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Spanish, French, English  
10 a.m. - 2 p.m., Monday to Friday

# EUROPAN 17./ LIVING CITIES 2

Competition Brief

Barcelona

Chiva

Eibar

Eivissa/Ibiza

Madrid

Nalón

El Prat de Llobregat

Torrelavega

## EUROPAN 17 SPAIN, “LIVING CITIES 2”

The objective of EUROPAN is to bring to the fore Europe’s young architecture and urban design professionals, and to present and develop their ideas.

It is also about helping cities and developers who provided sites to find innovative architectural and urban solutions for the transformation of urban locations and help them to implement. The open competition is an anonymous and public call for ideas on a European scale.

The aim of EUROPAN Spain is to implement the projects chosen by EUROPAN 17 national jury. In order to facilitate contracting of the proposals by public administrations participating in EUROPAN Spain as the core of the Competition, the Ministry of Transports, Mobility and Urban Agenda launches the Competition in Spain, establishing its Rules by a bidding document that complies with the procedure of Juried Design Competitions as provided in section 183 et seq of the LCSP. This ensures compliance with the conditions established in the EUROPAN Internal Procedures and in the aforementioned Law.

Therefore, in case of entering any of the Spanish sites, it is important to get familiar with the “Rules of the EUROPAN 17 Juried Design Competition”, published in the Official Public Tender Platform.

### EUROPAN/ESPAÑA NATIONAL COMMITTEE

President: Ministry of Transports, Mobility and Urban Agenda (Ministerio de Transportes, Movilidad y Agenda Urbana)

Members

General Direction of Urban Agenda and Architecture, Ministry of Transports, Mobility and Urban Agenda / Consejo Superior de Colegios de Arquitectos de España (CSCAE)

City of Barcelona / City of Madrid / General Direction of Territorial Planning and Urbanism of the Regional Government of Principado de Asturias / Directorate-General for Urban planning and Land management, Government of Cantabria / General Direction of Housing and Architecture, Regional Government of Balearic Islands / General Direction of Ecological Innovation in Construction, Regional Government of Valencia/ General Direction of Architecture and Housing, Basque Regional Government/ INCASOL.

City of Chiva / City of Eibar / City of Ibiza / City of Muros de Nalón / City of El Prat de Llobregat / City of Soto del Barco / City of Torrelavega / ADIF

### NATIONAL SECRETARIAT EUROPAN España

Carmen Imbernón, General Secretary

Begoña Fernández-Shaw, Vice Secretary in charge of implementations follow-up.

### EUROPAN ESPAÑA JURY

Iñaqü Carnicero, presidente EUROPAN España

Iñaki Alday; [www.aldayjover.com](http://www.aldayjover.com)

Zuhal Kol; <https://openact.eu/>

Lola Domenech; <https://www.loladomenech.com/es/>

Alexandre Thériot; <http://bruther.biz/>

Carolina González Vives <https://hidra.design/sostenibilidad/>

Marina Otero; <https://architect.com/marinaotero>

Anna Viader; <http://www.annaviader.com>

Bernd Vlay; <https://www.vlst.at/en/>

**Substitutes:** Lys Villalba <https://lysvillalba.net/> + Maé Durant Vidal. <https://pezestudio.org/>

### PRIZES

EUROPAN/España intends to award 8 first prizes and 8 second prizes, in addition to the special mentions. The winner and runner-up teams receive a prize of €12,000 and €6,000 (including tax) respectively. In Spain, the EUROPAN awards are exempt from tax withholding in accordance with the Resolution of April 5, 2006, of the

Department of Tax Management of the State Agency of Tax Administration, granting the exemption provided for in Article 7 (1) Royal Legislative Decree 3/2004, of 5 March.

## **LEGAL PROVISIONS**

For nationals from EU and EES countries in possession of a diploma in accordance with EU Directive 2005/36/EC and wishing to practice on a provision of services basis (occasional), they must be legally established in a Member State for the purpose of pursuing the same profession in Spain. They must ask for an authorization to the competent authority, the Ministry of Transports, Mobility and Urban Agenda (Ministerio de Transportes, Movilidad y Agenda Urbana, Subdirección de Normativa y Estudios Técnicos. Secretaría General Técnica. Paseo de la Castellana, 67 – 28071 Madrid).

For nationals in possession of a diploma from other countries, please contact the Ministry of Education.

