From underdevelopment to overdevelopment in ZoMeCS
The potency of territory (territory = milieu * population)

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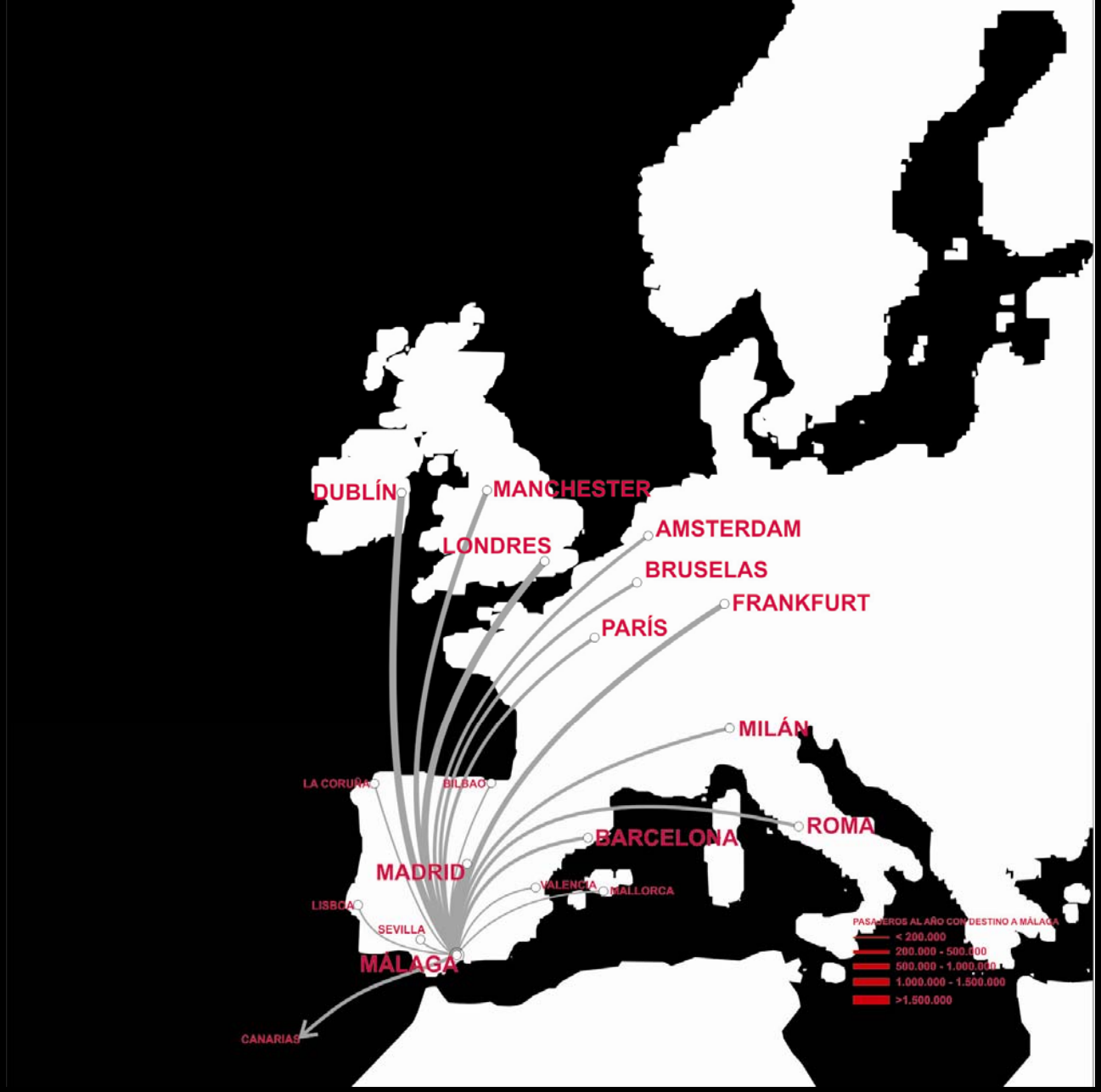
TOURBANISM 6TH CONFERENCE OF THE INTERNATIONAL FORUM ON URBANISM IN BARCELONA

2003: NEWSPAPER ARTICLES
2004: 020404 DERIVA EN ZoMeCS (BOOK)
2005: NERJA PAISAJE ZoMeCS (BOOK)
2006: URBANS ATTRIBUTES IN ZoMeCS (RESEARCH PROJECT)

