handsome return.”

1 Liam Ryan, Shannon, Ireland’s New Town. (Cork: University College Cork, 1968)
Public space in Shannon is in the form of empty open green space. There is no distinction of different spaces in different neighbourhoods. These spaces act as routes, intended to provide a walking route to the town centre. While they are open spaces they also represent boundaries themselves. Many are exposed and uncovered, which discourages the use of these spaces for walking. The automobile has become the main mode of transport.
OMA’s submission structures the grounds in strips that even penetrate the large hall. The main traffic route runs at right angles to it and across the entire park. Buildings, installations and art objects, different free zones and special purposes zones, as well as water elements and plants left in an almost natural state or artistically designed. They are all arranged to fit the strips or burst the grid pattern asunder. Structural and high-tech elements live alongside surreal sections, and the design presents a colourful leisure-time cosmos.

The program by the city of Paris was too large for the site, leaving no space for a park. The proposed project is not for a definitive park, but for a method that - combining programmatic instability with architectural specificity - will eventually generate a park.

The idea comprises 5 steps:

- The major programmatic components are distributed in horizontal bands across the site, creating a continuous atmosphere in its length and perpendicular, rapid change in experience.
- Some facilities - kiosks, playgrounds, barbecue spots - are distributed mathematically according to different point grids.
- The addition of a “round forest” as architectural elements.
- Connections.
- Superimpositions.

In the second phase, the nature element was elaborated in the form of a series of “wings”, that created as in a theater - the illusion of a park without consuming the territory that was needed for the overabundance of activities.
INHABITED ROUTE

Applying OMA’s theory of programatic planning resulted in a diverse range of activities, whose structures can be adapted to many more situations.

WATER

A pool extending beyond the barrier of the trees reminds of the close proximity of the sea. The pool can be used for exercise, for kids to play or relaxing in a natural environment. This also provides the first point of access to the ROUTE above.

LAND

Connecting the ROUTE to the LAND is a surface change at ground level. Dropping down from the raised route you change pace, arriving at a point of rest, a shelter with seating, on a bus route, and with WiFi access. The surface change begins here, leading you into the landscape behind the housing, to a site proposed for allotments and parkland.

AIR

Linking the WATER to the AIR via the ROUTE serves as a reminder of the unique setting of Shannon.
HANDBALL

Handball is an ancient game, played in various forms all over the world. In modern historical terms, the earliest known records of its playing in Ireland date to the Statutes of Galway in 1527 wherein people were ordered to stop playing handball against walls in the town. Castleblaney, a painting from 1786 by John Nixon depicts handball being played against a ruined castle wall. Literature sources mention its playing from the mid 1700s, though the 1800s and into the late 1900s, predominantly in appropriated spaces until the early 20th century, the more common of which included religious ruins, unused RIC barracks, walls of bridges, and walls of hillside lime kilns. Although now an international sport and keenly supported in many parts of Ireland, its last great era occurred during the 1970s. Handball is now mainly an indoor sport and those examples still in good repair are rarely used for playing handball, only by the Traveller Community, if at all.

THE ALLEY

The handball alley has an inherent architectural, sculptural and aesthetic beauty, possessing a striking form unarticulated or adorned in any architectural sense. Purpose-built alleys first emerged in the late 1700s, though seem to have remained the exception for at least a further 100 years. These early purpose-built alleys typically comprised two short side walls either side of a wide front wall. Later versions extended these walls and raised the height of the front wall making the familiar 3-wall alley standard by the early 20th century. A fourth back wall was added in the 1950s and incorporated various combinations of solid walls, viewing windows, or raised viewing terraces above changing rooms or void space. A small proportion of alleys were later internalised by the addition of a roof. Interestingly, the size of the floor space remained relatively consistent from the outset.

The handball alley was significant in the cultural and political life of the surrounding community. For the most part it was built by voluntary local labour, though alleys were sometimes gifted by landlords and patrons. Throughout its history playing handball was associated with large, often day-long, gatherings; people waiting for a game, those spectating, those engaged in betting and match-making activities. The introduction of high enclosing walls resulted in such gatherings became more formalised and a socio-political role emerge. In addition to Sunday dances, card playing and hiring place for casual and seasonal labour, other common uses of the handball alley include as a meeting place during the 1798 Rebellion, the Black and Tan era and the Civil War, and sometimes as a place for execution-style killings.

OTHER USES

The alley can also serve other functions. Its could be used for community events such as barbeques, outdoor cinema nights, dances, bonfires.
COMMUNITY POOL

The proposal is for an open air swimming pool for the community. This will also provide an access point for the above route. Bathing boxes, temporary timber structures lead through to showers, filtering through to the pool area.

The path continues on to the existing pathway near the sea edge. This also provides a direct link from the estate to the water, visually, physically and emotionally.

