Valorização da Península do Seixal

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Extend Abstract

Seixal, Arco Ribeirinho Sul, Metro Sul do Tejo, Periphery, Suburb, Territorial Cohesion

Abstract

This report, developed within the discipline of Project II, belonging to the last semester of the Architectural course at Instituto Superior Técnico, aims to present itself as a synthesis, description and justification of all the decisions taken during the entire process, until the materialization of the final project.

The development of the project includes an urban reflection on the Seixal peninsula, a territory located in the Municipality of Seixal, in the district of Setubal, in the Lisbon Metropolitan Area. The research is based on the Municipality’s Urban Plan for the region and on an urban plan develop by the architectural studio “Risco”, searching to reach a realistic and sensible proposal to the site, in the present conditions.

In addition to the contemplation of the urban projects above referred, works of reference on the field, such as the urban plan developed to Parque das Nações in Lisbon, developed on the context of Expo’98, by “Risco”, the urban scientific research Switzerland: An Urban Portrait by “Herzog & Meuron”, and the urban plan Parque Hospitalar Oriental, by Falcão de Campos, Arquitecto, were taken into consideration.

The development of the urban project was based on the urban analysis of the site, that occurred along side of the decision-making process. The project was finalized by the development of housing, reaching thus the architectural scale, until the constructive details.
1.0-Introduction

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The development of the project includes an urban reflection on the Seixal peninsula, a territory located in the Municipality of Seixal, in the district of Setubal, in the Lisbon Metropolitan Area. The project was finalized by the development of housing, reaching thus the architectural scale, until the constructive details.

The process searched to develop as a reciprocal interaction between the analysis and the decision-making process. The research is based on the Municipality’s Urban Plan (PDM) for the region and on an urban plan develop by the architectural studio “Risco”, searching to reach a realistic and sensible proposal to the site, in the present conditions. Were also important to the project other case studies like the urban plan developed by Risco to Parque das Nações in 1998; and the urban plan to Parque Hospitalar Oriental by Falcão de Campos, arquitecto.

Understanding the city is a complex and non-linear process and can not be considered through a single synthesizing idea. Therefore it was necessary to establish a course, capable to understand the city through different points of view. First it was necessary to establish a limit, thus defining an area of study.

Historical cartography allows us to understand the built persistence, the different moments of growth and differentiation and the main defining axes of growth. For that it were made maps for building and roads for the years of: 1904, 1916, 1940, 1961, 1993 and 2016. There were also collected many fontography on different institutions and online web sites, that permits us to identify the locus and to build a collective memory of the place. It became also fundamental an analysis of the urban context, weather at a territorial level or administrative level, and as well transport and population; understanding thus the different levels of interdependencies and interactions between the various microsystems. The geographical study was based on the elaboration of a morphological chart; and in the study of the Hydric system and the Organic system, both elaborated through letters of the PDM. In order to understand the current built system, we have elaborated: The letter of the built system, the letter of the road system, The letter of the type of occupation of the ground, the letter of the public space system, the letter in the number of floors and the letter of the type of uses.
1.1-The Contemporary City, Neo-urbanism and the Suburbs

François Ascher characterizes modernization as a process originated by individualization, rationalization and social differentiation.

“The first modernity is that which originated the classical city, proceeding medieval cities; narrow and winding streets, alleyways and vegetable gardens, are replaced by avenues, walks, squares and urban gardens; the streets differ functionally and socially, cities expand, movement gains importance”.¹

The second urban revolution takes place with the industrial revolution, and is characterized by the exponential growth of the population with consequent accelerated territorial expansion of the cities. The concept of modern urbanism arises, which believes in specialization as a means of development, concretized through monofunctional zoning. New cities were built and it became necessary to adapt parts and / or some of the cities to the new requirements; leading to the construction of large communication routes, gars, warehouses, factories, sewage networks, water, electricity, information, etc. Mobility and transport are once again important, as is the expansion of urban territories towards the periphery, with the extinction of the previous urban limits. There is an increase in social differentiation through the existence of residential districts for the most favored layers in the cities and residential suburbs for the workers and the less favored population, known as suburban or peripheral territories.

The peripheries or suburbs convey an idea of the fragmentation of urban space as opposed to the compact city and with well defined limits. Alvaro Domingos describes the process, “The compact city, with precise limits, shatters into a set of distinct fragments where the effects cohesion, continuity and urban legibility, give rise to complex territorial territorial formations, territorially discontinuous and occupying ever larger territories”. The suburbs are characteristically residential and establish a relationship of dependence and subordination to the center of the urban system to which they belong, not allowing the periphery to be considered as a critical mass. Its origin tends to grow spontaneously, through successive additions, with a scale and diverse functional profile, exhibiting an unstructured urban form.