FIRST PART

DESCRIPTION: GEOGRAPHIC CONTEXT

A THICK BORDER, A DEEP FOSS, AN STRATEGIC SEA ROUTE


DUBLÍN
MANCHESTER
LONDRES
AMSTERDAM
BRUSELAS
FRANKFURT
PARÍS
MILÁN
LA CORUÑA
BILBAO
ROMA
BARCELONA
MADRID
VALENCIA
MALLORCA
LISBOA
SEVILLA
MÁLAGA
CANARIAS
PASAJEROS AL AÑO CON DESTINO A MÁLAGA
< 200.000
200.000 - 500.000
500.000 - 1.000.000
1.000.000 - 1.500.000
>1.500.000

MALAGA

DESCRIPTION: PHYSICAL *MILIEU*

310 SUNNY DAYS A YEAR

AVERAGE TEMPERATURE IN THE YEAR:

18º C

WINTER AVERAGE TEMPERATURE:

12-13º C

SUMMER AVERAGE TEMPERATURE:

22-26º C

A BAND 5-20 KM WIDE AND 130 KM LENGTH BETWEEN THE MOUNTAIN RANGE AND THE SEA

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A BAND 5-20 KM WIDE AND 130 KM LENGTH BETWEEN THE MOUNTAIN RANGE AND THE SEA

A COMPLEX, VARIED AND NICE LANDSCAPE: BEACH

A COMPLEX, VARIED AND NICE LANDSCAPE: BEACH

A COMPLEX, VARIED AND NICE LANDSCAPE: TYPICAL VILLAGE

A COMPLEX, VARIED AND NICE LANDSCAPE: EXCLUSIVE GOLF

A COMPLEX, VARIED AND NICE LANDSCAPE: MARINA

A COMPLEX, VARIED AND NICE LANDSCAPE: INNER PART

A COMPLEX, VARIED AND NICE LANDSCAPE: CASINO, HOTELS OR PUTY CLUB ?

A COMPLEX, VARIED AND NICE LANDSCAPE: INNER VILLAGES

A COMPLEX, VARIED AND NICE LANDSCAPE: ZoMeCS STRIP

DESCRIPTION: TRANSPORT INFRASTRUCTURE

SINCE SIXTIES THE N-340 MOTORWAY IS THE MAIN CONNECTOR INSIDE AND OUTSIDE

NOW, WHEN NEWS TOLL HIGHWAY HAS BEEN BUILT,
N-340 HAS BECOME THE COSTA DEL SOL “MAIN SREET”