A stair brings you up to the raised deck, with seating to enjoy the view of the estuary, and begins the start, or finish, of the track for running, walking or cycling.
INTERDEPENDANCE

The boundary condition that exists between the town and the park is a 3M high stone wall. There is one small generic door to gain access near Kenmare Place, while further on there is a gated entrance, for the jaunting cars.

The town and the park co-exist symbiotically. The town would not be as it is today if not for the park, and the Park would not survive without the town. The boundary should reflect this interdependence. The wall I am proposing would highlight this in its construction. Remove one piece and the wall collapses.

ACCESS AND MEMORY

The new wall will act in places as a stile. In others there will be passage under at ground level. The wall can be inhabited by people and nature alike. It will become a living wall, The construction will reappear in other parts of the town, at smaller scales, as a memory of the wall and the park.
A BRIEF HISTORY

During The Plantations in Ireland the Brownes eventually became Earls of Kenmare and had the single biggest influence on Killarney town. As part of the plantation of Munster, English Protestant settlers were given land in Killarney and in 1604 there were 40 English houses. However, this was not a success and by 1642, there were only 17 English men, women, and children left. In 1652, a Cromwellian military post was set-up at Ross Castle. These soldiers then sought out and hung Irish Catholic “revolutionaries.” The poet Piaras Ferriter was one victim and the town centre Speir Bhean Monument commemorates him. The priest Thaddeus Moriarty was another, arrested for saying mass at Killaclohan Mass Rock. Remarkably, the Brownes remained Catholic throughout this period and never lost power.

Killarney continued as a small market town until 1750. At this point Viscount Kenmare, seeing a great promotional opportunity, decided to capitalise on nature’s bounty. He invested in roads, boat facilities, and gave out long leases for new inns. Killarney became the “in place” to be and by 1780, even the Bishop of Kerry had moved there. During this same period, the lands around Muckross transferred to the Herbert family through marriage with the MacCarthy Mors. The Herbert’s amassed a considerable fortune by mining copper along the Muckross peninsula. In 1793 Rudolf Erich Raspe, the author of The Surprising Adventures of Baron Munchausen, was employed as geological adviser for the estate. He died from a fever in November 1794 and is buried in nearby Killegy churchyard. With the continued encouragement of the Brownes, St. Mary’s Cathedral, St. Mary’s Church of Ireland, the Presentation Convent, and a new Franciscan Friary were all built in the early nineteenth century. Both the Herberts and Brownes also built grand, new estate houses at Muckross and Knockreer. This prosperity was halted in the autumn of 1845 when a potato blight struck Killarney and the rest of Ireland. The partially built St. Mary’s Cathedral was used as a fever hospital. The population of the large workhouse, built in 1845 to house 800, had swelled to 1200 by 1847. The Herberts and Brownes were active in Famine relief, remaining on their estates throughout the crisis. Both families cut personal expenditures in order to supply soup and provide agricultural expertise for their tenants.

By 1850, the ravages of the Famine had faded and Killarney’s role as a tourist centre returned. It was confirmed in 1855 that Queen Victoria intended to visit the area. In 1861, with an entourage of over 100, the Royal Party arrived. They sojourned at Knockreer and Muckross during their stay. A panorama on the Muckross estate, enjoyed by her ladies-in-waiting, was dubbed Ladies View, a name it has retained ever since. The Herberts, in particular, spent vast sums in preparation for the visit, bankrupting themselves in the process. The Muckross estate was sold in 1899 to Lord Ardilaun, a member of the Guinness family, and used strictly as a hunting lodge. In 1910 it was sold to a wealthy Californian, William Bowers Bourn, who gave it to his daughter as a wedding gift. Interestingly enough, Bowers Bourn had the ballroom walls of his California mansion, Filoli, painted with Muckross scenes. Maud Bowers Bourn married Irishman Arthur Rose Vincent and they made the estate their home. After Maud’s tragic death in 1919, Arthur Rose Vincent decided to give the estate to the Irish nation. This was finalised in 1932, making Muckross the first Irish National Park. The National Park has continued to grow over the years. With the addition of the old Earl of Kenmare estate, it consists of approximately 26,000 acres. Initiated by Viscount Kenmare in the eighteenth century, Killarney’s tourism role has changed very little in the present time.
The root of a town and the history of a place can have significant impact on one’s ability to live there, to work and to raise a family there. The condition of the built environment, access to open public spaces, can have psychological impacts that may not seem at all obvious at first, but over time fester.

Public spaces in cities are also useful identifiers of place. Many would recognise Central Park and Hyde Park as location specific public spaces. A unique public facility can provide the inhabitants a physical and emotional connection with a place, enabling to strengthen community ties and promote community pride in a neighbourhood. Public space or open space has become common phrase of recent times. Historically public space was used as a staging area for the community, as a place for rest, to meet others and to exchange goods and ideas. It was also used for social and political movements to express their opinions. M. Webb wrote of how the “actors and decor have changed over the centuries, but the need for a stage has remained constant.”

