



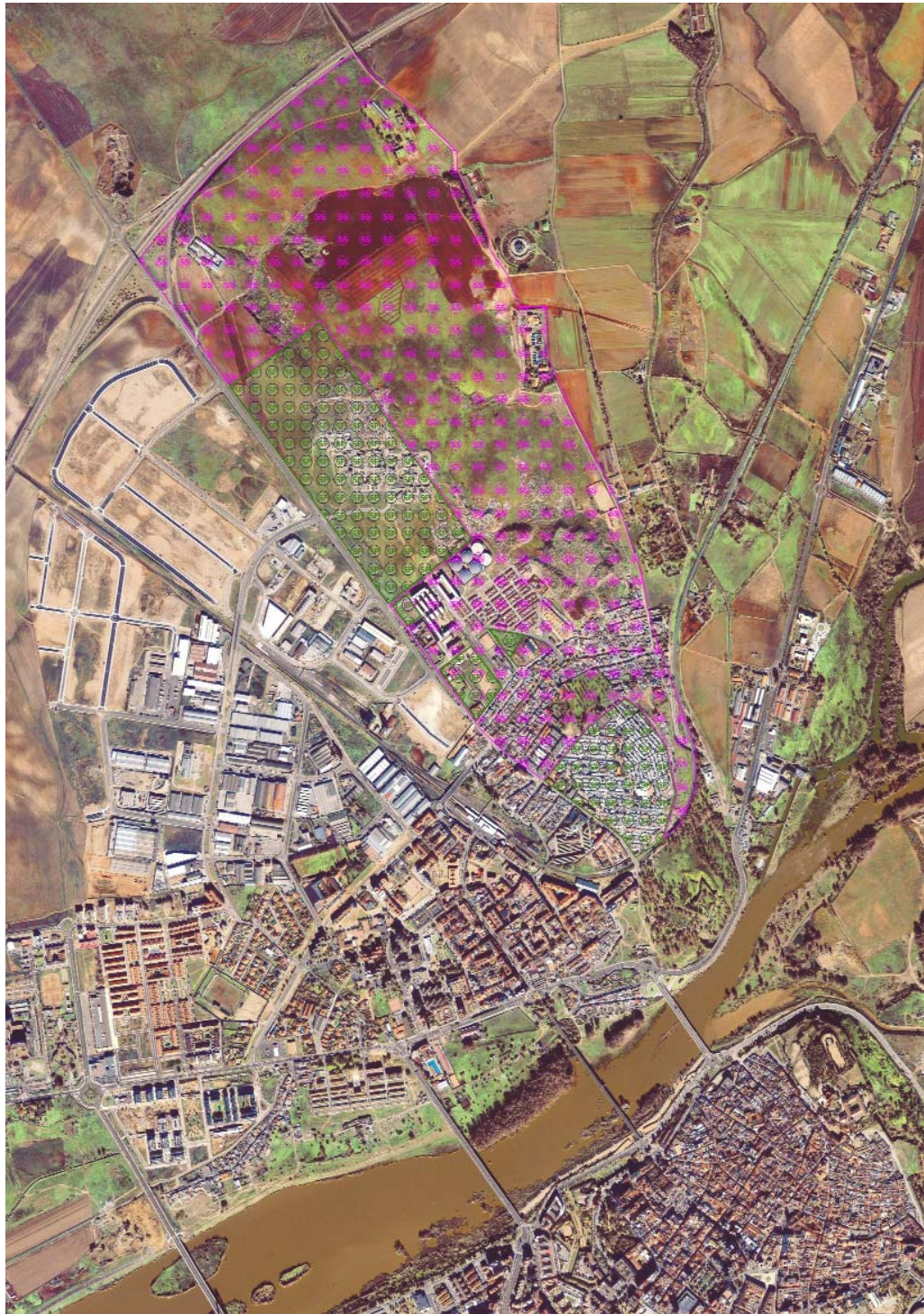
City	Badajoz
Location	Santa Engracia District
Population	143,019
Study site	100 ha
Site of project	45ha