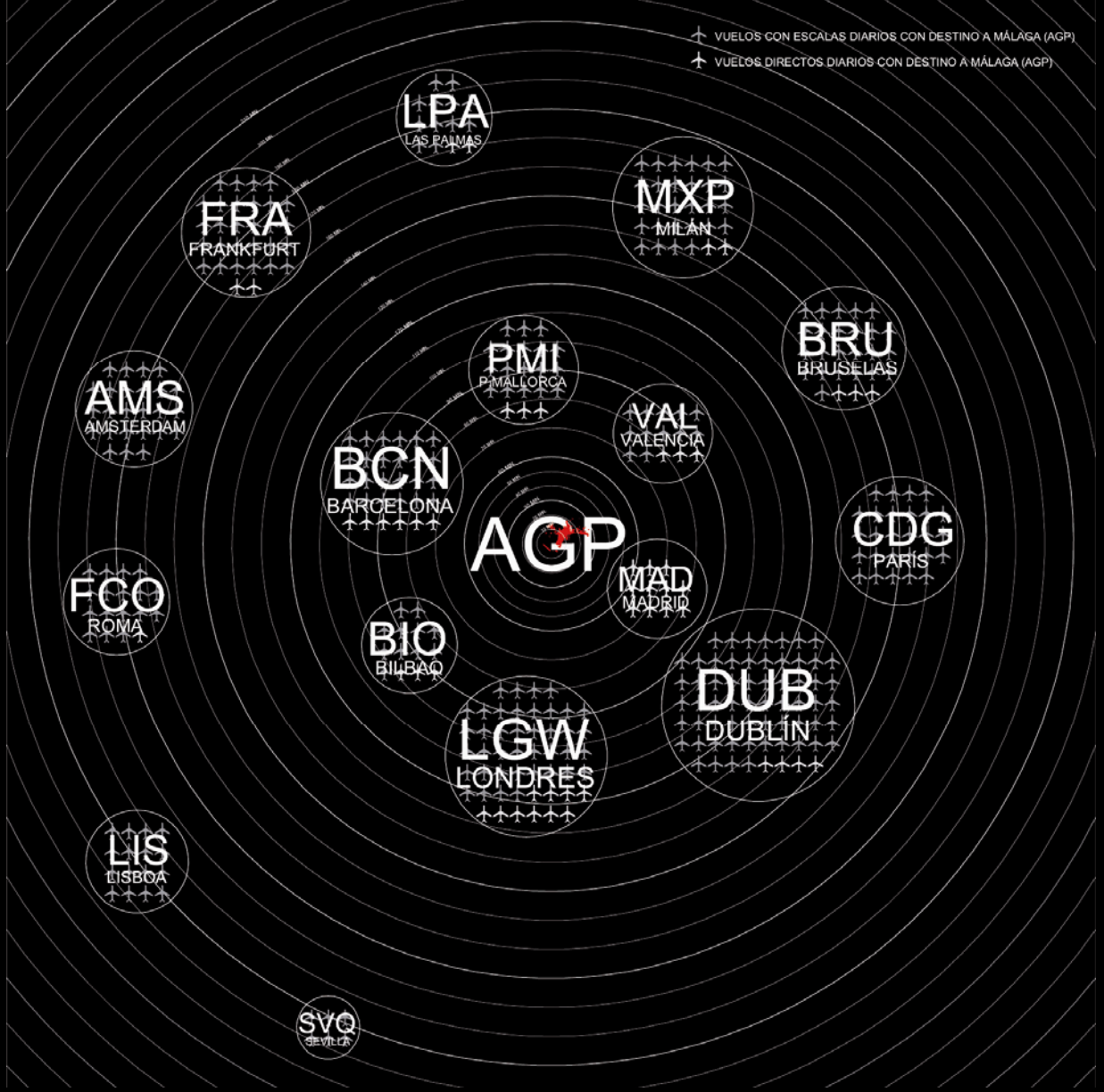
A-7 AND AP-7 HIGHWAYS

PUBLIC TRANSPORT IS VERY INSUFFICIENT: A SUBURBAN TRAIN (MÁLAGA-FUENGIROLA, 25 KM) AND LINES BUS

THE MALAGA AIRPORT: NOWADAYS AIRPORT EXPANSION

HIGH FREQUENCY SEA-LINES CONNECT MALAGA, ALGECIRAS AND TARIFA WITH TANGER, MELILLA AND CEUTA

DESCRIPTION: URBAN SYSTEM



THE MALAGA AIRPORT IS THE MAIN GATE TO EUROPE,
WITH A LOT OF LOW-COST FLIGHTS

**HIGH FREQUENCY SEA-LINES CONNECT MALAGA,
ALGECIRAS AND TARIFA WITH TANGER, MELILLA AND CEUTA**

HIGH OCCUPATION OF THE SEAFRONT, DENSITY DECREASES IN THE INNER PART

HIGH OCCUPATION OF THE SEAFRONT. DENSITY DECREASES IN THE INNER PART

HIGH OCCUPATION OF THE SEAFRONT. DENSITY DECREASES IN THE INNER PART

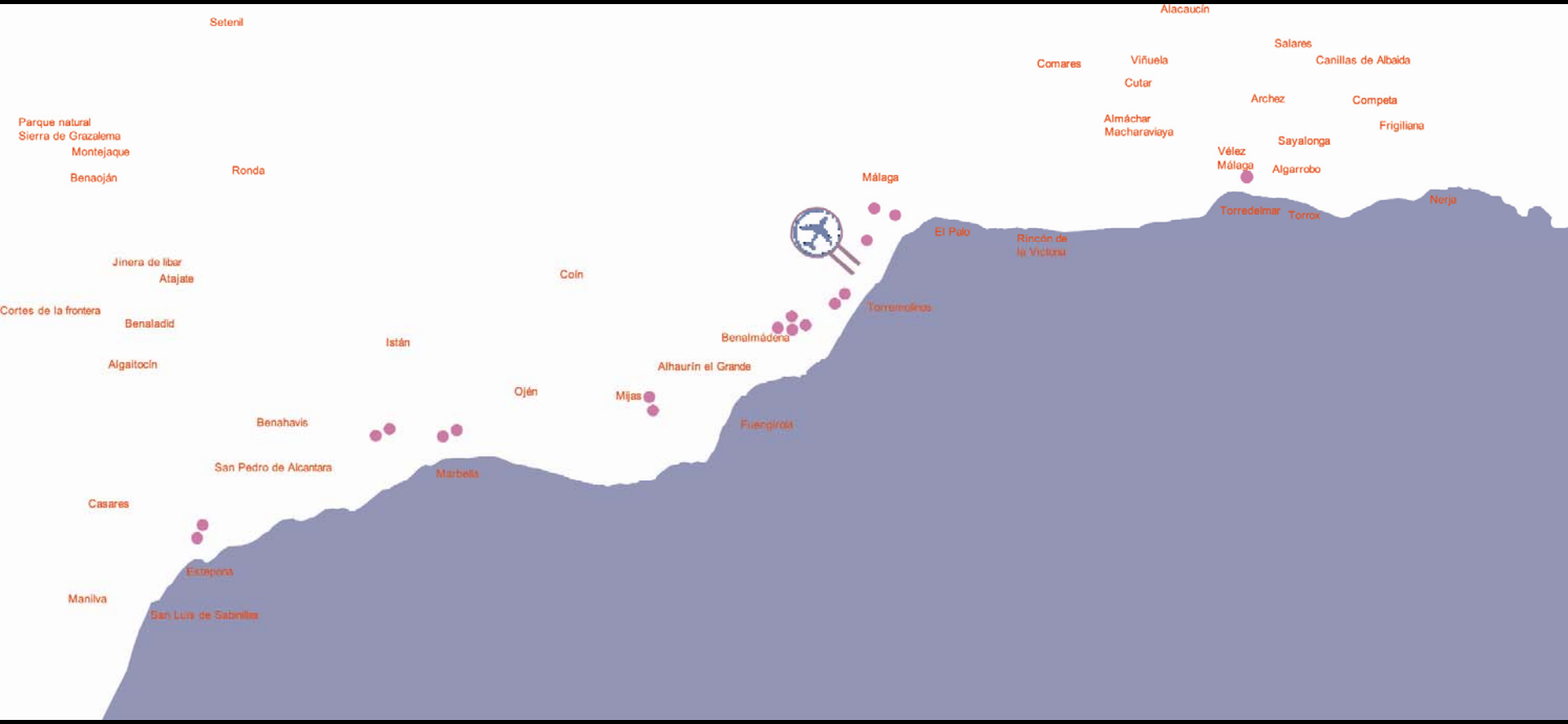
MANY NEAR SETTLEMENTS ARE ISOLATED EACH-OTHER ONLY N-340 CONNECTS THEM

MOST OF SOCIAL EQUIPMENTS ARE PRIVATE,
