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ALFRED-DONAT AGACHE URBAN PROPOSAL FOR COSTA DO SOL. FROM THE TERRITORY TO THE CITY.

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ABSTRACT

This paper reviews the development of Costa do Sol, as planned by architect urbanist Alfred-Donat Agache, for Lisbon Region in Portugal. The Plano Expansão Região Oeste de Lisboa (1934-1936) prepared by Agache and requested by Portuguese Minister of Public Works, Duarte Pacheco will be analyzed. This paper aims also to identify the principles and the theoretical foundations that have determined Agache urban vision for Lisbon City and its Territory. Finally, this paper aims to demonstrate that Alfred-Donat Agache methodological framework has applied Frederick Le Play socio-economic scientific approach. Such approach has informed the construction of a 'civic' urbanism that will be identified and analyzed. Two main goals seem to have guided Agache work at Costa do Sol: (i) the fully urban analysis of the city, throughout its social, economic, geographic and urban conditions (past and present) and (ii) the need to expose such analysis to the city's inhabitants. Finally, this paper demonstrates Costa do Sol proposal to testify a comprehensive understanding of three distinct scales: (i) the territory; (ii) the city; (iii) but also the urban form. The acknowledgment of Agache 'civic' urban vision requests a public divulgation to allow the building of Good Practice Lessons for contemporary urban planning theory and practice.

1. Introduction

With this paper we would like to offer a critical review of Agache work in Lisbon, including his principal references, but mainly to emphasize the importance and the significance of Costa do Sol experience for two main reasons: (1) Costa do Sol, ordered by Minister of Public Works Duarte Pacheco, initially planned by Alfred-Donat Agache and later materialized by Étienne de Gröer, reflects a great quality, even today, that needs to be ascertained and its respective lessons recuperated for contemporary urban planning; (2) the line of thought that have orientated Costa do Sol, as proposed by Agache, is founded on a urbanism approach that reflects a methodological framework procedure that has vanished from current planning practices and needs to be recuperated to better inform contemporary planning practice and theory.

2. Duarte Pacheco's *modus operandi* and the IST as experimental stage of the city

In Portugal in 1933, under the jurisdiction of the Chairman of the Council, Professor António de Oliveira Salazar (1889 - 1970), the Minister of Public Works, engineer Duarte Pacheco (1900 - 1943), taking into consideration that the *Urbanization and Expansion Plan of the City of Lisbon* was the most important of all the problems of the citizens, and wishing for an integrated development of the city, invites the French urban architect, Alfred-Donat Agache (1875 - 1959), to draw up an "an urbanization plan from Terreiro do Paço to Cascais"¹, the *Expansion Plan for the Western Region of Lisbon*. The plan resulted in a connection by a coast road between the Praça do Comércio, a symbolic square in the centre of the capital, and Cascais, a maritime village in the outskirts of Lisbon, later known as the Urbanization Plan for the Costa do Sol. This urbanization plan will have repercussions on the expansion of Lisbon and will form an image of a modern nation of which we are still beneficiaries today.

In the 30s, the Public Works minister Duarte Pacheco was responsible for a redefinition of the city of Lisbon area by an innovative concerted action of legislation, architecture and urbanization. This concerted policy had guided Duarte Pacheco in a pioneer complex process which allowed him to establish different institutions of Private, Municipal and State ambits; to manage the budget; to choose the land in concert with the respective legislative safeguard (at the level of purchase, future use and control, or even the legality of all the future processes), and to make a very personal choice of the main intervenients of the team he formed. This proceedings exhibit his *modus operandi*. This action would result in the building of the University Campus of the *Instituto Superior Técnico* (IST), by the architect Porfírio Pardal Monteiro (1897-1957), the design of an integrated development of the city, the promoting conclusion of the Bairro do Arco do Cego, the widening of the Alameda D. Afonso Henriques, finishing with the Luminosa fountain, the building of the National Institute of Statistics, the villas of the Av. México and finally the steering to a new front of expansion of the city to the North.

¹ "A Plan of achievements. All the unemployed are going to have work within a short time, the Minister of Public Works tells us". Diário de Lisboa. (24th. February, 1933).

