



OIKONET: Lisbon workshop
Workspace: “Contemporary living
patterns in mass housing in Europe”
Learning Activity 1.2

URBAN AND ARCHITECTURAL ANALYSIS OF THE PROJECT SITES

Comparative study of Portela de Sacavem, Lisbon, Portugal
and Ballymun housing scheme in, Dublin, Ireland.

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PORTELA DE SCAVEM, Lisbon

Housing district built during 1965 - 1979
Designed by architect Fernando Silva.



BALLYMUN HOUSING, Dublin

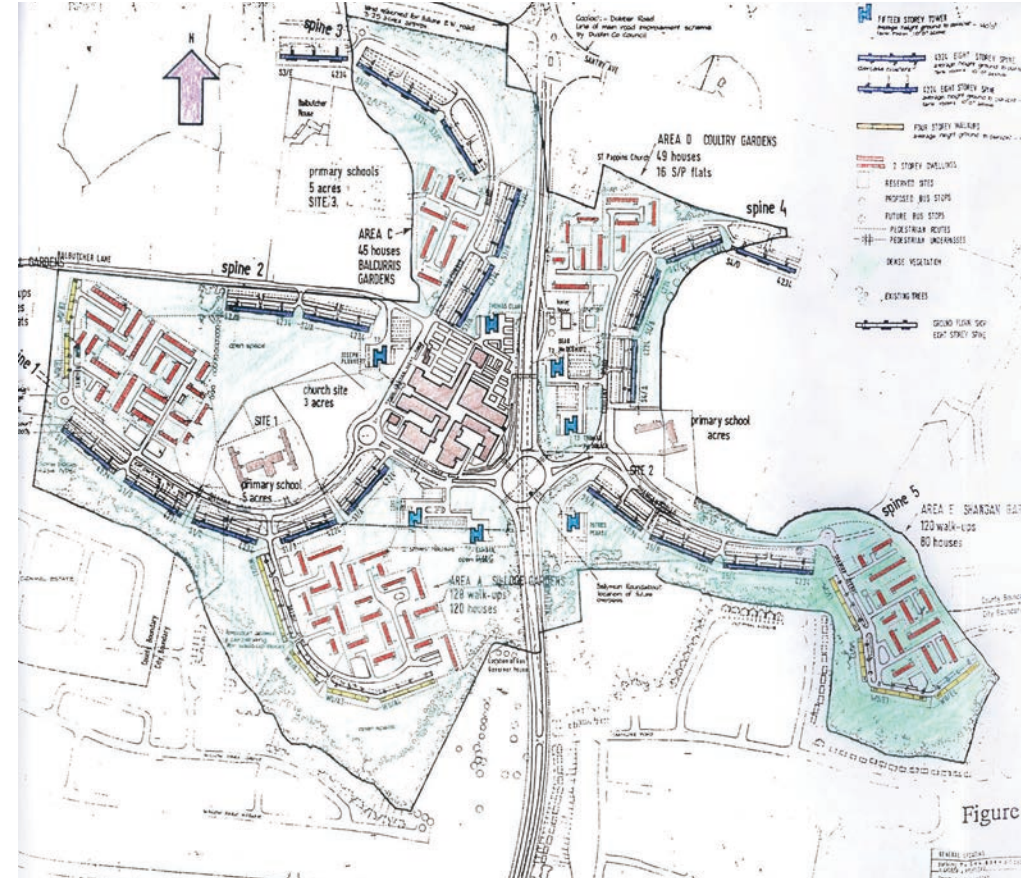
Ballymun housing scheme constructed during 1965–1969.
Designed and planed by Dublin Corporation.



Portela de Sacavem housing scheme site plan

Portela is a high-density residential neighbourhood situated on the northeastern section of Lisbon's city boundary. Approximately two kilometres from Lisbon's International Airport and at the intersection of two of Portugal's main road axis ways: the A1 (Lisbon-Oporto motorway)

and A12-IC17 CRIL (Circular Regional Interior de Lisboa) inter-urban ring-roadway. The Portela Urbanization (1960-79) was one of the first and biggest endeavours of this kind in the Lisbon Metropolitan Area.



Ballymun housing scheme site plan.

Ballymun is located on the North edge of Dublin City within the Dublin-Belfast economic corridor an easy reach of the M50 and M1 motorways, and close to the entrance to the Dublin Port Tunnel. Ballymun is 1.5km from Dublin's Airport, the bus-

iest in the country. It was Ireland's largest high-rise housing estate and was the best social housing practice of the time. Currently, Ballymun estate is undergoing the biggest regeneration programme.