WHERE PEOPLE MEET AND BUILD THEIR SOCIAL ECOSYSTEMS

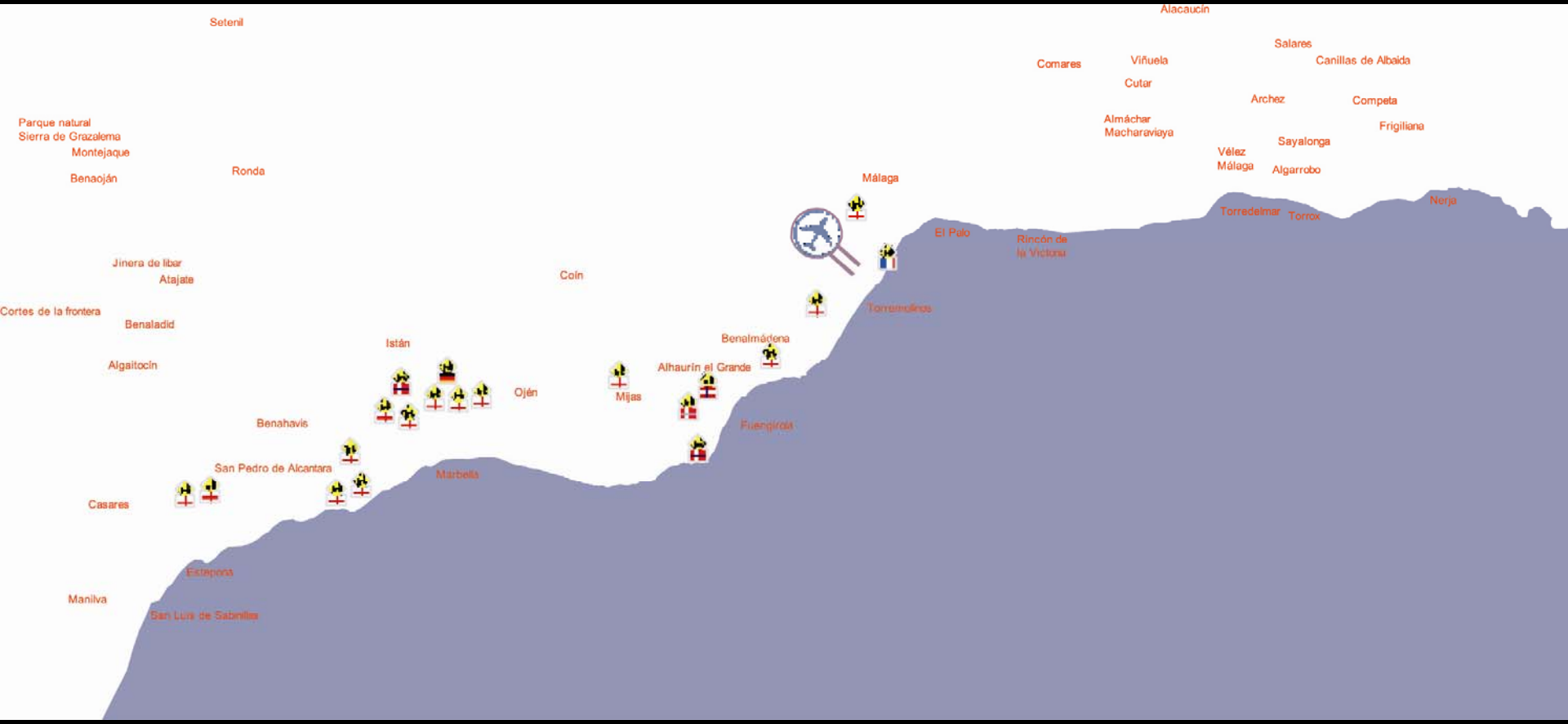
PRIVATE CLUBS

PRIVATE CLUBS

PRIVATE CLUBS



LEISURE PARKS



PRIVATE SCHOOLS FOR FOREIGNERS

TERRITORY BROKEN INTO PIECES
NO BUILT-NO CROPLAND LAND (*TERRAINS VAGUES*)

DESCRIPTION: POPULATION

MAIN POPULATION GROUPS:

- NATIVE PEOPLE
- TOURIST-RESIDENTS (EUROPEANS AND SPANIARDS WHO LIVE HERE PART OF THE YEAR): PENSIONERS, PROFESSIONALS, SMALL ENTREPRENEURS, JET-SOCIETY
- CLASSIC AND THEMATIC TOURISTS
- WORKERS FROM MAGREB AND LATINAMERICA

HIGH DEGREE OF MOBILITY:

OUTSIDE:

TOURISTS, IMMIGRANTS, FOREIGNERS

INSIDE:

WORK COMMUTERS (MANY FROM MALAGA CITY), LEISURE, SHOPPING…

PEOPLE IN CENSUS:

+ 500.000

TOURISTS:

+ 9.000.000

ESTIMATED PEOPLE ALL OVER THE YEAR:

+ 9.500.000

MANY PEOPLE WHO LIVE HERE DO NOT PAY TAXES, THOUGH THEY USE PUBLIC EQUIPMENTS AND INFRASTRUCTURES

FOREING PEOPLE IN CENSUS:

35 % (175.000)

TOURISTS HOME OWNER :

15 % (1.320.000)

ESTIMATED PEOPLE IN AUGUST:

+ 2.000.000

44 GOLFS
7 MARINAS
22 HOTELS 5*
142 HOTELS 4*

} 60% TOTAL HOTEL ROOMS

PEOPLE FROM DIFFERENT COMMUNITIES DO NOT MIX, THEY HAVE NOTHING TO BE SHARED, COMMON TERRITORY DO NOT EXISTS FOR MOST OF THEM. NATIONAL OR HIGH LEVEL INCOME COMMUNITIES ARE SELFISH AND CLOSED

NATIVE PEOPLE SEE TERRITORY ONLY AS AN ECONOMIC RESOURCE, ITS DESTINATION IS TO BE BUILT

DESCRIPTION: ECONOMY

DURING 60 YEARS ECONOMIC DEVELOPMENT HAS BASED ON THE CONJUGATION OF TWO FACTORS:

- ONE OF THE BEST LAND IN THE WORLD TO LIVE IN
- MONEY WHICH COMES (AND GOES AWAY)

COSTA DEL SOL HAS NOT YET ITS OWN CIRCUIT AND ACCUMULATION OF CAPITAL (THE PROCESS OF PRIMITIVE ACCUMULATION HAS NOT BEEN ACHIEVED)

WHERE TECHNICAL, POLITICAL AND ECONOMIC DECISIONS ARE MADE IS FAR: SEVILLE, MADRID, FRANKFURT, LONDON...

