



01 Kiosks under construction. (Luís Filipe Ribeiro, 2020)

38°42'29.4"N 9°07'51.2"W

09

DOCA DA MARINHA

JOÃO LUÍS CARRILHO DA GRAÇA

Located on Infante D. Henrique Avenue, next to the river, is the Doca da Marinha, formerly known as Doca da Alfândega, which for centuries was a fairground linked to the port. It is currently undergoing rehabilitation, the result of a project by the architect João Luís Carrilho da Graça. The project is part of an international public tender for the elaboration of the Campo das Cebolas / Doca da Marinha project, launched in 2012 by the Lisbon City Council in the context of the 13th Venice Biennale. (Sequeira & Toussaint, 2019).

The other architects who participated in the competition - include Global, Baldios, Fora, Catarina Raposo and João Paciência - also tried to give new meaning to that old port area, rethinking mobility, public green space, arrival and limits, in the search consolidation of the riverfront area.

The winning project of the architect Carrilho da Graça stood out because of some elements of the proposal and for the intention to connect the city to the river. Resulting from a protocol between the municipality, the Port of Lisbon Administration and the Navy, the intervention of the Doca da Marinha focuses on the creation of an open, accessible space, providing a direct and

ARCHITECT
João Luís Carrilho da Graça

CLIENT/PROMOTOR
Câmara Municipal de Lisboa

TEAM
João Luís Carrilho da Graça

PROJECT DATE
2018

CONSTRUCTION DATE
2020

LOCATION
Avenida Infante D. Henrique,
Lisboa

SITE AREA
62 500 m2

GROSS AREA
62 500 m2

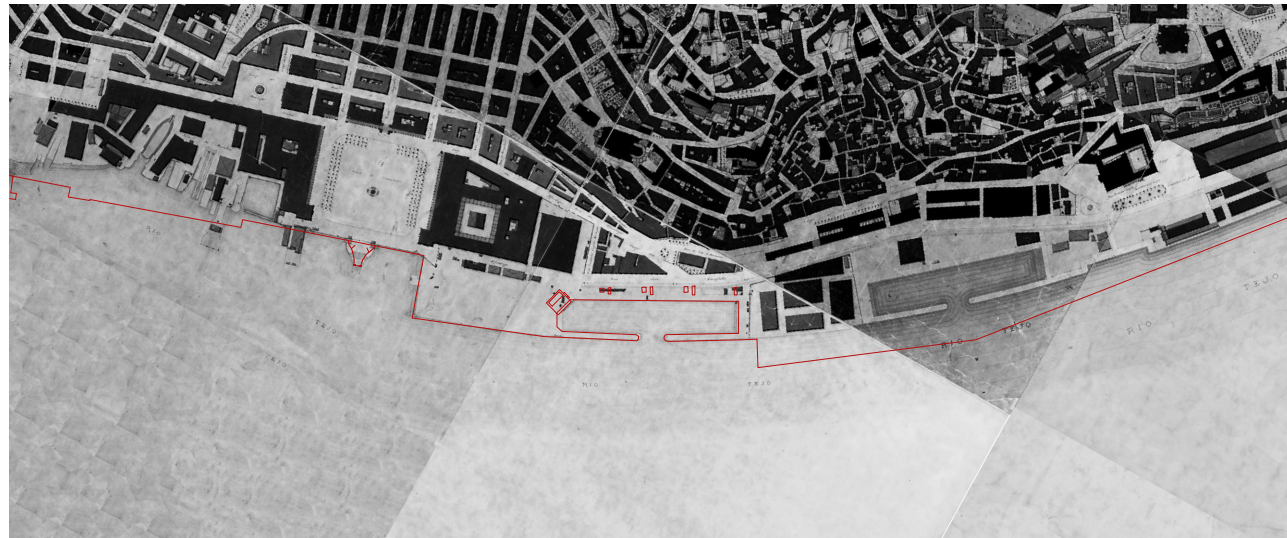
PUBLIC SPACE AREA
62 500 m2

AWARDS
1st Prize on International Public
Tender

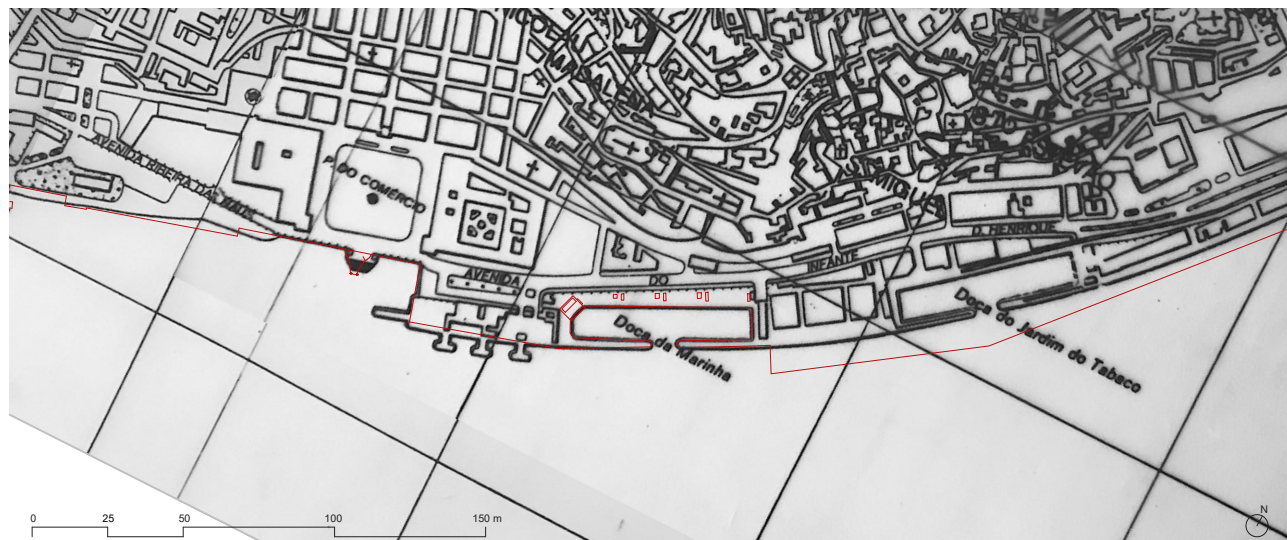




02 1856-58. Adapted from Topographic Map of Lisbon. Filipe Folque. (2020).



03 1904-11. Adapted from Topographic Map of Lisbon. Silva Pinto (2020).



04 1980 Siege. Adapted from the Lisbon Survey. CML (2020).