The need for a stage may have remained, but is the “stage” itself the same?

Due to the phenomenon known as suburbia, many people now commute great distances from their suburban homes to work in the city, returning home every evening. People can nowadays spend more time sitting in their cars in traffic or queuing in the local Tesco than they do in a nearby public park. Has the motorway or the supermarket become our new public staging area? Perhaps the notion of public space and what it entails is not the same as what it was a century ago. Public space back then provided the necessary interaction of people socially, whereas today many people are utilising social networking sites to connect with one another, creating a virtual public space.

The benefits lost to this new public environment can be detrimental to one’s health, both mental and physical. According to the Institute of Public Health in Ireland public spaces and networks influence physical, mental and social health in many ways. “Access to good quality, well maintained public spaces, efficient, modern public transport systems and walkable neighbourhoods can encourage physical activity, increase the likelihood of social interaction and contribute to better quality of life.”

Open or public spaces in Ireland are seasonal, or at least weather dependent from a day to day basis. A new typology in public space is needed to encourage the populace out of their homes and monitors. How we use public open spaces and why we use or don’t use them is in question. Is there a purpose to open spaces in cities and towns in Ireland when they are not reflective of the needs of the people they are intended for? How can a public space be reimagined to accommodate for all eventualities and all conditions? Is it possible that our open public spaces have become empty spaces?
The idea of townscapes grew in the 1940’s, after the Architectural Review published its articles called “Townscapes Casebook” and “The Art of Making Urban Landscapes”. This began the British townscapes movement. It was a means of looking how towns grew organically and how the planners of the time could respect the richness produced by this type of growth. Planner should now have been studying what was good about existing townscapes and urban areas. The 19th Century ideals of the picturesque movement were also important. The picturesque became the currency of tourism, it became a commodity. During this movement, this began as a reaction against the artificiality of the British landscape garden and the rigid symmetry of Palladian architecture. This could also be applied to an urban setting. The townscapes was as important as landscape. Townscapes have many identity factors, from focal structures such as Cathedrals and statues, to enclosures, quiet human scale squares or courtyards. A healthy urban townscapes should have a viscosity to it, the way in which people slow down, to talk, meet, window shop. A vista is also prominent in townscapes, in the way the eye can be lead to a certain view. Scale and punctuation are also of importance.

**ORGANIC GROWTH TO PRAIRIE PLANNING**

With economic growth after World War II began in many countries the mass construction of what is now known as suburbia. Many people were choosing to opt out of urban living for a life more at one with nature. The challenges of daily urban life were becoming too extreme for people, with over population, traffic, high crime rates, social disorder and lack of proper recreational facilities adding to the cons of city living. Suburbia was considered “The Promised Land”, where children can roam about freely, where car parking is free and right outside your front door, where there is little or no social disrupt.

The irony of suburbia was that due to the lack of facilities such as schools, shops and hospitals people began to spend more and more time in the car commuting to and from neighbourhood centres to home and to work. The life at one with nature was soon taken over by long commutes to workplaces, which were usually either back in the urban centre or in concentrated business parks along roadways. Increased use of the car brought about increased demands on the road networks, and these roads became the main image of the public space still utilised by people daily. Suburbia, while was considered an ecological realm, has a disastrous effect on the landscape and ecology, with the landscapes visually blighted by rows upon rows of the same house. This in effect was the notion of Prairie Planning. The natural paradise of being surrounded by the landscape was soon eroded with another phase of suburbia. The subtopian dream is too slowly being eroded. The landscape is being destroyed to condition a new development of housing, a new longer stretch of road and more asphalt.

There are no streets in suburbia, just roads, and no chances for the viscosity of the townscape to emerge. The spatial structure of suburbia is based upon a division of functions, property, domains and people. Ownership and privacy are the mythical ideals that disrupt any possible form of urbanity to emerge. Michael Sorkin said that it is a subtopia where no conflict might emerge and where demonstrations cannot take place.
PRIVACY - A SUBURBAN MYTH?

One of the attractions from the urban centres to suburbia is the consolation of privacy. The privacy sought by so many reveals itself in the form of isolation instead. The spatial arrangement of suburban housing involves a series of buffers from the public – the communal road and footpath, the physical boundary of the wall, the spatial barrier of the front garden, the safe enclosure of the house and the back garden. The front garden acts as the public face of the house, usually neatly maintained, with one or two spaces to park cars. Similarly the innards of the house itself can behave in this manner. The house is inward looking, with living and private spaces to the back of the house.

The life of the front rooms is again the public face, for example “the good sitting room”.

The concepts of “public” and “private” can be considered in spatial terms of “collective” and “individual” according to Herman Hertzberger⁴. In his book Lessons for Students in Architecture, Hertzberger sets out to challenge these terms. Hertzberger suggests that the opposition between private and public has resulted in a cliché, a cliché which is untrue as the difference between the terms general and specific, objective and subjective. These types of oppositions are, to Hertzberger, “symptoms of the disintegration of primary human relations”.