3. Agache and the Rio de Janeiro case

In February of 1933, in an interview, Duarte Pacheco mentioned that he had sent for “the great French urbanist Agache to come to Lisbon to take on the responsibility of drawing up a plan to urbanize the stretch from Terreiro do Paço to Cascais” taking into account that they were dealing with a “grandiose” work and were counting on a rapid opening². Alfred Agache was well known for his improvement plan of the city of Rio de Janeiro, that was the theme of his book *La Remodération d'une capitale* (1932), an important manual of urban planning that would integrate the assets of the Portuguese minister. Duarte Pacheco's invitation to Agache was greatly influenced by the architect chosen by him for the vast Public Works, Pardal Monteiro who, in 1932, had travelled with Agache to participate in the *I Réunions Internationales d'Architectes* (RIA). From Paris, Pardal Monteiro, Alfred Agache, André Bloc (1896-1966), Pierre Vago (1910-2002) continued on to Moscow where the *I RIA* took place. In the first RIA the main issues were “Formalism and rationalism in contemporary architecture” and “Urbanism. Plans for new cities. Reconstruction of old cities”.

The recognition of the importance of Alfred Agache's work in Rio de Janeiro was also expressed in a bulletin published in the *Diário de Lisboa* in which he is presented as the famous creator of modern Rio de Janeiro, the eminent master of urbanists who, in September, 1932, in the meetings promoted by the magazine «L'Architecture d'Aujourd'hui» and carried out in the main cities of the Soviet Union, demonstrated his noteworthy sense of great urbanism among the cream of international architects specialized in the art of building beautiful and salubrious cities”³. The columnist asked Agache to “reveal a little of his opinion about the possibility of building a large highway” emphasizing the “touristic need of some Portuguese friends for the greater enhancement of Lisbon”⁴. Having covered the region, he considered that “it was difficult to tackle the case of the extension, purely and simply without considering the stretch of the city where it would begin” and that “it was just in the connection of the beautiful city-satellite with the capital” that lay the main factors of the planning and harmonizing work”⁵ and mentioned that the architect Pardal Monteiro “came and devoted his company in Lisbon”⁶. Agache also mentioned that he had already passed through Lisbon on the occasions of his journeys to Brazil, when he took the opportunity to visit the capital. But, this time he took a little longer to “examine the part between Lisbon and Cascais”⁷.

4. Formal urbanism, Le Play and the territory survey

Agache was one of the representatives of the so-called Formal Urbanism, Scientific Urbanism or French Urbanism, which started with the *Musée Social* and was institutionalized with the *Société Française des Urbanistes - SFU*. Alfred Agache introduced a new multidisciplinary methodology (aerial photo surveys, mathematical projections, use of statistic data, research, collection, analysis, application of socio-economic parameters, translated in illustrations, graphics and tables) and conceived the city as a living organism that would need its expansion anticipated⁸. For him, two of the central questions were the construction of new houses together with an improvement in health and hygiene conditions and the distribution of space, looking for a specific function (industrial, commercial and residential).

Agache methodological framework throughout his different works, including written texts and Town Plan Proposals has seemed to respond to a common procedure: first the Analysis and then the Project Proposal. Agache work includes a number of analytical surveys that do inform about the social, economical and geographical conditions of the places that are under analysis for future intervention. A number of questions seem also to be raised from such analysis in order to give evidence to the project proposals. This methodological proposal seems to have been founded on Frederick Le Play (1806-1882) socio-economic scientific approach. As Viviane Claude says, “the French urban reform is strongly marked by the positions and activities of Frédéric Le Play, his theory of *Social Science*, his *École des Voyages* and his magazine *La Réforme sociale*” (...), where from the years 1905-07 “we can see the question of urban arrangement placed in the study programme of the leplayanos”⁹. From 1908 the *Section d'hygiène urbaine et rurale*¹⁰ of the *Musée Social*, has had the main ambition to install a new urban order and adopt a new legislation in Parliament regarding city plans, in which Agache has a decisive role. We have to relate this understanding of territory and this method of working with the fact of Oliveira Salazar being the defender of a “solid nationalism, prudent, conciliative”¹¹, was a supporter of Frédéric Le Play's social theory¹², and supporter of

² Ibidem.

³ “We Will Modernize the Capital! The French architect Agache came to Lisbon to study the construction of a highway from Lisbon to Cascais. *Diário de Lisboa*. (24th. July, 1933).5.