walkable connection between the Cais do Sodré Station and Santa Apolónia Station. This connection was non-existent until now due to the Navy port activity located there and broken by the Terreiro do Paço river station.

The Doca da Marinha project, as well as the Campo das Cebolas project, were design with landscape architect Victor Beira Mar Dinix (Carrilho da Graça, 2020, 00:48:46).

The project foresees the demolition of the existing wall, the planting of trees, the creation of a bicycle path and a pedestrian zone, with connection to the Cruise Terminal (Esteves, 2019).

Limited to the west by buildings, public facilities and cultural equipment, the project works at the end of the dock as a space to support nautical activities and outdoors. On the other hand, to the east, near the dock's limit, we find a set of pavilions with a more ephemeral character that are intended for commercial and catering activities. This part also houses the building where the Navy and APL Services were relocated.

The proposal for a new public garden space is located where the former naval base of the Navy was, like the Campo das Cebolas on the opposite side, it invites to stay or play physical activities, offering conditions of security, accessibility and comfort and ensuring a space of public enjoyment. This space was designed at the pedestrian scale, guaranteeing the structuring pedestrian and cycling path of the riverside area.

The project also includes the construction of four kiosks with an extraordinary view of the river. The first is intended for tourism and the rest function as terraces with relatively simple services that serve as a support point for all that space (Carrilho da Graça, 2020, 00:53:00)

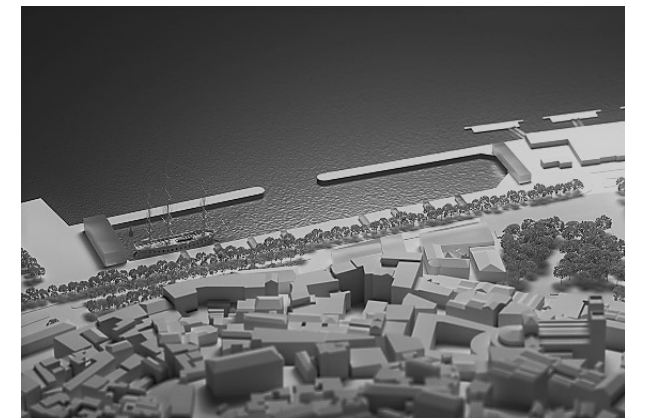
The kiosks were conceived with an area dedicated for Julião Sarmento to express his art, at the invitation of the Lisbon City Council, in which he proposes, in homage to Barnett Newman, to use the three primary colours in the backlight panels placed on