## **SITE PARTICULARITIES REGARDING THE ORGANISATION OF THE COMPETITION**

### **Site Representative**

GENERAL DIRECTION FOR HOUSING AND ARCHITECTURE. GOVERNMENT OF THE BALEARIC ISLANDS

### **Actors Involved**

DEPARTMENT OF MOBILITY AND HOUSING, GOIB; EIVISSA CITY COUNCIL; SEPES

### **Profile of the Team Representative**

Architect

### **Expected skills regarding the site's issues and characteristics.**

Young professionals involved with urban, architectural and landscape projects.

## **Communication and Publicity**

The Launching of the competition and the Results of EUROPAN 17/Spain will be published in the State Contracting Platform (<https://contrataciondelestado.es>), the B.O.E (Official State Gazette) as well as in a national newspaper. The results of EUROPAN /SPAIN will be published in a catalogue. All the EUROPAN 17 projects awarded and specially mentioned by the Jury will be displayed in a travelling exhibition. The teams rewarded in EUROPAN Spain will be invited to present their work in forums and workshops, both at national and international level.

## **Jury – 1st evaluation**

In the first jury meeting, the site representatives participate with voice and vote.

## **Post-Competition Procedure**

Soon after the results announcement, winning teams in the Spanish sites will be invited to a meeting with the site Representatives in order to present their proposals. This presentation will be followed by round tables in which jury members are invited.

## **Provided procedure for the contract following the Juried Design Competition.**

*EUROPAN Competition is in compliance with the EU directive for procurement Directive 2014/24/EU and with Spanish National Law.*

Public Administrations that take part in the competition as members of the National Committee, or any other entity in which they may delegate (Local Entities, Autonomous Communities or, where appropriate, Public Law Entities) are recognised as contracting authorities, to proceed in each of the sites to award the service contract by means of a negotiated procedure, without prior publication, to the winner of the design contest. In case of ex-aequo prizes, all winning teams shall be invited to participate in the negotiations.

## **Commission after Competition:**

Project for the construction of a public rental housing development of some 68 units with the possibility of extending the project to 170 units. The same team could also be used for the direction of the corresponding works.

# CA N'ESCANDELL. EIVISSA

## REGIONAL CONTEXT

Ibiza is a strongly seasonal municipality with a floating population burden. To calculate the number of inhabitants actually living in Ibiza, the Real Human Pressure Index is used. IBESTAT's HPI estimates the real demographic burden a territory supports in a given period. In a tourist community, where the number of people present differs significantly from its resident population, knowledge of the real demographic burden will be the reference for properly planning and managing the resources used to meet the population's social needs.



Ibiza is an island of contrasts, with a major housing problem for residents as a result of the tourist burden it supports.

Ibiza has a total of 147,914 legal inhabitants and a total of 78,891 available tourist places (IBESTAT 2019). The municipality of Ibiza has 49,783 inhabitants and 13,751 tourist beds, corresponding to 27.6% of the legal population. Based on the ratio obtained for tourist areas, 17% of the floating population of Ibiza as a whole will be attributed to the equivalent population of Ibiza town.

