

HOW TO VISIT

PUERTA DE PALMAS / HORNWORK

Before starting the tour, we recommend that you visit the **Casas Mudéjares Tourist Office**. There you can find out about the visiting hours inside Puerta de Palmas (the Hornwork can be freely visited) and find content to better understand the monuments and their surroundings.

Within the tour, you will find informative boards, in which more information can be downloaded to your phone using **QR codes**



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ROUTE PUERTA DE PALMAS / HORNWORK of Badajoz



Ayuntamiento de Badajoz
CONCEJALÍA DE TURISMO



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PUERTA DE PALMAS

It was built in the first quarter of the 16th century. During the first centuries, it was known in the documents and maps as Puerta Nueva or Puerta del Puente. Its construction had a double defensive and decorative purpose, since besides being the main gate to the city, it served as a triumphal arch in honour of Charles I, so it has many allegorical elements on its façade. On the outer façade, with a marked Renaissance character, there is a semicircular arch adorned with a coffer and decorative elements such as medallions, gargoyles and Charles I's imperial coat-of-arms. An inscription from 1551 refers to Philip II as the prince of Spain.

Puerta de Palmas was extensively remodelled until its current appearance. On its inner façade, it houses a chapel - walled up for decades - dedicated to Nuestra Señora de los Ángeles. The 'cubes' by the gate also served as a military prison. Although it was traditionally joined to the rest of the fortification, two lateral paths for pedestrians were made between 1905 and 1906. On the buttresses of the central arch, we can see several marks from artillery and graffiti on diverse subjects.

PUERTA DE PALMAS HAS BEEN AND IS ONE OF THE LANDMARKS OF THE CITY



Inner façade of Puerta de Palmas in 1903. The side entrances had not been opened yet, and so the gate was joined to the rest of the wall. We can also see the walled-off upper chapel and the guardhouses by the gate. Javier García Ramos's Collection.



Centro de Interpretación de Puerta de Palmas



ROUTE OF PUERTA DE PALMAS / HORNWORK

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PUERTA DE SAN VICENTE

For over two centuries, it was one of the main gates to the city and the only one on the right bank of the Guadiana river. It allowed to access the hornwork through the eastern area and, from there, to Puente de Palmas. It was built in 1665.

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HORNWORK OF THE BRIDGEHEAD

The hornwork of the bridgehead is one of the main outside works of Badajoz's fortification. It was built from 1658, following that year's Portuguese siege. It is made up of a bastioned front, in other words, two half-bastions and the curtain joining them together, the sides stretching out to protect the entrance to the Puente de Palmas. It was joined to the Fuerte de San Cristóbal by means of a covered way.

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PUENTE DE PALMAS

Puente de Palmas was the first one to be built in Badajoz for passing purposes between the two banks of the Guadiana river. This pass was previously performed by means of boats or the fords existing over the river. It was built in the early 16th century, although the destruction caused by the successive floods of the Guadiana river throughout the centuries have led to many modifications and restoration which have changed its original appearance. It was originally a hump-backed bridge, higher in the centre than at the ends, standing on the right bank just in front of the hornwork. It had several grilles or gates to control movement and to monitor the goods entering or leaving the city.



HORNWORK
AREA

RECOMMENDED
VISIT ROUTE

R. GUADIANA

PUERTA DE
PALMAS
AREA

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CHECKPOINT AND MOAT

The moat of a fortification was the major challenge the enemies found on the main wall, not only because it increased its height and made it more difficult to climb it, but because they first had to cross it, so they were exposed to the defenders' fire.

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FUENTE DE LA RANA

Fuente de la Rana is one of the few drinking water fountains to have supplied Badajoz in the past. The water carriers filled their pitchers of water here and then, they distributed and sold them around the city with the help of carts and donkeys