Hertzberger and Sennett overlap on the aspect of societal behaviour being role induced. One’s identity or personality is “affirmed by what others see in him”⁵. The phenomenon of suburbia also brings about the term identity. The mass movement out of the city, for people to have a front garden, a house and a back garden, in Ireland in particular is attributed to the “Bull McCabe” phenomenon. As a nation we like to own our plot of land with our house and its garden, a relationship possibly handed down from the era of The Picturesque. The relationship between house and garden is still as strong as ever. Our identities, on the other hand may not be as strong. Moving to suburbia, to rows upon rows of the same house, with our daily lives occurring in the back or private part of the house results in the front of the house, or its face becoming generic or faceless. The question of identity and association with our cities, our streets, communities and public spaces is a contested one. Koolhaas, in his essay entitled “The Generic City” discusses identity and city, which in turn can be applied to public space, suburbia and others. The contemporary or modern city resembles more and more a contemporary airport. Both, in many cases, are places of movement, transitional spaces, and both have become, to a certain extent, generic. Suburbia has become one of these transitional places, with people having to leave for work, for school, for hospitals. Koolhaas’ suggestion of identity versus blankness could have contradictory affects when thought of in relation to public space. A space or place having a certain identity can encourage, or discourage its use, or the types of public that use is. A space with no definition or identity could be used as freely as possible, by the public, for whatever it may be needed for. When do we as a public make the conscious movement away from difference towards similarity?

It could be said that the public has already subconsciously made that decision in terms of its public appearance or costume, as well as mask. The accessibility to cheap clothing stores, which stock the same items, has lead public to look increasingly similar. Have we lost the ability to express individuality through our dress? Before we assign an identity to a space or place, we as a public need one. Sennett raises the question of identity in the public man of the 18th Century, suggesting that identity is a useful word, but abused all the same.

“An identity is the meeting point between who a person wants to be and what the world allows him to be”⁶

If identity is an expression of who we are, by allowing it to be smothered are we deliberately suppressing our identity in the public realm? Is it a safety mechanism or barrier from interaction with strangers? Or has identity ceased to matter at all? Have we not differentiated between the stage and the street yet? The world as a stage as a term may have in itself assisted in the creation of a dissociative public on the streets. The manifesto of the generic city typology has many positive attributes and negatives ones. It is a reflection on the current or present needs and ability.

Negatively, in my opinion, it becomes a city without a history, in turn without identity.

“It is big enough for everyone, it is easy. It does not need maintenance and if it gets too small it just expands. If it ages it self-destructs and renews. It is exciting and unexciting simultaneously. It becomes superficial.”

With our identities being eroded from all angles, in our homes, our clothing and our lives, are our towns, our communities becoming mass generic settlements? How do we stop this erosion, re-establish who we are and what in our urban environment is important to us?
THE LIVING STREET

The street is a term that conjures up different images for different people. To quote Herman Hertzberger the street is “conceived as what it must have originally, namely as the place where social contact between local residents can be established: as a communal living-room, as it were.”

The street as a public space has become devalued. The car and the priority it was given assisted with this. But the automobile was not the only factor – due to suburbia and the need for less dense living, there were less people on the communal “living street”...the atmosphere of a once bustling communal room was gone. The economic prosperity at this time encouraged the idea of individualism. The notion that we don’t need our neighbours, they are just by products of where we choose to live. In the “living street” the residents would normally have something in common. It used to be financial difficulty, or a culture or even a language. This interdependence is no longer evident in our lives. The living street is not just an urban based ideal but can also be applied to suburbia as well. The lack of interdependence also applies to both areas.

The importance of the street itself in a city is undeniable. “Cities spatial structure is a complex assemble of constructed space, environments and objects which form into an urban system in order to create an urban context for the processes of urban life.”

An urban area can be viewed as built and non-built spaces. Miloš Bobić, in his book, Between the Edges, describes this in two phases. Firstly a city’s open space is a geographically category that bounds all spatial elements, functions and activities on different levels together into one urban whole. A city cannot exist within itself as well as within a global context without a communicational network. The network in this case is the public spaces, inclusive of the streets. In short, without public space there is no city. Bobić’s view of the open space being the bounding element is the reverse on how many think. Public space in an urban context is usually considered a more recreational space. To view society in this same way it would put more emphasis on recreational and social lives than on working lives. If we lived this way then more importance would be place on the quality of these spaces, and not viewing them as a percentage required in planning laws.

The second phase is as follows.

“City blocks are islands implanted in a continuous network of public space. They are organised into clusters which protect private domains within a closed perimeter, separate from the city’s public domain.”