⁴ Ibidem.

⁵ Ibidem.

⁶ Ibidem.

⁷ “We Will Modernize the Capital! The French architect Agache came to Lisbon to study the construction of a highway from Lisbon to Cascais”. *Diário de Lisboa*. (24th. July, 1933).5.

⁸ PINTO, P. C. *Arquitetura Moderna e Portuguesa: Lisboa 1938-1948*. Lisboa: PhD thesis, Instituto Universitário de Lisboa-ISCITE-IUL, 2010, 219-253.

⁹ Claude, V. *Faire la ville. Les métiers de l'urbanisme au XXe siècle*. Marseille: éditions Parenthèses, 2006.58.

¹⁰ Claude, V. Op. Cit. 58,59.

¹¹ Ramos, R. (Org.) *História de Portugal*. Lisbon: The sphere of books, 2010.639.

the country's value of the territory. According to "the big city conditions the region it depends on; the big city is the heart, the nerve centre and the brain of an entire region and sometimes of a country"¹³. Agache, in his article *L'aménagement de la Costa do Sol (Portugal)*, published in the magazine *Urbanisme*, started by praising Salazar's action did not omit to mention the fact that Duarte Pacheco understood his call for attention to the need to undertake a study of the problem from a wider perspective¹⁴, even incentivating him for that end.

5. The legislation

In France the Loi Cornudet (decree - law n° 24 802 of 21st. December, 1919) prepared in the ambit of the *Section d'Hygiène Urbaine Rurale* obliges cities with more than 10.000 inhabitants to draw up plans of arrangement, extension and embellishment, with the triple objective of "functionalism, hygiene and aesthetics"¹⁵. For Alfred Agache the legislation of 1919 represented an effort for a better organization of the cities, an effort to forecast, test of collective discipline so that the city grows and develops in a rational way and in harmony with modern progress and tastes¹⁶. Moreover this is the methodological framework that seems also to have informed the construction of a 'civic' urbanism as referred by Geddes in 1915¹⁷. The methodological framework that guided such urbanism embraced two main goals: (i) the fully urban analysis of the city, throughout its social, economic, geographic and urban conditions (from past and present) and finally (ii) the need to expose such analysis to the city's inhabitants. In Portugal, the same principles that orientated Geddes 'civic' urbanism seem also to have been explored and implemented, with the combination of Agache and Duarte Pacheco. Principles that Étienne de Gröer would therefore materialize with his proposal, although influenced by other authors such as Ebenezer Howard, but whose theoretical background is greatly influenced on his master Alfred Agache.

6. Transdisciplinary work

The influence of Agache will also be felt in the Portuguese urban legislation - the basis of urban reforms carried through by Duarte Pacheco in the 30s. Via Decree-Law n° 24 802 of 21st. December, 1934 of the Ministry of Public Works and Communications, Duarte Pacheco made it obligatory for municipal town halls to proceed with the topographical surveys and studies of urbanization plans of the county seats and the urban centres with a population of over 2500 inhabitants and those with historic, recreative or touristic aspects are also advisable. In this Decree-law scales of 1/5.000 and 1/1.000 are fixed for the topographical surveys so as to carry out the *General Plans of Urbanization*. The question of ownership of the land is so sensitive for the urban accomplishment that it is directly dependent on the legislation regarding expropriations. Duarte Pacheco was aware of this particularity and wanted "to create in Lisbon the bases for a planned and integrated development of the city, terminating the era of small-private-urban-speculators and giving the Lisbon Municipal Town Hall the necessary means to carry out a policy of fostering urbanization"¹⁸. For Agache it was crucial to proceed with investigations of the region and city so as to collect information of the physical geography; of the development of the city's plan throughout time; the sanitation statistics associated with unhealthy neighbourhoods; of the demography; of the values of property, land and buildings¹⁹; it was important to work with an up-to-date topographical survey; to form a mixed multidisciplinary commission (doctor, archaeologist, school director etc), and clearly mark areas on the master plan²⁰.