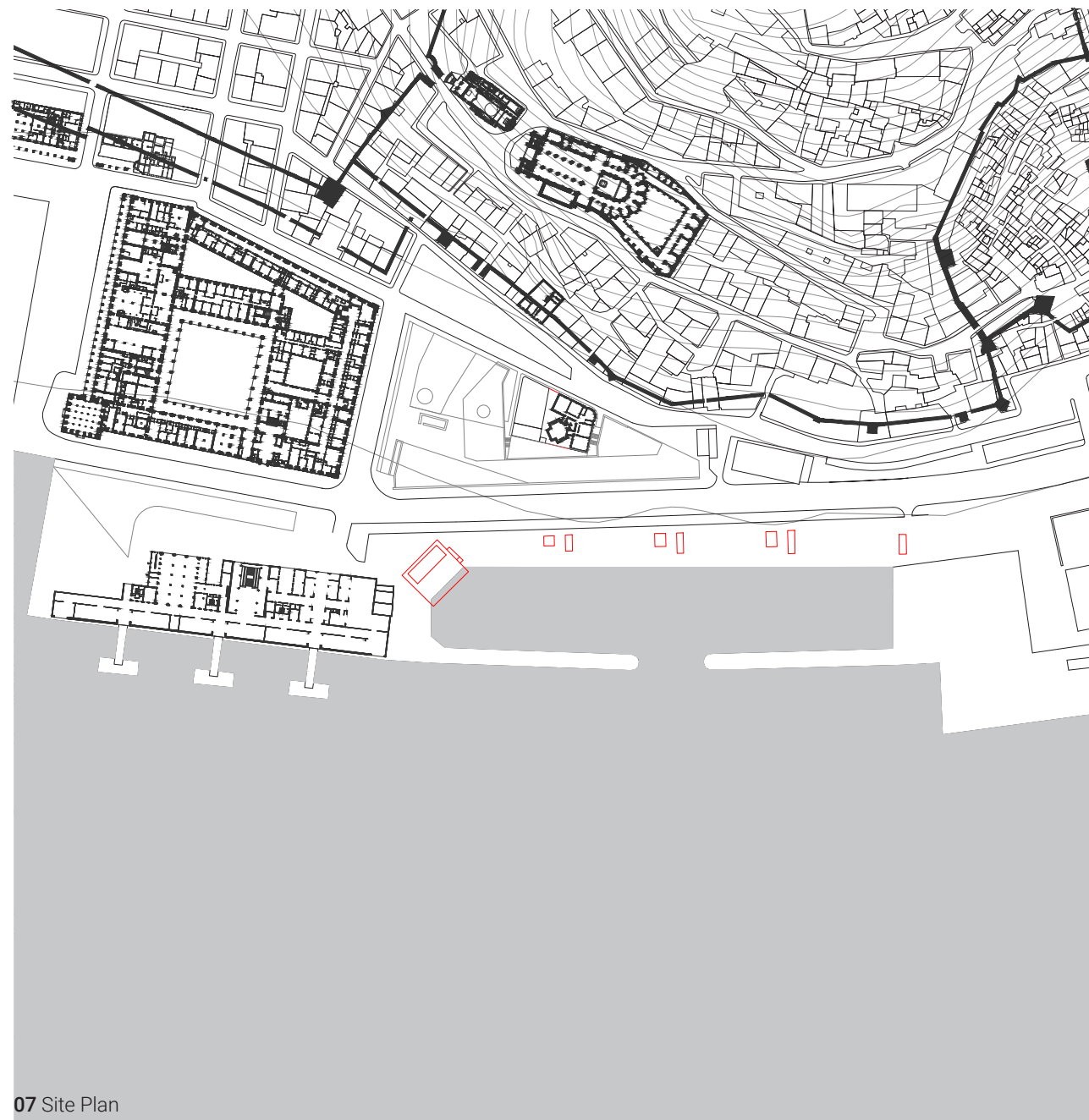
05 Doca da Marinha in the 50's. (Arnaldo Madureira)



06 Doca da Marinha in the 50's. (Arnaldo Madureira)



07 Model. (João Luís Carrilho da Graça Archive)



07 Site Plan

25 50 100 150 250 m

08 Elevation

the top of the kiosks facing Infante D. Henrique Avenue. Designed with a very simple structure, the kiosks have a roof made with wooden beams that alternate with aluminium panels and sliding glass doors, which open completely. In the summer the doors will all be open, making it a very walkable and open space.

The Navy asked for harbour lights in the entrance of the Dock, located at the end points of the two arms, one red and the other green, which represent the navigation signs. These will be clearly visible when the dock receives the typical Tejo vessels, with river trips. (Faustino, 2019).