With the third modern revolution peripheries gain a previously unknown potential value. It becomes necessary to create new centralities through urban redevelopment.

¹ in Ascer, François; Novos Princípios do Urbanismo, 2001
1.2-Analysis: Historical cartography

Seixal is best characterized during his history for: shipbuilding, fluvial work, tidal mills, agriculture, an area of farms and pine forests, Industry and suburban residential place. The Historical cartography reflects this different moments in its history. On the map of 1904 show us the the presence of medium / high density urban clusters with buildings mostly between 1-2 floors, defined by Vila do Seixal and Vila da Arrentela, there is also the southern presence of the Wool Factory of Arrentela, in the Torre da Marinha. In 1916. Until 1916 the territory did not undergo large-scale changes, mainly due to the construction of the Mundet Cork Factory and the alteration of the coastline. In 1923 is inaugurated the railway pony that connects the Seixal to the Barreiro and that will work until 1969, after the collision of a ship with the structure of the bridge, not being recovered again. Until 1940 there were no major territorial changes, emphasizing only the construction of some factories as well as minor changes to the coastline. Between 1940 and 1960 the changes began to be more significant, with the urban growth of the different settlements through a city planning of blocks and streets, in the Tower of the Navy, Arrentela, Paio Pires and especially the territory of Seixal, through a more regular layout. The territorial impact of the different industries is also verified.

In 1954 the National Siderurgy was created, starting in 1961, thus affirming the Industrial tradition of the Municipality of Seixal. Territorially it will have a great impact with the landfill to which it originated, and can only be visualized in the map of 1993.

In 1966 the construction of the Bridge over Tejo, and later of the highway until the Fagueteiro, will lead to an exponential urban and population growth of the Municipality of Seixal takes place. The map of 1993 shows the impact of these buildings on the territory of the Municipality.

1.3-Analysis: urban context

The municipality of Seixal is included in the urban system Arco Metropolitano de Lisboa, and this is of vital importance as one of the main engines in the modernization and intelligent, sustainable and integrative development of the country in the globalized world. This monocentric system, polarized by the city of Lisbon, is structured through a set of complementary centralities that contribute to the strong internal and external attraction of the system, of which the Arco Ribeirinho Sul urban subsystem (the region where it is located integrated the city of Seixal). The city of Lisbon has a strongly polarizing dimension in the macro-region, due to its size in terms of residential supply, employment, commerce and services, which is very much supported by transport infrastructures. Lisbon presents, by its history, geographical position, economic potential
and scientific, a clear dimension, projection and global ambition. However, the fragility of most of the municipalities in the region, which respond to basic daily basic needs at a local scale, shows significant weaknesses. It is therefore fundamental to strengthen, consolidate and re-qualify the main urban centers of the Region, counteracting the emergence of new expansion fronts and dispersion trends that are manifested in the territory and that are inconsistent with the principles of environmental, social and economic sustainability. The commuting movements in the Lisbon Metropolitan Area show a strong relationship established between this and the different nuclei of the macro-region, evidencing even in the last decades a significant increase in the relative importance in the relations between the different metropolitan counties. The consolidation of the mobility and transport system is considered fundamental for the development of the potential of the county and the Region.

1.4-Analysis: Population

The municipality of Seixal, with 158,269 inhabitants, is the eighth municipality with the largest resident population, among the 18 Metropolitan Area of Lisbon, representing 5.61% of the total population. The former Parish of Seixal has a poor population, with 2,776 inhabitants, representing 0.098% of the population of the Metropolitan Area, 0.63% of the population of Arco Ribeirinho Sul and 1.75% of the residents of the municipality of Seixal.

The Municipality of Seixal presents with an Aging Index of 94.90 a population tending to be aged near the transition to the already very old populations, a value that is below the value verified in the Lisbon Metropolitan Area of 117.40. The former parish of Seixal, substantially above, with a value of 130.70, characterizing it as a Very Aged Population, favoring initiatives and strategies to fix young population.

In 1998 the municipality registered the second highest value in the motorization rate of the Lisbon Metropolitan Area, but the river connection achieved with the construction of the Seixal terminal, as well as the rail link with Lisbon, favored the use of collective transport and consequent reduction of individual and motorized transport.