7. Agache and the project of Costa do Sol

In a new interview published in the *Diário de Lisboa*, Agache announced that the future of Lisbon was in his hands, "a new Lisbon, facing the river, enamoured of the sea, just as we all dreamed and which Salazar is soon going to convert into a marvellous reality"²¹, and says: "Your city, contrary to the mystery which causes human agglomerations to grow towards the east, has found other paths..." and being asked if they were bad paths,

¹² Botelho, T. R. "The Family in the Work of Frédéric Le Play". Data. Magazine of Social Sciences. Rio de Janeiro: University Research Institute of Rio de Janeiro, vol. 45, n° 003, 2002.522.

¹³ Agache, A. La Remodelation d'une capitale. Aménagement, Extension, Embellissement. Paris: Société Coopérative d'Architectes, 1932.73.

¹⁴ Agache, A. "L'aménagement de la Costa do Sol (Portugal)". *Urbanisme*. (Mars-Avril, 1936).147.

¹⁵ CAMARINHAS, C. T. L'Urbanisme de Lisbonne. Eléments de théorie urbaine appliquée. Paris: Université Paris IV- Sorbonne, 2009.102.

¹⁶ Agache, A. "Comment on fait un plan de ville. Les étapes d'une étude urbaniste conçue suivant l'esprit et la lettre de la loi du 14 mars 1919". Ou en est l'Urbanisme en France et à l'étranger. Congrès International d'Urbanisme et d'Hygiène Municipale, Strasbourg, 1923. Paris: Librairie de l'enseignement technique, s.d.141.

¹⁷ Geddes, P. Cities in evolution. An introduction to the town planning movement and to the study of civics. Routledge, London: Williams & Norgate, 1915.

¹⁸ Amaral, K. "On the XXX anniversary of his death. Evocation of Duarte Pacheco". Municipal Magazine. Year XXXV, N°138,139, (1973). 8.

¹⁹ Agache; Auburtin; Redont Comment reconstruire nos cites détruites: notions d'urbanisme s'appliquant aux villes, bourgs et villages. Paris: Librairie Armand Colin, 1916.12,13, 17.

²⁰ Agache, D. A. "Comment on fait un plan de ville. Les étapes d'une étude urbaniste conçue suivant l'esprit et la lettre de la loi du 14 mars 1919". Ou en est l'Urbanisme en France et à l'étranger. Congrès International d'Urbanisme et d'Hygiène Municipale, Strasbourg, 1923. Paris: Librairie de l'enseignement technique, s.d.143,146.

²¹ "The Future CITY: urbanist Agache's plan for modernising Lisbon has the agreement of the Government". *Diário de Lisboa*. (02-07-1936).

added: “(...) there is a marvellous maritime belt - the Tagus. (...). Between Lisbon and the Costa do Sol, this marvelous west of light and water, something was preventing its growth. The vale of Alcântara, this division of plans, which is necessary to eliminate”. Agache, who considered that urbanism is simultaneously a science, an art and a philosophy, defined an urban agglomeration as a collective entity having an organism and functions, establishing an association between the human body and the urban body, which gives more priority especially to circulation²². Agache presented the future city: “I made a project of three large roads. One from the high level of the Parque Eduardo VII with small expropriations and taking advantage of the ways already open directly to Cruz das Oliveiras. The tourist road starts there, in “corniche” as the «Côte de Azur», with constant surprises of the countryside and mainly dominating the city and the river. After, there are some small hills where three fifths of the land can be considered free, to Cruz Quebrada, where the Sports Park is”. Regarding the second important communication: “I call it the coastal avenue. It is an artery next to the banks of the Tagus, taking advantage of some stretches already done. Transversal roads will link the tourist road to the coastal avenue serving the main centres of population. I should say that the Avenida 24 de Julho would come to Terreiro do Paço, which will give it a lot of movement”. Mentioning the third exit from Lisbon: “There will be one to Sintra and built - don’t be surprised! - on an aqueduct. It seems strange, but is something easy, you’ll see!...Of course, in this rapid conversation I have not given any details. Only a general outline of my plan, which I have been studying for three years. I will present the ante-project which has the agreement of the Government except for small details, as is natural. I will soon return to Lisbon to definitively establish it.”²³. The objective was to establish the plan to make use of the vast area land available for building the coastal road between Lisbon and Cascais for urbanization and tourist exploitation.