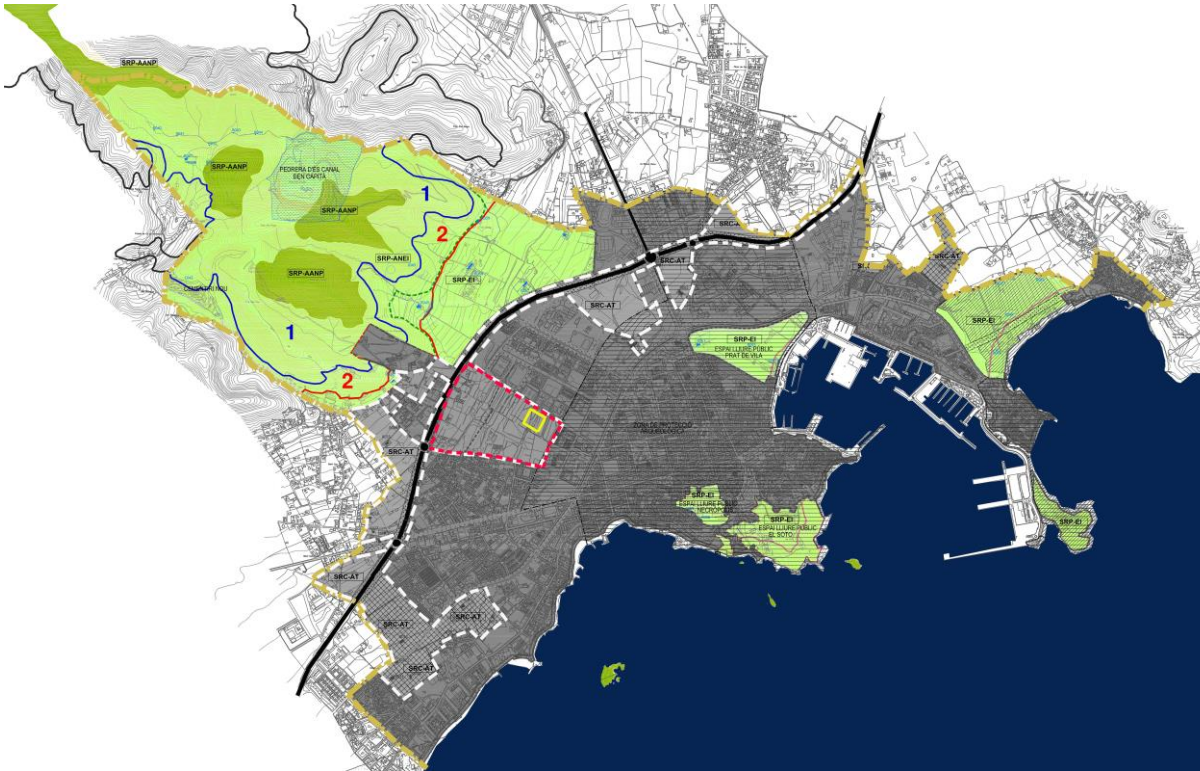
A summary of these figures can be seen in the following table.

	LEGAL POPULATION	TOURIST PLACES
ISLAND OF IBIZA	147.914	78.891
IBIZA CITY COUNCIL	49.783	13.751
RATIO	<b>0,34</b>	<b>0,17</b>

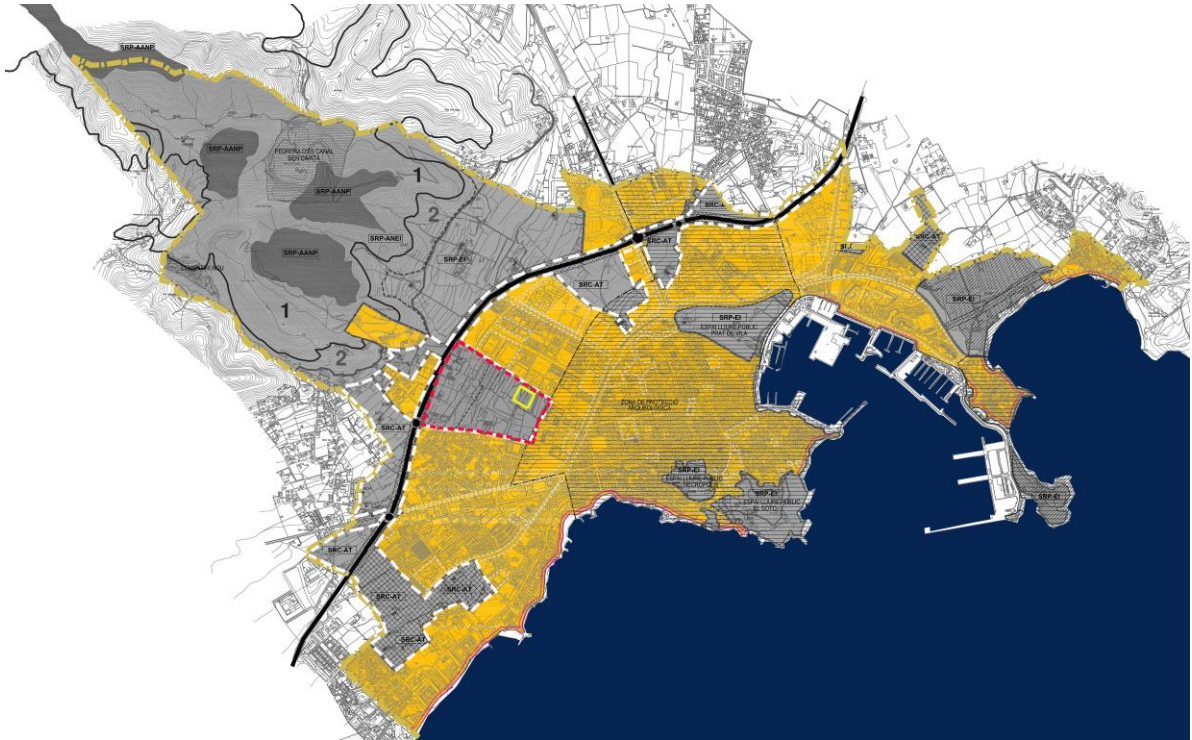
Considering the acceptance of a tourism model that destroys the production base of the landscape, transforming it into a mere backdrop for the tourist experience, it is proposed to recover and promote a regional circular