At the dock, more precisely where there is an angle cut to the west, there will be a restaurant, proposed by Turismo de Lisboa. The restaurant consists of a basement, a kitchen relatively visible from the street, a counter, an interior main room and a terrace. These last two spaces, on days with favourable weather conditions, may come together once a sophisticated glass plan will be adopted that can be opened on both sides, thus allowing continuity between the space of the room and the terrace (Carrilho da Graça, 2020, 00:55:00).

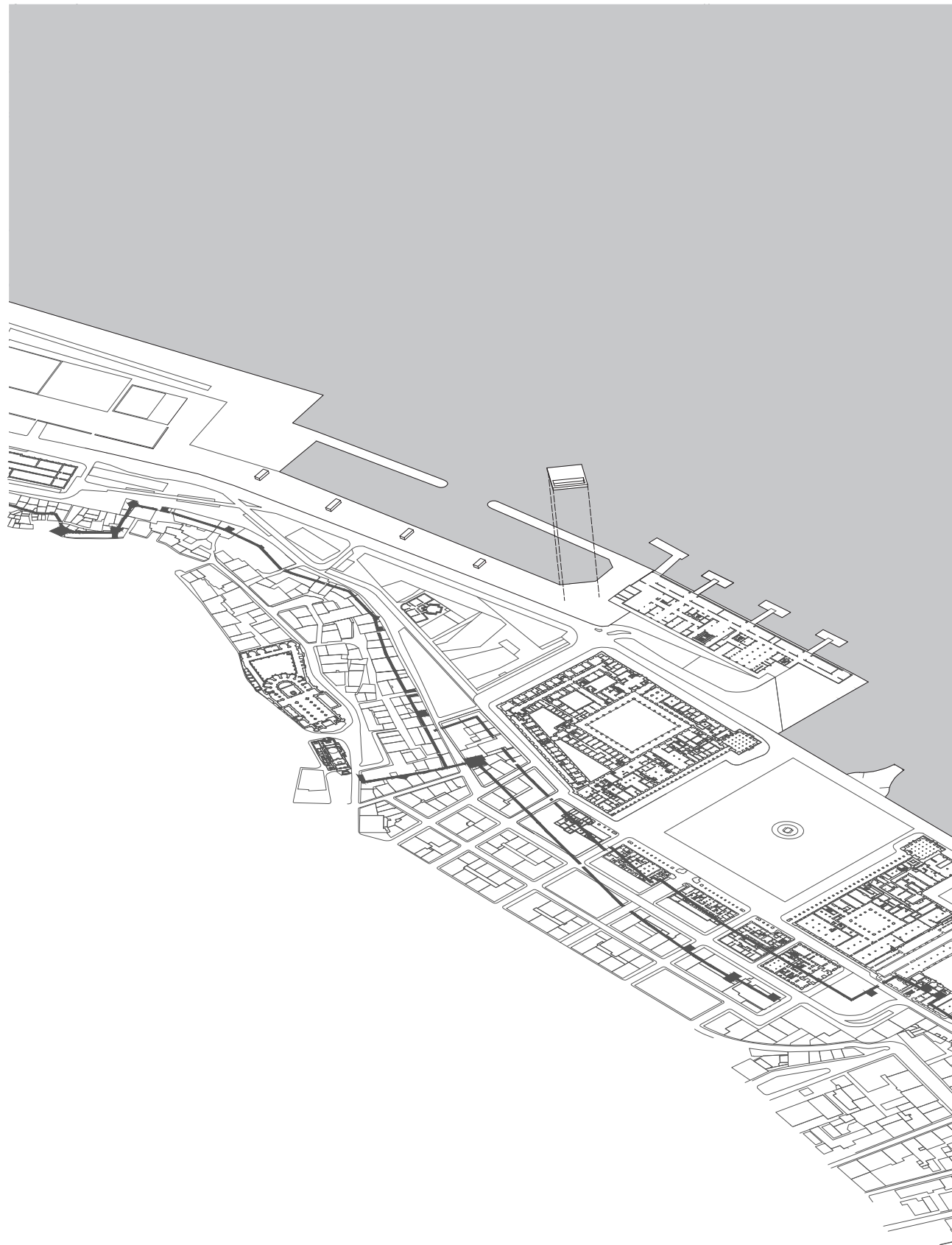
The pavement of the public space will consist of a bituminous junction with fragments of Lioz preventing it to overheat in the summer, thus avoiding any type of discomfort and also because over time this material will change its tonality, making it brighter and the addition of Lioz alleviates this problem. Like Campo das Cebolas, Doca da Marinha becomes a privileged leisure space because it is close to the water and at the same time has the noblest views of the city over the hillside of the Cathedral, São Jorge Castle and even over Tejo river.