8. The coast road of Costa do Sol and the construction of territory identity

The option for a panoramic marginal road aimed to emphasize precisely the character of the western whereabouts of the Portuguese capital, centered on its association to the sea and to its entertainment and touristic activities as a result of that connection and of a bathing and thermal area of cosmopolitan disposition. The Costa do Sol was presented as climacteric, hydrological and Touristic resort of pleasure (with the Palace-Hotel and the International Casino), sports (where golf, horse-riding, polo, horse-race, car-race, fencing, horsemanship, pigeon shooting and beach sports were practiced), pedestrian walks and trips to “beautiful and picturesque places” as well to health care facilities as the sanatoriums of Saint Ann at Parede for poor patients and the sanatorium of Carcavelos. Cascais was an elegant village “settled by beautiful houses and fair gardens”²⁴.

In spite of historical reports of the therapeutically use of the Costa do Sol waters refer to the 17th century and of the first advertising brochure hinting to a watering-place in Estoril dating the year of 1832, only at the last quarter of the 19th century the kings Don Luís I and Don Carlos started to spend summer time at the fishing village of Cascais in order to benefit spirit and mind - in Don Carlos case he also made some oceanographic researches- it will occur the first great wave seasonal occupation at the seafront coast between Cascais and Estoril, undertaken by court’s nobility and by the rich bourgeoisie who imitated their monarchs and enabled the rise of summer houses and hotels as well the 1889 railroad construction from Pedrouços to Cascais. In 1926, the railway is electrified and in 1928 with the project of the architect Pardal Monteiro, the new Railway Station of *Cais-do-Sodré* is inaugurated connecting Lisbon to Cascais.

Between the years of 1920 and 1930, the photographs and the drawings which illustrated the Costa do Sol, Estoril and Cascais guides wrapped up the character definition of those places through the diffusion of panoramic images of greater detail captured through angles which benefited the harmony perception between the constructed (urban structures and architecture) and the natural beauty of the geographic display, namely Cascais Bay. Thus, the photographic register enabled the Railway Station of Estoril acknowledgement as well as the park entrance and the distant view of Cascais ruled by the Guia’s Lighthouse, “the dramatic solitude of the waters and sky”, the village’s corners which in its “poetry” suggested the “aristocratic burgh of other times” and the Monte do Estoril “in a glimpse of beauty, all the Costa do Sol, up to near Lisbon”²⁵. The leisure areas of rest and bathing were also illustrated as the Estoril beach dominated by its street cafés and Tamariz terraces, “favorite rendezvous of elegant meetings”²⁶, the bathing hour, the tennis court, the golf camp, the horse-riding camp, the thermal establishment, the pool of tepid water and the Palace-Hotel of Estoril²⁷, as it was described in 1934: “Magnificent

²² Agache, A. La Remodelation d’une capitale. Aménagement, Extension, Embellissement. Paris: Societé Coopérative d’Architectes, 1932.XVII.

²³ “The Future CITY: the urbanist Agache’s plan to modernize Lisbon has the Government’s agreement”. Diário de Lisboa. (02-07-1936).

²⁴ Guia-Album da Costa do Sol. Os Estoris-Cascais. Estancias de Turismo, Belezas Naturais. Lisboa: Sociedade Propaganda da Costa do Sol, s.d., 5-10.

²⁵ Cardoso, N. C. Portugal. A arte: os monumentos: a paisagem: os costumes: as curiosidades. Costa do Sol. Baía de Cascais. Lisboa: Agência Geral, 1935.Figs. 7, 10, 13, 21.

²⁶ Cardoso, N. C. Portugal. Op. Cit. Figs. 8-9.

²⁷ Oliveira, J. C. d’, Portugal. A arte: os monumentos: a paisagem: os costumes: as curiosidades. Estoril. Lisboa: Ocogravura, s.d.Figs. 1, 6, 9, 10, 13, 16, 17.

beaches, whose calm sea, in love with so splendid harmony, tenderly kisses and which are spirited, in summer time, by a cosmopolitan, bizarre, fine population”²⁸.