economy model. This is based on a productive relationship with the land (whether in direct contact or through the use of local materials), unlike the industrial model that assigns no value to the land, which acts as a mere physical support for a linear metabolism supplied with energy from abroad and with no capacity to manage the resources it generates. This is responsible for the climate crisis.

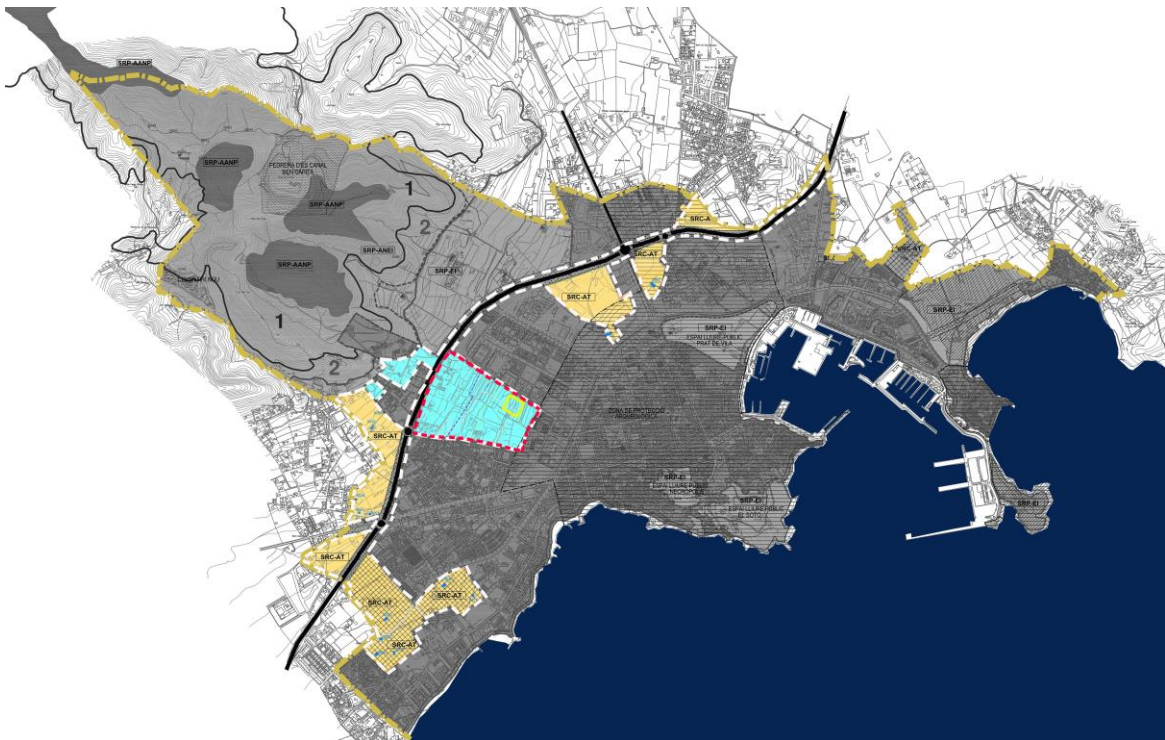
The regional scale indicates a set of transition areas which, together with the study area, make up the only land not consolidated by buildings and not environmentally protected. It is a matter of finding larger-scale proposals to integrate the sector into the urban fabric and explore interconnections with the city and the countryside. One of the City Council's aims is to achieve good connectivity with the surrounding landscape, especially towards the neighbouring hills with vacant developable land, which are protected as natural areas.