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2 Ribeiro, José Manuel Félix; Uma Metrópole para o Atlântico; Lisboa; 2015
1.5-General Strategy

The Project is developed through the structural corridor defined by the Seixal peninsula line, where it is proposed, in continuity with the PDM, the passage of the surface metro line, thus connecting the city of Almada, Corroios, Amora, Arrentela, Seixal and Barreiro, through the construction of a bridge, which links Seixal to Barreiro. The above analyzes on the population, as well as the regional and territorial analysis, reinforce and justify the existence of a metro line joining the cities mentioned above, thus joining 411,063 people. The aim is to increase the importance of transport, and specifically the metro network, to enhance the existing territorial diversity, increase the efficiency of the metropolitan urban system as a whole and make possible a greater appreciation of the potential offered by the different locations, namely multicentrality, through of a collective and sustainable means of transport, by reducing the use of the car. The bridge between Seixal and Barreiro, this being for pedestrians, bicycles, motorized transport, and by the surface meter, allows to approach the two cities that are to 500 m of distance, being the current alternative route of 16 km from distance. The metro line also allows to unlock the character of isolation that today characterizes the riverside zone to the north of the Seixal peninsula, that is to say the old nucleus, due to the little accessibility available, and the peripheral character in the peninsula that defines it.

We then proceeded to regularize the urban fabric, through the rethinking of the road system, the system of fillings and voids, as well as green spaces. Integrate the existing urban fabric, keeping it in an orderly and readable context.

The project sought to develop a system of routes, such as a set of communicating vessels, coherent, continuous and appropriate to existing functions and environments; either through the arborization of the present roads or through the opening of new roads, also designing a set of type sections, which define the typology of the different roads. Thus, it was tried to establish a continuity between the existing routes, through the opening of new roads, valuing existing alignments.

It also developed a set of green spaces designed to follow the development of the ecological structure, capable of creating soils capable of absorbing and retaining rainwater. Likewise, it was considered the ability to value the study area, through the existence of pockets of green areas qualified for the usufruct of the population, with a view to enhancing proximity. It also contributes to the continuity of the qualified public space.

The positioning of the new Building seeks a greater densification and consolidation of the urban space, as well as a greater qualification of the public space. The positioning of the different buildings takes place in such a way, that it values the reading of the streets as streets, instead of a positioning freed of the road system. Architecturally, it sought the articulation of the typological
diversity and the level of the different environments experienced in the place, thus valuing the diversity there. In terms of the program, the thesis of the programmatic mix was developed.

The study area is subdivided into three zones of action, as can be seen later in the development of the proposed strategy, being these the Zone Ribeirinha, zone II and zone III.

The riverside zone presents an urban discontinuity between the old Seixal nucleus and the fluvial terminal. The design of the water line in this zone is of extreme relevance, defining on the one hand the direct relationship that the city establishes with the bay, and on the other by the landscape value that can acquire. A small marina is proposed which allows, on the one hand, the enhancement of nautical recreational activities, as well as the safeguarding of the bay bed; and on the other, in architectural terms, the transition of scale between the heritage of the old town of Seixal and the new buildings that define the Vasco da Gama Avenue. The design of the water line also seeks a rationalization of this, also valuing the existence of small river beaches along the coast. The continuity of the pedestrian routes along the bay was valued. It was taken into account the sharing of the water line with a park area and simultaneously with an urban area.

In architectural terms, it is also proposed the construction of two squares, the first contiguous to Luís de Camões Square, as a valorization of the public urban space of the town of Seixal; and a second at the Vasco da Gama Avenue. The new square belonging to the old nucleus, is defined by two-storey buildings (matching the module that gives it origin) of student housing, with ground floor of commerce, and this is a strategy rejuvenating the population of the old village. The second square is square and smaller and is located in the mouth of the opening open of the marina as well as the Avenida Vasco da Gama Avenue. This square is marked by the existence of a statue. In order to remove the cars of the old nucleus, valuing the pedestrian displacement, it is proposed the existence of two silos automobiles in the different entrances of the village. One to the southwest and one to the southeast of the village.

The strategy also defines the presence of collective housing in order to densify and establish urban continuities that do not exist today.

Zone II, is characterized by the presence of structures of considerable scale; like the Municipal Library, the Court, a disqualified sports equipment, and the premises of the Seixal City Hall. The strategy here was first linked with the establishment of road axes that allow continuity with the surrounding. It was proposed the presence of office buildings, with ground floor of commerce in the street where are the Library and the court. These buildings are intended to accentuate the character of daytime use that will eventually mark this area of the Avenue, not seeking to compete architecturally with the two existing buildings. In the same street is proposed a new sports equipment in substitution of the previous one.

Zone III is identified by the existence of a large void and urban discontinuity. In the area characterized by the existence of blocks, it was proposed to continue them through collective housing with ground floor of commerce, leaving the interior of the blocks for green spaces, recreation and sports. In the south, it was proposed the construction of a large collective housing
building with ground floor of commerce, in the alignment of Manuel da Fonseca Avenue, also making the transition from this Avenue to a park area, where it was proposed the existence of collective housing in band. It was also proposed here a stop of the surface meter.
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