The care for the respect of the place’s character leads to the assumption that there is a previous intention of Duarte Pacheco regarding Agache’s choice, because in so far as around the same time, in 1932, the first protection zones for public buildings of recognized architectural value were legislated. The same zones were defined by Public Works Department according to the Superior Council of Works Department report and under the grounded motion settled by the General Management of National Buildings and Monuments, established in 50 meters, but that could be increased up to an urban planning reach - they were called the special protection zones. The purpose of this measure was to protect the uplifting and environmental pre-existences that surrounded the buildings of recognized architectonic value in order to maintain or even establish the harmony and logic of the set²⁹. It is in this context that General Plans of Urbanization protect the areas considered of historical and artistic importance. Agache, for instance, points out a list of 11 monuments and 10 picturesque places to preserve³⁰.

9. To think and design the city at territory scale; Étienne de Groër and Faria da Costa

Alfred Agache, in his preliminary report of his *Expansion Plan of the West Region of Lisbon* along the coast road to Cascais (1934-36), the outcome of a four-month study in the locale, put forward solutions for a “rational extension” of Lisbon, foreseeing a distribution by zones, mentioning that “the question of lands, open spaces, spaces reserved for sport, gardens and forest were equally part of the zoning”³¹. For the *General Urbanization Plan* in 1934, a topographical survey was made of an area of 10,000 hectares between Algés and Cascais, the roads that were to be built being demarcated.

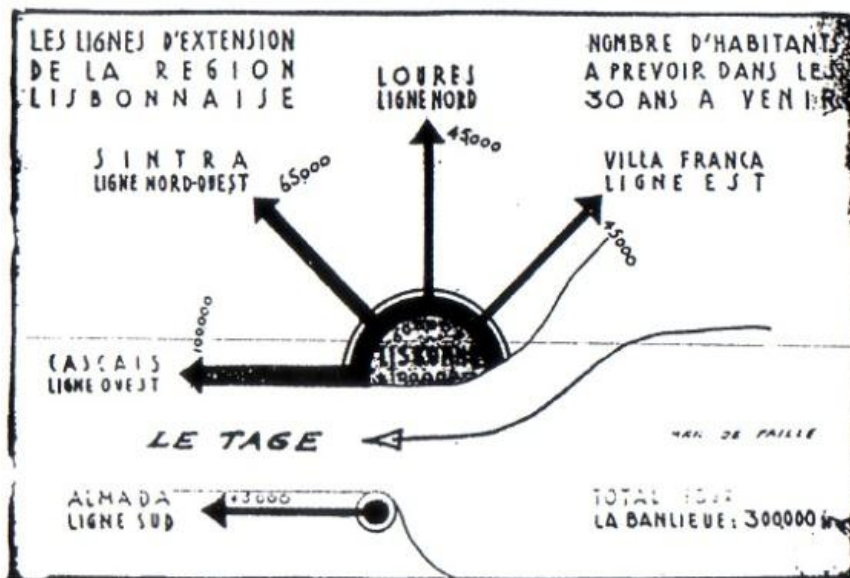


Figure 1- Alfred-Donat Agache (French 1875-1934). *Proposed distribution of the population in the Lisbon Region, according to Agache, 1936.* in, Agache, A. *Lisbonne – Urbanisation de la Région Ouest*. Paris: Mimeo, 1936, in, Pereira, M. *The Urbanization Plan for the Costa do Sol. The pioneering of a sub-regional plan.* In *The Urbanization Plan for the Costa do Sol. Na innovative vision for the territory*. Oeiras: Municipal Town Hall of Oeiras, 2009. 30.

²⁸ Ramalho, M. C. (Org.) *Guia de Portugal Artístico. Costa do Sol*. Lisboa: Edição de M. Costa Ramalho, 1934. 1.

²⁹ Rodrigues, P. S. *Lisboa. A Construção da Memória da Cidade*. Évora: Casa do Sul Editora, Centro de História da Arte da Universidade de Évora, 2005. 62-64.

³⁰ COSTA, S. V. *Portugal a régua e esquadro. A Obra pública do Engenheiro Duarte Pacheco*. Lisboa: PhD thesis, Universidade de Lisboa, 2009. 283.

³¹ Agache, A. *Lisbonne – Urbanisation de la Région Ouest*. Paris: Mimeo, 1936.



Figure 2- Alfred-Donat Agache (French 1875-1934). *Costa do Sol: Agache's road network master plan* in, Agache, A. Lisbonne – Urbanisation de la Région Ouest. Paris: Mimeo, 1936, in, Pereira, M. The Urbanization Plan for the Costa do Sol. The pioneering of a sub-regional plan. In The Urbanization Plan for the Costa do Sol. Na innovative vision for the territory. Oeiras: Municipal Town Hall of Oeiras, 2009. 32.