Bobić is trying to establish a relationship type between the city street and the city block. While it can be easily established that there is a spatial relationship, the social relationship is the hidden one. The importance of the street in the development of an urban environ is unprecedented. The pre-existing street patterns precondition new buildings and built structures and “as continual elements of the city morphology, only streets enable us to experience the totality of the city structure.”

Through the act of walking the streets we can recognise the character of a city or urban area, and understand its urbanity. The street and its containers, or the building that bound it also have a complex relationship. It is one which reverts back to the idea of public and private. Richard Sennett pointed out that “public and private are molecules of society”. He writes that public is a human creation, while private is the human condition. The balance of this is challenged in relation to the streets and its buildings as depending on the usage of the building some are considered public, while the house private. The public building on the street can change the shape of the street, offering it a depth during the opening hours or passage through to other streets. Bobić writes that the very nature of the city is maintained by the interrelation of its components.

THE FRONTIER

It is at the edges of transition from one component to another that the relationship can be seen readily. It is where scales are juxtaposed, uses and entities differ. It is at the edge that the confrontation is apparent. The urban fabric may be confronted with the natural landscape, with other parts of the city, with the street and the block and the building making up that block of city fabric. The edge is important – it gives us knowledge of the growth of a city or town, the morphological pattern and the integration of one part into the whole over time.

“Different forms of division or integration between the city and nature cause a different inner quality of the city structure and influence the quality of nature and ecology as well”
"The Wall"
In context of Killarney town and the Landscape
South West Facing Drawing
EXCHANGE

Life in a rural setting and life in a metropolitan area differ greatly. Rural life can be repetitive, slow, and familiar. Life in a metropolitan area is the opposite – the individual experiences an intensification in nervous stimulation, from to multitude of people, to the ever changing landscape before him. The unexpected requires consciousness, far more than daily activities. The city contains a multiplicity of economies, occupational and social lives, contrasting deeply with a rural way of life. The small town mentality rests more on the felt and emotional relationships, whereas the city is much more removed, more clinical. A heightened awareness and intellect comes to the forefront in a metropolitan man, one whose reaction to the phenomena of city life is shifting the stimulated reactions to remove personality from the equation. The metropolitan area brings about a concentration of economic exchange, as well as social and intellectual. This concentration gives an importance to the means of exchange, something which cannot be achieved to the same degree by a rural settlement. These are the views of Georg Simmel (Ed. Kurt H. Wolf), a German sociologist. Simmel suggests also that the money economy and the dominance of the intellect are intrinsically connected – a theory partially, but not necessarily wholly true.

The society of exchange is evolving to the extent that physical boundaries no longer interfere. The initial sites of exchange were the markets, as previously mentioned taking place in the Agora or the Roman forum. Markets and marts were also important in Ireland, with farmers travelling long distances to the town to trade animals and produce. For people living in a rural setting these markets were a chance to interact with other people, bringing the social importance of the market to the forefront. As populations grew these markets did and the towns they were held in flourished. The main streets were lined with shops selling various things. This was the beginnings of what we now have in my large towns – busy main and high streets, with shops, cafes and businesses. With this began the decline in the markets themselves in many Irish towns, and with them the social space and interaction that many people depended on. The towns begin to function in a manner similar to what Simmel believes – smaller scale cities, where money is a form of communication and people have become more matter of fact and clinical about their daily activities. There is very little room for the unexpected and the unplanned. Spontaneity can often be feared, as it is an unknown. The life of a town is generated on the people going about their daily activities in an almost predictable manner, like a colony of ants, everyone with a function, a purpose.

TO THE MALL AND BEYOND

The next step in the Exchange phenomena is that of the shopping centre. Purpose built halls, with internal streets, generic environments and little natural light. Many came equipped with restaurants, as well as shops, resulting in one not needing to leave the centre all day. With the increased dependence on the car, many of these centres were located on the fringes of urban settlement, usually outside of town limits for economic purposes. They were surrounded by large swathes of car parks, and some even had public transport routes added, with people being bussed from town and city centres out every hour. The shopping centre culture has had some positive, but many negative effects on towns and cities in Ireland, and worldwide. Large towns and small cities began to have a doughnut effect, with empty centres, and all commercial development located at the edges, marking the end of the town and the beginning of suburbia. In recent times the boundaries of exchange that normally existed have been tested. With the invention of the internet and the ease of access to credit cards online shopping is more and more popular. It is quick, easy, and global and can be done from anywhere. Conversely, it is impersonal, usually supports multinational companies, and doesn’t involve any social or other usually associated with exchange. Each experience is the same. It is generic.

“A generic city is what is left after large sections of urban life crossed over into cyberspace”.