THREE DOMINANTS ECONOMIC SECTORS: BUILDING, TOURISM AND THE SERVICES DEMANDED BY THE GROWTH OF FOREIGNERS RESIDENTS (NO TOURISTS)

JOBS ARE VULNERABLE BECAUSE CRISIS (EXCEPT SERVICES TO RICH PEOPLE), LOW-SKILLED, AND PRECARIOUS

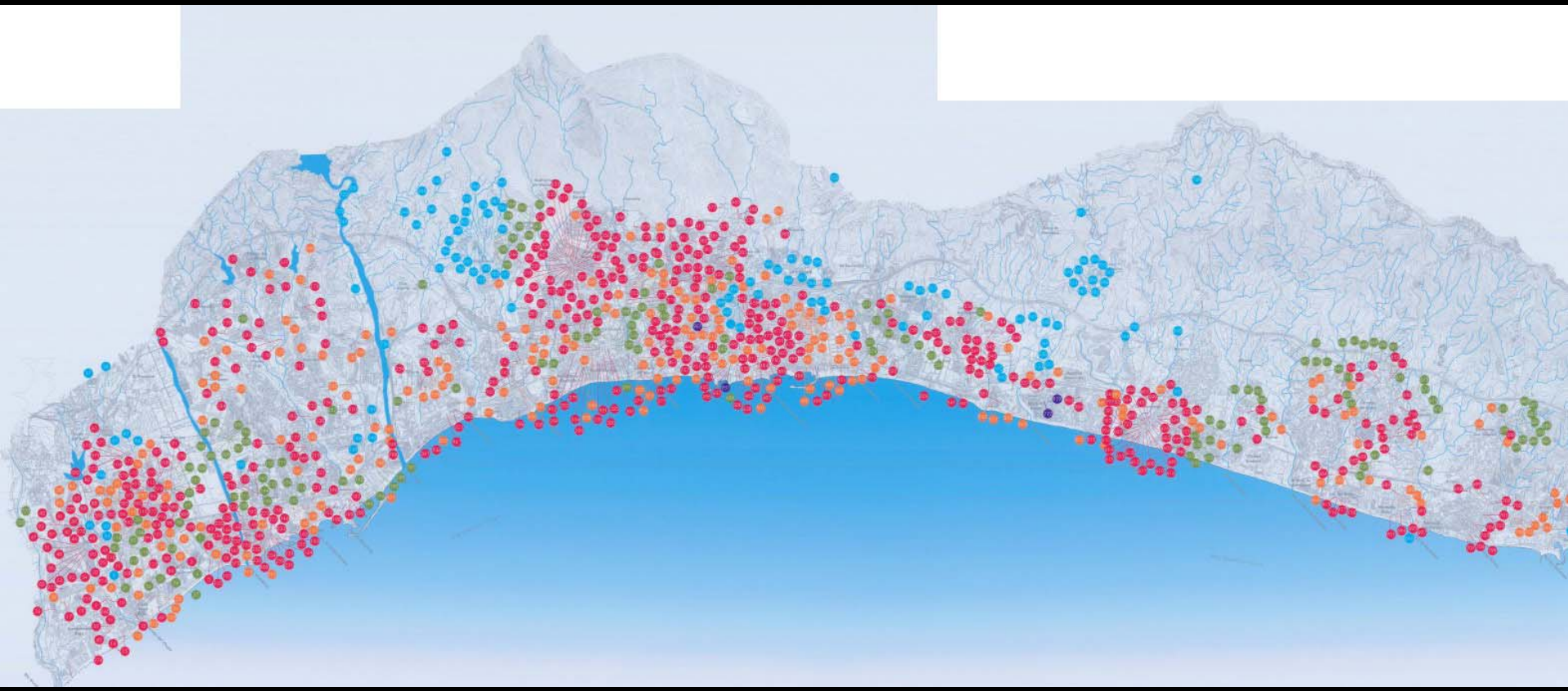
FOR MOST OF NATIVES THE END OF THE CRISIS IS TO RETURN TO BUSINESS AS USUAL, THEY DO NOT IMAGINE A DIFFERENT WAY OF LIVING