In this context, Agache will propose the entrance for the work team of Étienne de Groër (1882-1952), his collaborator in the Rio de Janeiro Plan. Étienne de Groër would be contracted by the Municipal Town Hall of Lisbon as urbanist-advisor technician for the period 1938-40 and again for the period 1946-48, to accomplish the “Urbanization Development Plan for Lisbon and the respective urban legislation”. For this plan, De Groër would count on the collaboration of urbanist William Palanchon (1902-1959) with whom he had worked on the Rio de Janeiro Plan and the architect-urbanist João Guilherme Faria da Costa (1906-1971). The “drawing-up of the plan including the determination of its zones, verifying, ratifying or modifying parts already carried out always being aware of the maximum use of the work carried out, without prejudice to the perfect and complete accomplishment of the work”³² would be the responsibility of Étienne de Groër. In agreement with the contract, it would be Étienne de Groër’s responsibility to indicate to the Town Hall the order it would be necessary for up-to-date plans of the various zones of the city on the “scale of 1:5.000 or the scales to accomplish the details of the plan with the necessary antecedence to methodical update of the existing plans”³³. With regard to the statistical elements necessary for the accomplishment of the plan the contract establishes that Étienne de Groër should “specifically ask the Town Hall”³⁴ for them. Étienne de Groër considered that “zoning was the basis of urbanism”³⁵, and the property speculation was the “terrible plague of cities”³⁶, and in 1938 in the *Municipal Master Plan*, it was pointed out that the objective of zoning was to “protect the property and at the same time curb property speculation”, concluding that the “institution of modern zoning is of the utmost urgency so as to end this urban disorganization”³⁷. According to de Groër the incitement to cover land to the maximum would produce “narrow plots, very long plans in the sense of being perpendicular to the street, with a Great number of interior divisions with no direct light”³⁸. This way would emphasize the direct relationship between urban morphology and residential morphology, being very critical by mentioning that “more care is taken of composition of an attractive façade than a serious study of the plan”³⁹.

10. Conclusions: the power, the urbanist and the distincts scales of the territory

This plan, also called *Plan of Urban Extension of Lisbon* is a joint plan of Duarte Pacheco/Alfred Agache in the first place and in the second place of Duarte Pacheco/ Étienne de Groër/ Faria da Costa. Truth to tell, Duarte Pacheco gave birth to the predefined/pre-outlined ideas which are churning with Agache’s proposals following the building of the coastal road and which would result in the preliminary study of urbanization of the Lisbon-Estoril-Cascais zone and later in the Costa do Sol plan. However, we also have to state that modernity of the defining lines of the expansion of Lisbon, is derived on a more territorial scale since it was together with the Costa do Sol Project, although its general lines were at least thought out by Duarte Pacheco while minister for Public Works in 1932.

Finally, Agache proposal for Costa do Sol reflects a comprehensive understanding of three distinct scales: (i) the territory; (ii) the city; (iii) but also the urban form. His city-territory acknowledgment provided to Costa do Sol an urban quality that could be recognized as a model of urban intervention and expansion even today.

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³² Contracted for drawing up the Master Urbanization Plan for the City of Lisbon and the respective urban legislation and for urbanist advisor-technician with architect Étienne de Groër, 26th. March, 1947, in, Municipal Archives of Arco do Cego, Lisbon.

³³ Ibidem.

³⁴ Ibidem.

³⁵ Groër, É. “Provisions of the Master Plan”. In [Master Plan of Lisbon]. (unpublished), 1948. II Part, 7.

³⁶ Groër, É. Provisions of the Master Plan. In [Master Plan of Lisbon]. (unpublished), 1948. II Part, vol. 1, 10 (GEO CML)

³⁷ Groër, É. Op. Cit. 66.

³⁸ Groër, É. Op. Cit. 60.

³⁹ Groër, É. Op. Cit. 61.

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Agache; Auburtin; Redont Comment reconstruire nos cites détruites: notions d'urbanisme s'appliquant aux villes, bourgs et villages. Paris: Librairie Armand Colin, 1916.12,13, 17.

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