The public domain of cyberspace is increasingly taking over from real life social interactions. With online activities mimicking real life, directly from ones living room, more and more people find themselves living online, myself included. The social networking sites, while in many ways encouraging connectivity globally, are limiting connectivity locally, and physically. Society today is an online, interactive one, doing everything from shopping, chatting, working, playing etc. in an online world. While the benefits of the virtual public space are obvious – ease of connection with friends and family, file transfers, image uploads and above all cheap. The likes of Facebook, My Space and Twitter are all quasi-public spaces, but are all company owned. This can lead to censorship of views and opinions, not the real intention of a free public space. The question is whether we whole heartedly move forward with the notion of the virtual public space, and forget completely about the physical space?
Car Parks
Map of Killarney
Scale: 1:10000
CYBERSPACE - A NEW FRONTIER?

With the endless possibilities in cyberspace, from ordering groceries, to meeting friends to work, and with the human condition preconditioned as private according to Sennett, will society wholly immerse itself living virtually? The need for human contact with the outside world is not a necessity for the carrying out of our daily lives, but it is for our mental lives? Does the hold of the digital world we live in need to be in control of everything we do? If so then the need for public spaces in urban areas would be unnecessary. Similar to the mass exodus from the cities of their populace for suburbia, the necessity for public areas was gone. The space where the were then needed in suburbia, but not used as they were communal, open, green voids, left over required spaces in the development. The search for privacy outside the city took over that people have almost forgotten how to need these spaces. With the lack of interdependence due to economic prosperity we had forgotten that we need one another. The generic city manifesto by Koolhaas again, comes to mind.

"A reflection of the present needs and ability. It is a city without history. It is big enough for everybody. It is easy. It does not need maintenance. If it gets to small it just expands. If it gets old it just self-destructs and renews. It is equally exciting or unexciting everywhere. It is superficial – like a Hollywood studio lot, it can produce a new identity every Monday morning."

Our online lives are becoming more and more like living in Koolhaas generic city. It has no history. Age does not apply. It is superficial and identity does not matter. With the public possibly entirely removed from the public space and living in an online virtual space what becomes to our forgotten spaces? Do they become relics of a forgotten time?

The previously mentioned need for privacy, the retreat from the city to suburbia and now this new virtual life has become a contradiction, or a new edge of transition. This contradiction arises in the control or lack of privacy we now experience in the virtual world. Once something is on the internet it can be found or seen by anyone. The virtual world we are choosing is perhaps more public than actually experiencing a physical public space. Which do we value more – our privacy or the cyberspace social, recreational and work lives many of us live?

Hybrid architecture defines as hybrid all architectural intervention that is at once object, landscape and infrastructure. Hybrid architecture, pushed by the fact that it concentrates in a single architectural intervention a triple object-, landscape- and infrastructure-related nature, generates architectural answers with very specific features, which widen the conceptual framework of topics that are transversal and consubstantial to architecture. All architectural intervention is defined as hybrid that is at once object, landscape and infrastructure, an architectural intervention that simultaneously meets three conditions: It is a physical intervention that, as a result of a project, proposes an architectural space generated on the basis of human intervention.

It is an architectural intervention, which is at the same time a landscape: the architectural intervention integrates inseparably into the landscape.

It is at once an architectural intervention and an infrastructure: in transforming into a section of infrastructure itself, the architectural intervention incorporates part of its laws.

The fact that the architectural object incorporates the infrastructural nature into its own implies the precondition that this object becomes an integral part of an infrastructural system of higher order.

At the same time that it possesses the autonomy characteristic of all architectural objects, a hybrid is also a section of infrastructure integrated in a wider infrastructural system —conceived to absorb flows of circulation— with its own laws and functioning. The mobility becomes a core quality of the architectural intervention with significant consequences concerning the spatial configuration. As far as the programmatic dimension is concerned, spaces of circulation integrate into the realm of the primary spaces as part of the core programme and occupy a greater proportion of the surface relative to the entire available surface.

As far as the order system is concerned, the fact that the hybrid object belongs to an infrastructural system of a superior order will result in the necessary incorporation of part of the laws defining this infrastructural system as an ordering system into the genesis of the hybrid.

As far as the condition of limit is concerned, the indispensable condition of physical continuity between the physical area defining the project and the infrastructural system to which it belongs, leads to the disappearance of the concept of limit associated with that of border in light of the emergence of its definition as space of transition.
HORIZONTAL

VERTICAL

\[ + \]

ADDITION.

OBlique

\[ \times \]

MULTIPLICATION.

Vito 5/l1
From the busy urban living room of the street to the ideological seclusion of suburbia to the new virtual “generic city” society has evolved in its need for privacy but want for public exposure. There is an imbalance in the way people live in today’s world, just as there is an imbalance in the urban spaces we occupy. The public spaces of our towns and cities are what bind them together, yet they are in many few and far apart. They have become empty due to the reduced number of people or public to occupy them. They are unsuitable to the needs of the populace or the climates we live in. Trends in fashion, art, architecture are globally followed with the media and internet and the trends in our public spaces are similar. A public square in sunny Spain is not necessarily going to have the same success if it was in rainy Ireland.