DESCRIPTION: PUBLIC INSTITUTIONS

THE TECHNICAL, POLITICAL AND ECONOMIC WEAKNESS OF THE COUNCILS CONTRASTS WITH THE POWER OF THE INVESTORS COMING FROM OUTSIDE, ESPECIALLY REAL ESTATE AND BANKING

THEIR PUBLIC NATURE IS UNDERMINED BECAUSE ACTORS (POLITICIANS, OFFICIALS, INTERMEDIARIES OF ALL KINDS) USE IT AS AN INSTRUMENT FOR THEIR PARTICULAR INTERESTS

THIS FACT, PLUS THE SPECIAL FEATURES OF THE LAND AND REAL ESTATE MARKET FAVORS THE EMERGENCE OF A SPECULATIVE ECONOMY AND POLITICAL CORRUPTION



MARBELLA GENERAL PLAN. “MEASLES PLANE” ILLEGALS BUILDINGS (PLANO DEL SARAMPIÓN)

THIS FACT, PLUS THE SPECIAL FEATURES OF THE LAND AND REAL ESTATE MARKET FAVORS THE EMERGENCE OF A SPECULATIVE ECONOMY AND POLITICAL CORRUPTION

LEGAL AND TECHNICAL INSTRUMENTS ABOUT URBAN PLANNING AND MANAGEMENT ARE NOT ADAPTED TO THE PECULIARITIES OF URBAN PROCESSES IN THIS AREA

AS A CONSEQUENCE THE KNOWLEDGE OF PROFESSIONALS IN ARCHITECTURE AND URBANISM ARE NOTORIOUS INEFFICIENT

SECOND PART

TERRITORY

ZoMeCS

METROPOLITAN TERRITORY

PRODUCES SPECIFIC LIVING WAYS IN ITS INHABITANTS

LINEAR CITY

WITHOUT HISTORIC CENTRE
WITHOUT RELEVANT DOWN TOWNS
WITHOUT APPROPIATE PUBLIC TRANSPORT
WITHOUT URBAN PLANING
WITHOUT COMMON POLICY
INHABITANTS WITHOUT RIGHTS

TERRITORY

CONTEMPORARY CITIES

HISTORIC CENTRES (URBAN PLACE) ► THEME PARKS THEMSELF

ZoMeCS

TOURIST THEME PARKS ► URBAN PLACE

TERRITORY

MODERN TERRITORY ► DEVELOPMENT

TERRITORY TO BE DEVELOPED BASED ON WELFARE STATE:
NECESSARY PUBLIC FACILITIES (HOUSING, HEALTH, EDUCATION, JUSTICE, PUBLIC INFRAESTRUCTURES...)

POSTMODERN TERRITORY ► OVERDEVELOPMENT

UNNECESSARY PRIVATE PRODUCTIVE FACILITIES:
(MARINAS, GOLF RESORTS, TENNIS, PADDEL, SPAS, THEME PARKS, SHOPING CENTRES)

TERRITORY

BEFORE 1960
UNDEVELOPED

1960-1992
NO MODERN. NO DEVELOPED

1992-2007
POST MODERN. OVERDEVELOPED

2007-2011 TO THE FUTURE
POST MODERN. OVERDEVELOPED ?

POPULATION

BEFORE 1960

NATIVE INHABITANS

1960-1992

NATIVE INHABITANS + MASS TOURISTS

1992-2007

NATIVE INHABITANS + CREOLES + **MASS TOURISTS** + POSTPODERM TOURIST + **RESIDENT TOURISTS** + IMMIGRANTS

(2002-2007 15,36% REGISTERED INHABITANTS)
(2002-2011 24,74% REGISTERED INHABITANTS)

2007-2011 TO THE FUTURE

CREOLES POSTCRISIS? + **MASS TOURISTS** + **POSTMODERN TOURIST** + **RESIDENT TOURISTS** + **IMMIGRANTS**

(2007-2011 8,12% MALAGA PROVINCE HAS THE MOST GROWTH ON SPANISH)

SOCIABILITY AND CULTURE

BEFORE 1960
LOCAL AND TRADITIONAL

1960-1992
LOCAL AND TRADITIONAL TRANSFORMATION
NEW INDIVIDUALISM

1992-2007
NEW INDIVIDUALISM AS PERSONAL AUTONOMY
COMMUNITY LIFE IS LOCATED IN PRIVATE EQUIPMENTS

2007-2011 TO THE FUTURE
INDIVIDUALISM ?
NET SOCIETY ?

