

EUROPAN 6 – BURGOS – ESPAÑA

Location: Burgos, Ronda Sur

Population: 163,000 inhab.

Study area: 90 ha || **Site area:** 37.35 ha



CONURBATION

Burgos is a veritable intersection, at the hub of routes to Portugal, France, and the ports of the Basque country, the Region of Cantabria, and the Ebro valley, soon to be served by a high-speed train service. The town has the highest growth rate in the whole of the Region of Castilla-León.

Its urban development, an east-west linear expansion, has been strongly conditioned by the course of the Arlanzón river. The railway constitutes an impassable barrier against any suitable and balanced development. The town's present structure is that of an urban strip cut from top to bottom into three parts, devoid of any links between them.

SITE

The study area is vast, edged by the town's outer southern boulevard, a trunk road and the infrastructure of the Santander-Mediterranean railway line. The

different developed zones are a jumble of individual houses (some of high quality), housing blocks, convents, several industrial buildings, and a number of completely dilapidated sectors.

The 37 356 m² site is roughly triangular. It is characterised by being surrounded by strong limits, such as the access to the historical centre; the Ronda Sur viaduct; the Cardeñadijo waterway, situated at the bottom of a 20m deep, steep-sided valley (around 20% gradient); and disused railways lines.

FUNCTIONAL ISSUES

One of the objectives is the development and completion of the urbanisation and edification of the points in the urban network that have remained vacant, to knit together and complete the fabric in order to accomplish development of the town's interior.

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SOCIAL ISSUES

As the site is a town facade, it must feature an innovative response capable of revitalising the zone, separated from the rest of the urban fabric by infrastructures created in the past.

PERCEPTUAL ISSUES

The study area includes a zone that suffers from a major lack of open spaces and communal amenities.

PROGRAMME

The town's plans for the study area are a housing programme and local amenities, and for the zone occupied by the railway lines, pedestrian areas developed as green spaces. It seems indispensable to proceed with a treatment of the frontages giving onto these spaces. A second area, adjoining



the ample road network, is earmarked for green spaces, although details of access and mobility have not been defined.

THEME

This zone, which is close to the historical centre and yet isolated by various transport routes, is to be fully integrated into the urban system, while still offering an attractive urban frontage. What is sought are solutions in terms of urban connections, as well as a balance between housing and traffic, town and natural *milieux*. Environmental pollution, the feeling of insecurity, slum areas, and situations of marginality are to be dealt with.