The edges of the way we live need to be re-established and reimagined to define them properly. This applies to the boundaries between the urban fabric and the natural landscape, between the physical entity of a shared public space and the overexposed virtual public cyberspace.
Due to the dependency on the car, the construction of car parking structures is dynamic places, "but secret, where the rules did not apply", with a "mysterious, inhumane beauty, born out of extreme obligation to the car". Early car parking structures of the 1950's and 1960's were simple, "plain in plan, clever in section, graphic in elevation and non-referential. Instead, they were made to respond dimensionally and anatomically to the module and trajectories of a moving car."

Elevation

The elevation of a car park is different from that of a conventional building.

"It communicates the building's order and its spatial and constructional logic..."

Obliquity

'Ramp', 'slope', 'inclines', 'diagonal', 'acclivity', 'rise': these terms all describe a condition other than flatness. Obliquity is found in topography, and in road, where it may describe a character and its useful form of orientation.

"Language is suggestive to our understanding of the oblique. The ramp - the result of the wheel, which distinguishes the motion of the car from that of the human body - sets the ramped multistorey car park apart from other types of building."

The use of the car has led to urban sprawl
- What are the consequences for existing town and city centres?
- What is the relationship between cars and the city?
- A car park - can it become a catalyst of urban life?
- Is it possible to make a car park spaces beautiful?
- Is a move away from the obligatory design of car parks?
- Is there a way to escape the repetitive floors of car parking structures?

Can there be an identity imagined other than based on a colour code?

- Are there more exciting or new spatial configurations to be explored?
- Discover a way to fundamentally bring together 'urban programme', a park and landscape and cars?
- 'Integrated Parking' - Public spaces relieved of surface parking pressure
- Is there possibly a more direct relation between a parking space and programme: 'Park at your desk'


AS PHALT ['æsfælt] n [U] black sticky substance like coal-tar used for making roofs, etc. waterproof, and mixed with gravel or crushed rock, for making road surfaces v.t. (VP 1) surface (a road) with -.

'Roof' = 'Road'

'Turn your journey into a pleasant ride over an inclined surface offering spectacular views..."
REMEMBER YOU PARKED ON BLUE FLOOR

Edge Cities
Urban Villages Outtown
Suburban Downtowns
Suburban Activity Centers
Major Diversified Centers
Urban Cores Megalopolis
Pepperoni-pizza Cities
A City Of Realms
Superburbia Disurbs
Nonplace Service Cities
Perimeter Cities Spreadcity
Peripheral Centers
Tomorrowland Galactic Cities
Urban Field Exurbs
Polynucleated City
Technoburbs "the Burbs"
Conurbation Mallopolis
Slurb Sprawl

North Parking Deck
Levels are Color Coded
Level B Level G Level 1 Level 2
Designers integrated early garages into the urban fabric by complementing the surrounding architecture and respecting the pedestrian and the street front. The inclusion of storefronts or other active pedestrian uses along the sidewalk edge of a garage has always been a good strategy. By the second decade of the 20th century, the automobile had begun to redefine the way people lived: eventually, older, pedestrian-centred design strategies gave way to newer, auto-centred approaches. However, there is increasing interest, among New Urbanites and others, in reviving some of the characteristics of traditional town planning — in particular, by providing people with multiple choices of how and where to live.

Changes wrought by the automobile compelled municipalities to create parking and planning commissions. Eventually, citizens — concerned about the behemoths that garages had become — demanded that municipalities address the design and placement of parking. To combat urban sprawl, architecture, designers and developers are creating new, pedestrian-friendly places that evoke pre-World War II development patterns. These environments are often focused on transit, but also accommodate the automobile.

Properly designed, alleys can become active, pedestrian-friendly spaces where cars can enter and exit garages freely, without impeding street traffic. Moving entrances and exits to alleys also makes it easier to visually integrate the street-facing portions of the garage.

Integrating loading areas for delivery trucks into the parking facility can help keep street traffic flowing more smoothly.

Linking parking and transit can be a win-win arrangement. The point, however, is not merely to add parking spaces, but to sensitively integrate parking as a civic building type that supports the entire master plan. Transit-oriented development has the potential to reduce dependence on automobiles and to increase housing affordability.

Shared parking arrangements enable communities to take round-the-clock advantage of parking spaces — and to avoid brilliantly lit, empty eyesores that detract from the night-time streetscape. The parking facility is a natural generator of pedestrian activity — but only if it is fully integrated into the overall plan, rather than being hidden within a block or a building.

Public-private partnerships can be successful in parking facility design: for example, the municipality can select the location and participate in the design process, and institutions and private enterprise can contribute funding.