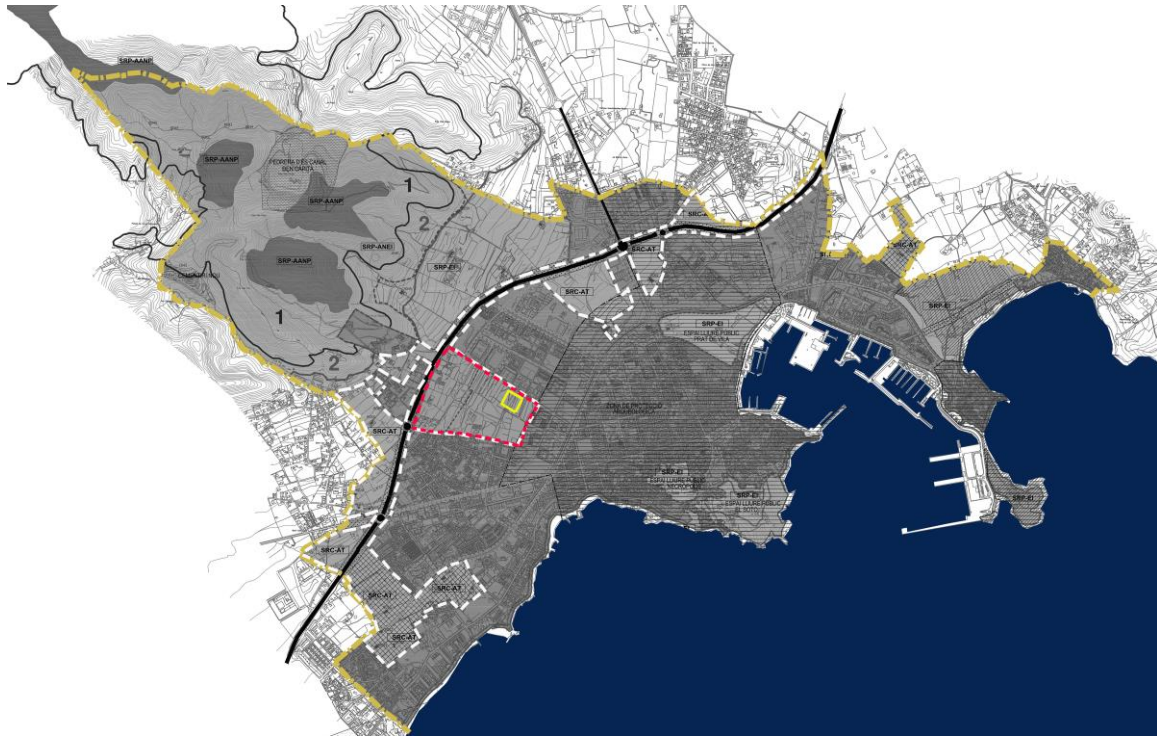
Environmentally protected areas



Land consolidated by buildings.



Set of transitional areas, which, together with the study area, are the only land not consolidated by buildings and not environmentally protected.



Scope of the project, on its XL scale (set of all the transitional areas along the motorway), its L scale (scope of the Ca n'Escandell Special Plan), and the S scale (block 10).

The area is northwest of the urban centre, between Can Misses and Ca n'Escandell, occupying a gap between urban areas and surrounded by educational and shopping centres and hospitals. It is an area disconnected from its surroundings: on one hand, it is separated from the natural environment by the E-20 motorway, and on the other, the Avenida de la Pau isolates it from the expanded area of Ibiza, the consolidated city and its port. The most significant distances for the plot are: 3.3 km to the port, 6.4 km to the airport, and less than 1 km (walking distance) to Figueretas beach.



Diagram of Ibiza's road network. Map O4. Review of the Ibiza General Plan  
 Developable Land at Ca N'Escandell

The main problems that need to be solved are those deriving from the site’s peripheral location in the urban fabric, on what we might call the “edges”, and its location between the two belt roads that isolate the sector from both the city and the countryside. This will generate numerous journeys, many of them probably by car, considering the dispersal of activities on the island of Ibiza and the deficient public transport network.



