



TOPIC

A new alternative organization to the current planning guidelines should be presented, with the perspective of bringing the areas with natural values closer to the city centre. Most of the land will be set aside as green zones. The intermediate position between the city and the country shall be taken into consideration. Competition entrants should also focus on the city access aspects, transforming the crossroad into an urban space. They should also help to improve the unsatisfactory articulation between infrastructure, residential and industrial uses.

CONURBATION

Alcazar de San Juan, formerly an important railway junction in the centre of Spain, is undergoing an intense redefinition of its role. At the present time, it has become a commercial and services hub for a large county in La Mancha region.

Its recent growth, based on a Master Plan dating back to 1992, is tending to cover the belt between the old quarter (somewhat tight and exocentric in keeping with La Mancha towns) and the Viñedos Motorway, currently under construction, running south of the town. This transversal road, which connects Toledo and Albacete through Alcázar de San Juan and Tomelloso, will articulate the La Mancha region.

The proposed site is a pocket of public land located east of the town and owned by the Castilla-La Mancha Regional Government.

SITE

The site is affected by the presence of the city water treatment plants. Although they will be moved away in the future, until then they will continue to give off annoying smells, and buildings should therefore be sheltered from the prevailing winds.

A large private facility (old people's home, I. Vicens, and J.A. Ramos, architects.) visually dominates the landscape, separated from the city by a highway whose transformation into an urban street could be encouraged by the project.

Population: 26.565
Study area: 73.4 ha
Project area: 11.4 ha



PROGRAMME

The program will be concerned with the construction of a 11.4 Ha. Area on a ratio of 1.62m²/m². Its major usage will be social housing in a range of modes. Only 5% of the permitted building area can be used for commercial/tertiary uses. Approximately 1,300 dwellings will be built.

The legally binding quality standards must be observed, with land reserved for at least: 36,936 m² for rotational uses, 33,242 m² of green zones and 935 car parking spaces on public land (a further 1,625 spaces on the allotment).

ISSUES

Social / functional

The project should ensure social diversity and cohesion by means of a mixture of housing types: 10% will have at least 70 m², 40% 90 m², 30% 120m²; and 20% 135 m².

Facilities will be an important feature: 15,600 m² education, 7,800 m² sports, 13,536 m² other facilities (cultural, health, social services)

Sensitive

No typology or height conditions are fixed. We suggest the occupation of a strip of land parallel to the highway, sheltered from the prevailing winds, however competitors may propose other solutions. Projects should ensure permeability from the city towards the protected natural land.

Sustainability

The use of solutions that ensure a reduced consumption of materials, energy and water will be mandatory.