Citizen engagement is particularly important in public-private development projects: community residents should be informed of all the options that are available in the design of parking facilities. Integrating other uses into the parking facility — from day-care centres to dry-cleaners to coffee shops — is not only a convenience for users, but can also cut down on additional auto trips, saving gas and helping to protect the environment. Lining the sidewalk edge of the garage with ground-floor shops is an “old” idea that is appearing again today.

Much of the future depends on curbing sprawl, while preserving — and even expanding — choice: using existing infrastructure efficiently, increasing density, providing as many travel options as possible, decreasing automobile dependency, improving the distribution of jobs and housing, maintaining housing affordability, and protecting the environment. Inevitably, the parking structure will play a key role in such efforts.

The parking garage is a civic building type: needed by all, used by all. It is not a transient phenomenon but a permanent feature of everyday American life — and, as such, has the potential to contribute to the quality of that life. After all, “communities live in time as well as space” (Herbert Muschamp, “Fitting into History’s True Fabric,” New York Times, May 6, 2001).

The past century offers a wealth of solutions and alternatives — for transportation, for housing, and for parking. To give communities what they need, designers must study the best of the past and provide inspiration for the future. Properly conceived and designed, and visually and spatially connected to the deeper meaning of life, the parking facility can serve as a community link: offering a range of services to meet daily needs and featuring a range of amenities, from child care to stroller rentals, package delivery, books-to-go, films-to-go, and pedestrian paths.
On the main highway south of Las Vegas, a rhetorical spiral seeks to tackle traffic congestion, to delay arrival, to keep the motorist moving and busy. As the architects say, it’s a matter of perception. At the heart of this suburban gyratory is a tower of roads, revealing the ambiguity of all multi-storey parking structures in that they are a continuance of both ‘road’ and, by necessity, ‘building’. The form is the result of an algorithm that generates a ‘dirty’ spiral.

This gateway to Las Vegas is a long spiral through which you can play slots, roulette, get married, see a show, have your car washed, and ride through a tunnel of love, all without ever leaving your car. It is a compact Vegas, enjoyed at 55 miles per hour and topped off by a towering observation ramp offering views of the entire valley floor below. Life moves a little faster but you don’t get there any sooner.

The proposal Parkhouse / Carstadt examines the relationship between the automobile and the city. A car is inserted in the center of Amsterdam as a possible catalyst of urban activity. On the basis of 19,000 m² Parking, develop around 35,000 m² of space for a department store, shops, offices, apartments, restaurants and a hotel with facilities for conferences. A vital urban program is essential to prevent the historic cities are relegated to cultural theme parks. Parkhouse / Carstadt is a public street a mile long, a parking ramp that rises 15m wide with a slope of 6% to a maximum of 30m. It is a life filled with constant volume urbanaque and crouched on the site itself: the building as a contortionist.
Parksquare/Canstad is a 1000m long extension of the Nieuwezijds Voorburgwal.

Nieuwezijds Voorburgwal

Dam square
The site is situated at the New Street car parks and Beech Road, Killarney. There is currently a county council constructed bounding wall of 3m in height physically and visually concealing the Demense lands from the town centre. In the older OSI Maps of Killarney town the Park is shown to extend into the town at the Beech Road / New Street junction.  
The current car parks are surface parking and are over burdened as they provide easy access to New Street and Main Street of the town.

The site is sandwiched between the newer constructed council constructed stone clad wall and the pre existing stone end wall of the houses.

There are few access points along the site currently to the Park. This has resulted in a disconnect between the town and the Park at a critical point or frontier.
THE PROJECT

It is a physical intervention that, as a result of a project, proposes an architectural space generated on the basis of human intervention.

The project is a parking facility for the town of Killarney and its bordering Parklands. The human dependency on the car which led to urban sprawl and increased amount of cars necessitates the provision of more parking in the town centre.

It is an architectural intervention, which is at the same time a landscape: the architectural intervention integrates inseparably into the landscape.

The project is to reflect the topography of the landscape that it is sited in. It is reflective of the mountain range that faces it from across the lake.

It is at once an architectural intervention and an infrastructure: in transforming into a section of infrastructure itself, the architectural intervention incorporates part of its laws.

It is an infrastructure in itself. It is road and roof, it is a car park and a park.

The fact that the architectural object incorporates the infrastructural nature into its own implies the precondition that this object becomes an integral part of an infrastructural system of higher order.

The project integrates itself into the exiting road system, allowing for a continuous flow of traffic, both car and people.

As far as the condition of limit is concerned, the indispensable condition of physical continuity between the physical area defining the project and the infrastructural system to which it belongs, leads to the disappearance of the concept of limit associated with that of border in light of the emergence of its definition as space of transition.

The border between town and park is now blurred, the project is a landscape and an infrastructure.

Schedule of Areas

- To provide adequate parking in lieu of re-utilising the existing car parks - 500 spaces
- Re-route existing road system into the structure, ensuring continuous movement
- Public toilets along the length of the project
- Seating at various intervals
- Bicycle parking facility

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