Google Maps Photo. View from Avenida de la Pau

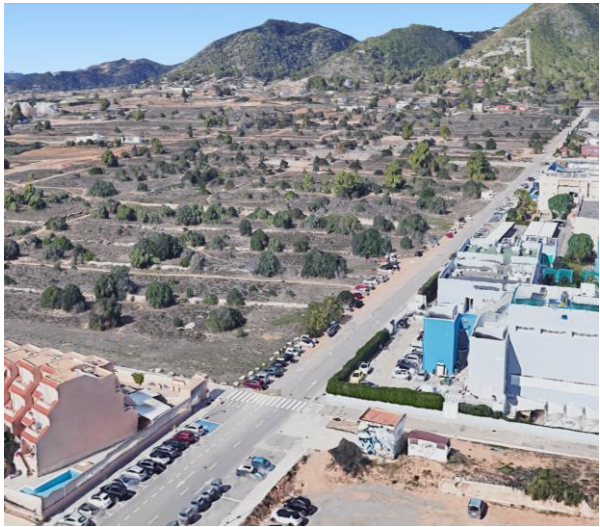


View of the motorway as it passes through Ca N'Escandell

**URBAN ENVIRONMENT**

The land is in Pla Vila. The sector is bounded to the south by Calle Jondal, to the north by Calle Aubarca, to the east by Calle des Putxet and to the west by the development land sector 12-West. It covers an area of 144,766 m<sup>2</sup>. The land where the action is to be carried out has a maximum slope of 4% along Calle Aubarca, with the lowest point being in the northeast corner (13 m) and the highest point in the northwest corner (31 m).

The area is divided into two zones clearly differentiated by their topography. In the north, a more geometrical area can be seen, organised in terraces while, to the south, the land slopes gently towards the sea. The vegetation is medium sized.



Topographical and overhead view towards the field



The adjoining urban fabric is a linear block with associated open space. There are no non-residential uses on the ground floor. The streets surrounding the area are not urban, they lack elements of urban attraction and collective services. The road profiles are designed for vehicles, without comfortable pedestrian routes. The urban landscape is very dull, without urban references. The open public spaces are not formally laid out. Only basic urban development work has been done, with sparse vegetation and no landscaping.



View of Calle Albarca and the competition site

The land has no current specific use, except for two areas: the Can Tomeu listed building (1) and the Residents' Association property (2). The attached map shows the location of the existing buildings:



Existing land uses. Map of the Ca N' Escandell Special Plan

The proposed site invites us to study what could be the interaction of a new nucleus of more than 1,500 inhabitants with the rest of the city and its connection with the other areas of the municipality. In this area bounded by two motorways, it is essential to look for both pedestrian and wheeled vehicle mobility options, integrating the new neighbourhood into the urban fabric so it is not isolated within the city itself. On the other hand, to prevent it from becoming a dormitory town, it is suggested that it is desirable for it to have a mix of uses other than residential. The planned buildings must introduce and develop the human scale in relation to its closest environment of open spaces.



Views of the site

## FUTURE PERSPECTIVES

The dwellings to be designed are part of the actions to be carried out as part of the Ca n'Escandell Special Plan. This is a Special Plan, included in Decree Law 3/2020, of 28 February, as an alternative to the final approval of the Revision of the General Plan currently in process. However, use of this instrument is without prejudice to utilising the fastest route to allow the urban development work needed in the area to be carried out. The aim is to respond to the urgent need for housing on Ibiza and establish mechanisms to facilitate the development, construction, implementation and use of publicly owned housing to make it possible to have accommodation in good condition, affordable for a large part of the population that needs it, available in the short term.

The percentage of social housing on the island does not even reach 3%. The development of affordable social housing for rent will contribute to alleviating the serious difficulties many people face in accessing decent housing, so that many people with problems of this kind will be find homes within a reasonable period of time.

The residential area of this Special Plan is intended for housing under some kind of public protection system: a total of 476 dwellings are planned. One of the blocks (nº10) is intended for a development of public housing for rent. This block, with a total buildable area of 16,706 m<sup>2</sup>, distributed on a ground floor + 4 floors + top floor, can accommodate a total of 170 dwellings. The other subsector will be the subject of a partial private development plan providing for the continuation of the park and the implementation of a health facility, as well as residential use.

The competition proposal must develop the 170 units in two phases. In a first phase, 40% of the buildable area must be developed, with 68 units, and in a second phase the remaining buildable area and homes. The building must take into account the intermediate spaces between the street and the dwellings, and the proposal must be flexible enough to adapt to the different types of family units and changes in them over time.

Although the subsector is already organised and planned, ideas are expected to help connect this area with the city and integrate it into the urban framework. At the same time, the proposals for the residential building must provide a bonus in terms of social, energy and sustainability optimisation.