ECONOMY AND PRODUCTIVITY

BEFORE 1960

SUBSISTENCE FARMING AND FISHING

1960-1992

MASS TOURISM (SUN + BEACH)

1992-2007

MASS TOURISM (SUN + BEACH) **+ ENTERTAINMENT INDUSTRY + SERVICES + BUILDING +REAL ESTATE AS A FINANCIAL ASSETS**

2007-2011 TO THE FUTURE

MASS TOURISM (SUN + BEACH) **+ ENTERTAINMENT INDUSTRY + SERVICES + SHOPPING**

TEMPORALITY

BEFORE 1960
CONTINUOUS RURAL

1960-1992
SEASONAL (SUMMER)

1992-2007
DAILY: IN / OUT (MALAGA: DORMITORY TOWN)
WEEKLY: WEEKEND INSIDE AND OUT
WEEKEND 3 O 4 DAYS OUT WORK
WEEKEND 3 O 4 DAYS IN TO PLAY GOL, HEALTH
SEASONAL: ALL YEAR LONG
ANNUAL: DEPENDENT ON ECONOMIC CYCLES AND CRISIS

2007-2011 TO THE FUTURE
MORE VARIETY ? PEAK OIL ?

MOBILITY

BEFORE 1960

VERY LOW

1960-1992

UNIDIRECTIONAL

1992-2007

MALAGA AIRPORT: NOWADAYS AIRPORT EXPANSION (TWO AIRSTRIP)

MALAGA AIRPORT PASSENGERS

JANUARY 2007 **331.000 (103.000 SPANISH + 227.000 FOREIGNERS)**

JULY 2007 **787.000 (178.000 SPANISH + 607.000 FOREIGNERS)**

MALAGA PORT

RECENTE EXPANSION: TRANSANLANTICS

AVE (HIGH SPEED TRAIN)

SINCE 2008

INTERURBAN TRANSPORT:

LINEAL CIRCULATION+ TRANSVERSAL CIRCULATION (INNER)

PRIVATE TRANSPORT:

OLD ROAD N-340 (STRIP AND MAIN STREET), HIGHWAY A-7,
HIGHWAYS PRIVATE AP-7

PUBLIC TRANSPORT: MALAGA-FUENGIROLA COMMUTER TRAIN

2007-2011 TO THE FUTURE

JANUARY 2011 **285.000 (82.000 SPANISH + 203.000 FOREIGNERS)**

JULY 2011 **784.000 (137.000 SPANISH + 647.000 FOREIGNERS)**

PEAK OIL

EPILOGUE

ZoMeCS AND THE ARCHITECTS
A THEORY OF THE INTERMEDIATION IN TERRITORY

ABOUT ZoMeCS (***ZONA METROPOLITANA DE LA COSTA DEL SOL***)**:**

THE MAP IS NOT THE TERRITORY

COSTA DEL SOL IS NOT ZoMeCS

TERRITORY: MILIEU • POPULATION

CAPITALISM: CAPITAL • WORK

ZoMeCS: CAPITAL • TERRITORY

ZoMeCS NEW INHABITANTS,
NOR NATIVE PEOPLE, NEITHER TOURISTS:

THE “RESIDENT-TOURISTS”

THE QUESTIONS ABOUT ZoMeCS:

ITS INHABITANTS WILL BE ABLE TO CREATE A COMMON WAY OF LIFE?

WILL BE THEY ABLE TO INVENT A ZoMeCS BEYOND CRISIS?

THE THIRD ACTOR,
AN INTERMEDIARY BETWEEN CAPITAL AND TERRITORY:

THEY ARE THE LOCAL AGENTS WHO OFTEN ACT AS TROYAN HORSES

THE QUESTION ABOUT ARCHITECS AND URBANISTS AS A THIRD ACTOR:

BETWEEN MILIEU AND CAPITAL, OR BETWEEN MILIEU AND INHABITANTS?

TO CONNECT THE SEPARATE PIECES IN THE MILIEU

TO CONNECT MILIEU AND POPULATION

TO CONNECT THE “SOCIAL PIECES”