TOPIC

Santa Engracia is an eminently residential neighbourhood with a population of roughly 9000 that is traditionally engaged in street vending. Its inclusion in the city's planned growth ring and its direct access to the A-5 motorway give this suburb considerable potential to offset the city's westward expansion. The proposed area is a segregated, destructured and under-served district with serious difficulties for its integration and the creation of a support network. This district has a history of constant transformation. Several types of barriers limit the social and urban integration of these sectors, making them difficult places for interrelationships: physical barriers that hinder their insertion into the consolidated urban fabric, usage barriers due to the proximity of the industrial estate, and social barriers for the population on account of their cultural and economic conditions. The purpose of the competition is the urban adaptation of this district, including provision for the repercussions that the various scales of the operation will have on the conurbation, with a special focus on creating interface zones and contributing to sustainable development. Competitors are asked to come up with innovative ideas and experimental and uninhibited viewpoints to accompany proposals for the regeneration and consolation of the area, striving to integrate uses and resolve transitions.

TERRITORIAL SCALE : CONURBATION

Badajoz is the largest city in Extremadura, Spain's largest Autonomous Region situated in the southwestern part of the country. Just 5 km from the international border, Badajoz city is regarded as a natural gateway to Portugal. It has a solid highway infrastructure and the TGV high-speed train line is expected to be in operation to the Portuguese border by 2010. The small airport provides regular flights to several large cities in Spain. Traditionally linked to agriculture, with close cultural and business contacts with Portugal, Badajoz's economy is now thriving, primarily based on the service sector. Its transfrontier influence is one of its most solid future strengths.



URBAN SCALE : STUDY SITE

The study area, a high area of almost 100 ha. on the northern side of the Guadiana River, is bounded by a railway line, the A-5 motorway and the Campo Mayor road. This district has never had anything but the strictly necessary public facilities and spaces for interrelationships. Moreover, many of them are now in a very poor state or inappropriately located, forcing the population of the various sectors to use the public infrastructure in other districts. This suburb was given a privileged access point when the north ring road on the Madrid Lisbon motorway was opened. The proximity of the railway station, the high standard of the general road system and the continuity between Avenida del Padre Tacoronte and the Autonomía Bridge make this district's accessibility one of the positive features for its development.

Programmatic intentions:

- Limit the growth of the industrial estate on the opposite side of the Campo Mayor road, encouraging a graduation of the industrial fabric by using different typologies and making their insertion compatible with the residential and service uses. A shopping centre with medium and large-scale hypermarkets is planned for this zone due to the proximity of the A-5 motorway at the northern end of this area.
- Badajoz is expected to need more than 50,000 in the coming years.

PROXIMITY SCALE : SITE OF PROJECT

The proposed operation areas consist of two large, separated sites with quite distinct features, and a series of small intermediate spaces covering an area of roughly 45 ha. that have been shaped by the urban development dynamics in the absence of any proper planning.

North of the study area is Cuesta de Orinaza, a vast tract of land bounded by the A-5 motorway, the Campo Mayor road, the reservoirs, Los Colorines neighbourhood and the rubble dumps on the north-east slope. Between this site and the consolidated city is a series of open spaces which have become particularly important as interface areas.

At the southern extreme of the area is Santa Engracia UVA (neighbourhood absorption area), bounded by the railway line, Avenida del Padre Tacoronte and a strip of social housing blocks (some currently under construction) which restrict its permeability to the rest of the urban fabric.

Programmatic intentions:

- The correct location and scale of the necessary public facilities and new green zones is expected to encourage the articulation of the various neighbourhoods.
- Create new incentives that reach beyond the strictly local neighbourhood context.
- Contribute to sustainable development, focusing not only on the quantifiable aspects but also community creation and sustainability.
- Overcome a double negative situation (city to suburb, suburb to city) using strategies that generate a sense of solidarity between different parts of the city.
- Mobilise urban planning mechanisms to erase the existing barriers.

