

**TOPIC**

Generation and urbanization of a sector of potential medium-density residential land to "seal" the vacant interface areas in the residential settlements configuring the south and south-eastern edges of the Fray Albino district, the Guadalquivir River, running through the zone, and the South-east ring road. Socially rezone the Fray Albino district, particularly its role as part of the residential and infrastructure initiatives, primarily public, which are either completed or in progress along the urban stretch of the Guadalquivir River. The aim is to convert it into a major feature of Córdoba for the 21st century, making this operation a value-added reference point.

CONURBATION

The previous and current Master Zoning Plans (PGOU'86 and PGOU'01 respectively) have chosen to highlight the presence of the Guadalquivir River, using it as the backbone for the major "Córdoba City Projects" programmed with the start of the 21st century.

The master zoning plan also makes compatible the previously mentioned initiatives for public facilities with new ways of organizing the residential developments, represented by a series of initiatives in the "Cordel de Ecija" (winning proposal in EUROPAN 6; plans and procedures now contracted and at design stage) and the PPO S-2 initiative, presented here for further consideration as a part of EUROPAN 8.

The Fray Albino district - from the 1950's -, bordering the study area to the north and north-west, and to which the new urban fabric will be attached, is a unitary public housing estate consisting of clusters of traditional dwellings with a common structure and roof, built immediately before the 1958 release of the first Master Plan for Córdoba. In the absence of an overall zoning plan, it was decided to define a random urban growth area within the expansion ring, which would be linked to the major territorial axes.

This district, based on the Granada highway and the Roman Bridge as its sole link to the city centre, has a continuous, grid layout although it is not a mesh produced in accordance with a single pre-planned reticular guideline. One must acknowledge the fact that this district is the sum of its parts, with its boundaries closed with frontage-buildings. The single-family dwellings here are generally single-storeyed, although ruptures in the typological unity exist due to numerous taller replacements and multifamily buildings inserted in the urban fabric that existed from the outset.

There is a remarkably large proportion of the district land taken up by road infrastructure and little land zoned for other public uses (parks and infrastructure). Due to the shortage of these facilities, the housing density is medium-high (50-60 dwellings/ha.) in spite of the predominantly low height in the district.

SITE

The site is located within the perimeter ring around the urban area south of the Guadalquivir River, that runs along the right bank parallel to the "Arenal" meander, coinciding with the intermediate void between the Fray Albino District, the river and the A-92 motorway, in the section ringing the south-eastern part of the city. The allotments are bounded to the south-east and south-west by the A-92 motorway and its connection with the N-432 highway, to the east by the Guadalquivir River, and to the north and north-west by the urban land of the Fray Albino District and its most recent development.

This development is split by Calle Acera del Rio into two areas with an irregular polygonal geometry, one to the east bordering the river and the other to the west, flanked exclusively by existing roadways and buildings. The land is heavily contoured with height differences of up to seven metres.

Population: 316.528

Location: Fray Albino-Sur. PPO S-2

Study and Project area: 10.19 ha

**PROGRAMME**

Under the PGOU'01, this PPO S-2 initiative envisages the establishment of a detailed zoning initiative, legitimizing the future implementation on the affected land for medium-density residential growth that will "seal" the urban fabric in this zone.

This detailed zoning plan will develop, unaltered, the following structural definitions:

- OVERALL USE: Multifamily Residential.
- DENSITY GLOBAL: 40 dw/ha. (modifiable if justified for optimization purposes).
- OVERALL MAXIMUM CONSTRUCTION: 0.50 m²/m²s

The minimal facilities in sector PPO S-2 (e.g., parks and gardens, schools, health centres, sports facilities, shops, cultural and social centres and car parks), in accordance with the urban legislation currently in force, will be the following: between 30 and 55 m² of land per 100 m² of roof area, of which between 18 and 21 m² of land but never less than 10% of the sector land area (10,19 ha.), must be set aside for parks and gardens, and in addition between 0.5 and 1 public car parking spaces per 100 m² of roof area. These infrastructure reserves are the minimum threshold, but the proposed solution may (should) increase them.

ISSUES

Due to the specific strategic conditions of the site, and in congruence with the city's new-found environmental awareness and the resulting process of reanalysis, reappraisal and qualification of the urban landscape and building with nature, the proposed planning solution should provide efficient assistance in the following overall processes:

a) With respect to the Guadalquivir River:

- Integration of the river in the city, once the river water is subjected to treatment and flow control.
- Nuancing the image of the city projected towards the river; the area spanning the river, the initiatives and buildings along its urban banks will be the new reference space for the city. This is Córdoba's present and future façade.
- Recovery, revitalization and qualification of the current interfaces between the city and the river.

b) With respect to the urban environment:

- Urban, social and economic regeneration of the urban area of influence. The proposals should, as far as possible, palliate the infrastructure shortfalls in the urban area of influence.

c) With respect to the zoning and inhabitation forms:

- Research into new potential relationships between the transformed urban fabric and the surrounding natural or pseudo-natural environment.
- Research into new inhabitation styles, which will provide an answer to new social demands and requirements and define new housing programmes. Sustainability, quality and accessibility criteria shall be used.

Finally, the planning solution must be real: Socially beneficial (the provision of an acceptable living quality for the residents and others in the local area of influence) and economically viable.