Aerial view of Portela de Sacavem housing scheme

On the 11th of January 1965 preliminary Portela scheme plan was approved. It was a solution to an insufficient quality of dwellings for the middle and upper classes at a time, when historical city was no longer able to meet collective hous-

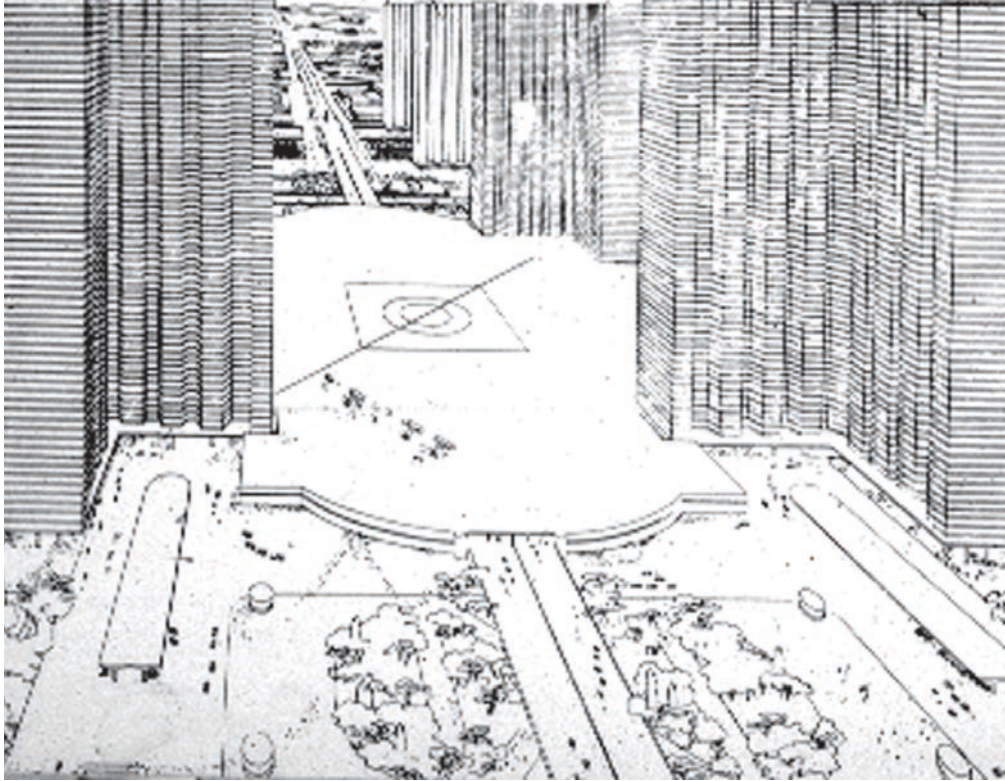
ing needs. The plan, covering an area of 50 hectares, including 4503 dwellings distributed by 196 plots, between three main typologies: towers block, slab blocks and the shopping mall.



Aerial view of Ballymun housing scheme

The contract for the construction of the Ballymun housing scheme was signed on the 2nd February 1965. It was built to accommodate the rising population in particular to accommodate former residents of inner-city

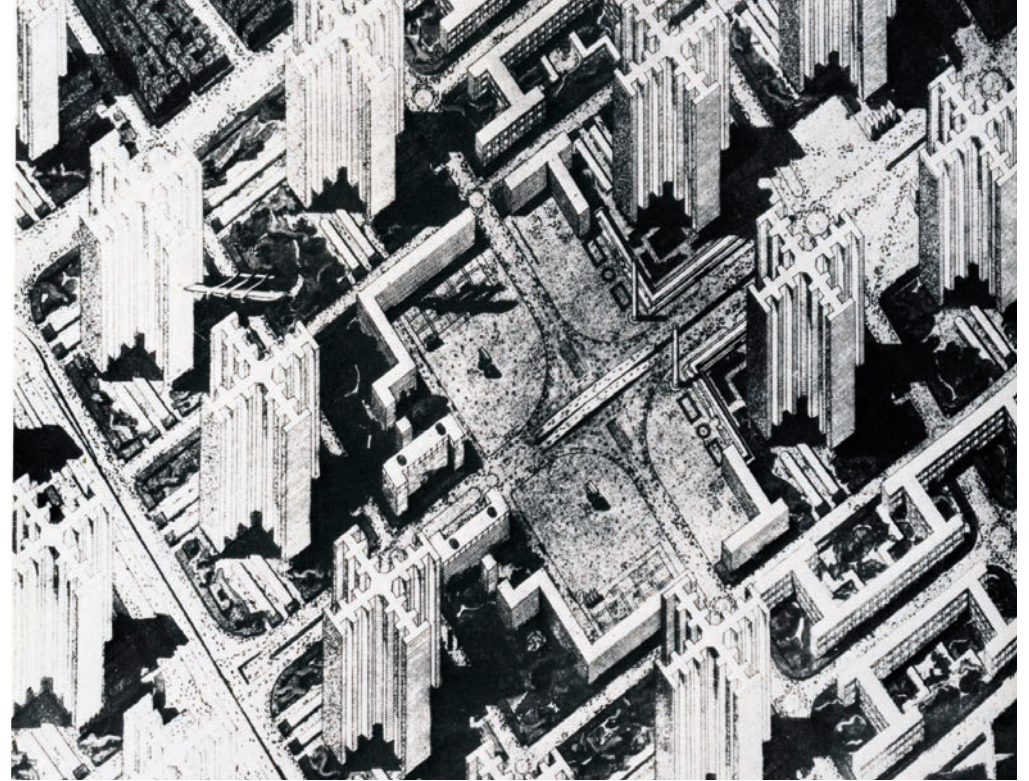
areas which were being cleared in the process of 1960s 'urban slum clearances', and also to clear the city for new office development. Over the four year time the 3021 dwellings were built.