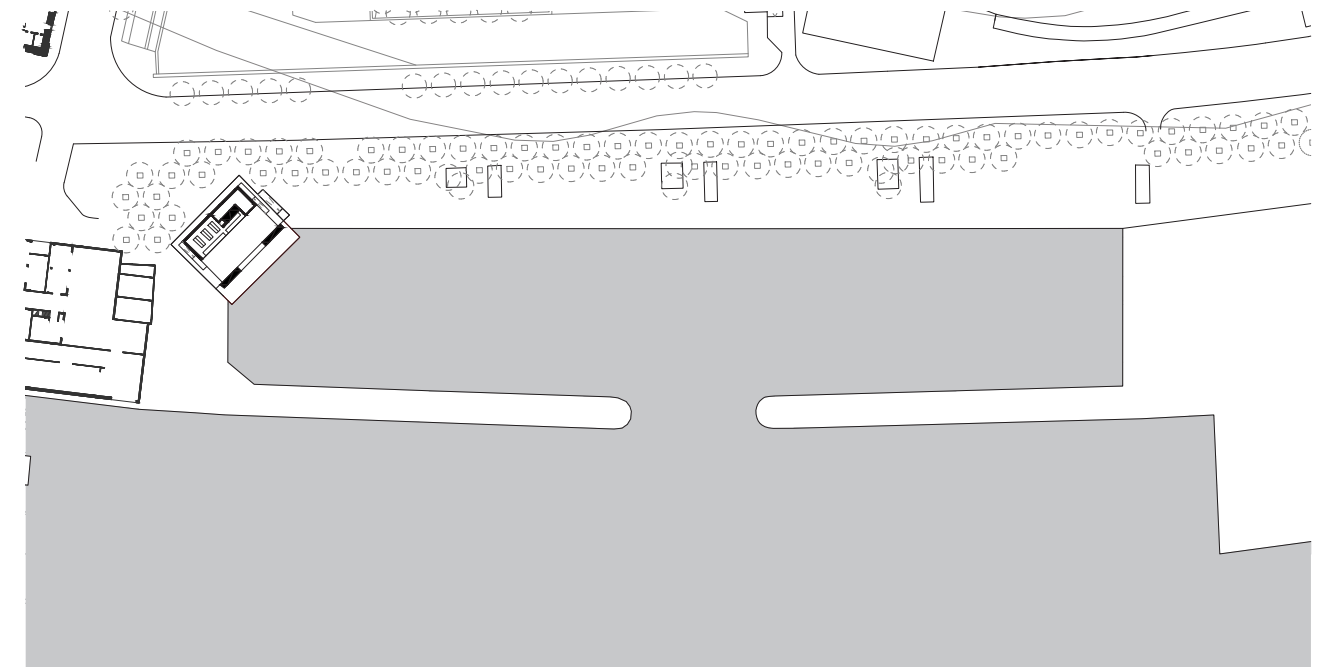
09 Aerial View Render of Doca da Marinha. (João Carrilho da Graça Archive)

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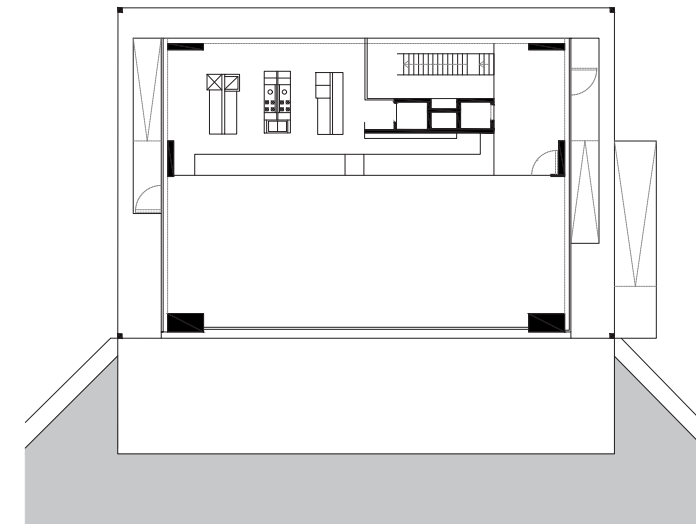
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10 Axonometry



11 Site Plan



12 Restaurant Floor Plan



13 Restaurant Render (João Luís Carrilho da Graça Archive)

“Unlike artists, we architects only have social justification if we solve problems”

(João Luís Carrilho da Graça, 2016)



13 Restaurant Render
(João Luís Carrilho da Graça Archive)

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