Le Corbusier, Modern City for Three Million Inhabitants

Following the modern ideology Fernando Silva designs a great rational urbanisation plan. He conceives a rational model of structural simplicity, typological repetition with functional

zoning and hierarchy of circulation. Green spaces along the road network contribute to the unity of the scheme.



Le Corbusier, Visionary Plan for the rebuilding of the city centre of Paris, International Modernism

'Ballymun was Ireland's sole contribution to the *brave new world* of high rise living so characteristic of post war mass housing throughout Europe'. It was heavily announced

by modernist architects such as Le Corbusier. Technologically innovative construction approach was seen as the quick and cost effective solution to large scale housing problems.



View to Portel housing scheme large slab blocks

In the centre of the scheme Silva places social functions of shopping, culture and leisure surrounded with residential buildings. The rectilinear residential blocks are implanted perpendicularly to the main

streets, surrounded by green public areas and frequently elevated from the ground with stilts allowing free passage underneath.



View to Ballymun tower block and main road.

Ballymun housing scheme was viewed as a model for a new town with its own distinct social and shopping centre in the middle serving both local residents and wider Northern Dublin Areas. The plans of the

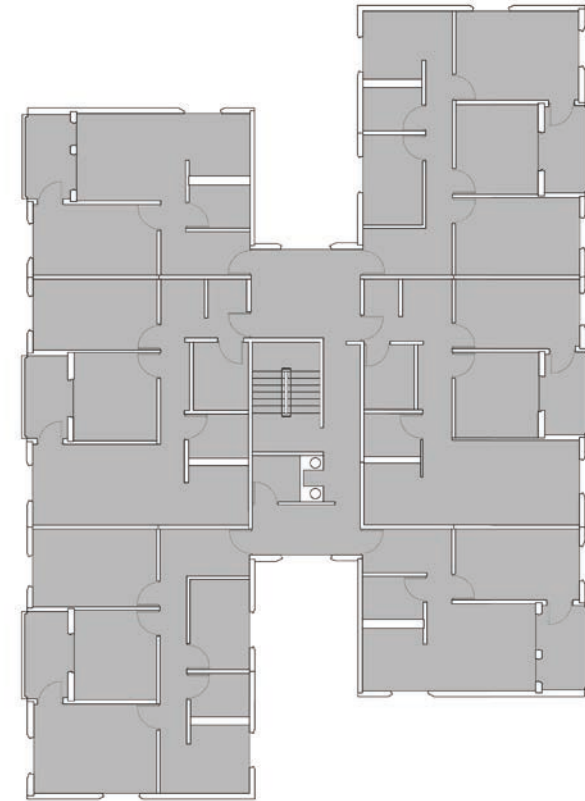
Ballymun Housing Scheme promised much. Ample space to build a state of the art shopping centre which would also house small businesses and offices.



View to tower block

Tree typologies were implied the isolated tower block, the large slab block and the shopping mall. To provide the answer to various household types seven apartment typologies were designed (from two-bedroom to four-bedroom flats). Slab blocks and tower blocks were 8 to 12 floor

height. The tower blocks occupy central areas of urbanisation surrounded by large green spaces. Each tower contains central core with the staircase, 2 lifts and garbage disposal duct. There are four equal flat types in each floor.



Typical floor layout of tower block

Industrialised system-building method were used in Ireland for the first time to erect the seven fifteen-storey tower blocks, nineteen eight storey 'spine block' clusters, ten four-storey 'walk-up' blocks and 400 two-storey houses. The tower blocks

were placed in the middle of housing scheme. Each was fifteen storeys tall and there were ninety flats to each tower and six to each floor. Tower was accessed through central core with staircase and lift.



Street view of Portela de Sacavem housing scheme

- Portela scheme was designed for middle and upper class families.
- Modern ideology was an inspiration for the scheme design.
- To provide the variety of household types 7 apartment typologies were designed. The prefabricated, repetitive construction system was used. Materials chosen were of good quality and in the long term seemed to be more economical.
- Rational design with plenty of green spaces and recreation facilities and shopping centre played an important role in the overall success of the scheme.



Street view of Ballymun housing scheme

- Ballymun Housing scheme was built for working class families.
- Modern ideology was an inspiration for the scheme design.
- To provide the variety of household types 7 apartment typologies were designed. The prefabricated, repetitive construction system was used in order to provide an efficient and speedy solution for existing housing problems.
- Lack of infrastruttura, delays in planning, developing and building social and recreational amenities, as well as bad management and maintenance led to the failure of the scheme.

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