Photo from Calle Albarca looking towards the motorway and surrounding inland landscape



Photo from Calle Albarca looking towards Vila



Photo from Calle Putxet



Photo: corner of Calle Xarraca and Calle Jondal

It is intended to find innovative architectural solutions in the field of public housing developments for rent. It is a matter of exploring imaginative housing types complemented with areas for communal use to optimise the use of available buildable space and help improve the economic and environmental sustainability of the planned buildings. The different profiles of residents, groups and types of family must be taken into account, and aspects such as inclusiveness, as well as integration and connection with the immediate environment and the rest of the city, will be valued.

### PROGRAMME

The climate of the surroundings must be exhaustively analysed in order to provide a solution that ensures adequate sunlight in winter and provides protection from excess radiation in summer, makes sure the prevailing winds (the *embat*) are properly captured, and sees that all available material or atmospheric natural resources are used so as to achieve the highest possible level of self-sufficiency. The main thrust of action to reduce energy poverty must consist of passive measures, reducing the joint energy demand for heating and cooling to less than 15kW/m<sup>2</sup>/year. This must be combined with active measures to meet demand using renewable energies.



The projects are to suggest innovative typologies that meet the objectives of sustainable development. This type of responsible architecture takes comfort into consideration and is as healthy and sustainable as possible, to reduce the carbon footprint and CO<sub>2</sub> emissions, improving energy efficiency and water stress.

If we therefore estimate the useful life of buildings at 50-100 years, it is considered essential to add 2°C to the average and maximum temperatures during the summer when proposing solutions to deal with heat waves in summer, as a measure to adapt buildings to climate change. To this end, it is recommended to make use of the hygrothermal inertia and control of materials with low CO<sub>2</sub> footprints.

Failing this, if architectures with lightweight construction systems are chosen, compensation must be provided in the form of solutions or devices ensuring thermal comfort and the regulation of the internal humidity level in an efficient way.

The especially vulnerable situation of the Balearic Islands requires immediate action and the need to find models to improve living standards, while reducing resource consumption and CO<sub>2</sub> emissions is becoming more urgent than ever. This research has the added value that it could constitute knowledge which could be exported and become part of the new green economy of the Balearic Islands. For this purpose, the [Balearic Islands Climate Change and Energy Transition Act 10/2019, of 22 February](#) must be complied with. Its article 71 requires the public authorities of the Balearic Islands to incorporate construction materials with low environmental impact, preferably of local origin.

In order to meet needs, the main construction materials for the project must be selected at the beginning of the design process, so that spaces can be organised and formal decisions made with knowledge of the advantages and limitations of the natural materials used. The aim is to ensure the adequate durability of the solutions, as well as improving the comfort, habitability and flexibility of the spaces when they are used in different ways, as a mechanism for extending the useful life of the building as much as possible.

Gender perspective should be incorporated in all aspects of the design of the homes and communal and outdoor spaces. Some guidelines taken from the book “Urbanismo y género”, published by the Spanish Ministry of Transport, Mobility and the Urban Agenda, are recommended.

#### **Regarding the dwellings:**

Consideration should be given to homes of different types within the same building, suitable for different types of families and models of living together. You can see details on the profiles of applicants for publicly protected housing for rent in the municipality of Ibiza at the following [link](#).

There should be a distribution that favours the flexibility and adaptability of homes at different stages and in different family circumstances. Versatile compartmentalisation or spatial organisation should be established, allowing the home to be easily transformed and to evolve without the need to carry out works.

Rooms must not be hierarchical, with a generous area that does not determine the activity carried out in them. In other words, it is a good idea for all the bedrooms to be double ones, making them flexible to use.

One or more multipurpose room spaces should be provided, which can be used as bedrooms, for relaxation or for other uses, with a minimum size of 10 m<sup>2</sup>, or 11.5 m<sup>2</sup> if storage space is included.

The kitchen should be laid out in a central area of the home and integrated with the spaces to be used by the entire household, either directly and/or with a visual connection between the spaces. It should preferably be a kitchen-dining room.

**Concerning communal spaces:**

There should be a direct and fluid relationship between the inside of the building and the outside spaces.

Accesses should preferably be on the plane of the façade and, at most, 2 metres away if there are porches. There should be a clear, regular spatial configuration, without hidden corners, blind spots, set back or dark areas or elements impeding vision from the outside.

Adequate natural lighting and visibility to and from the outside should be provided.

There should be open, safe, accessible routes and circulation, without corners, with a minimum clear height of 2.40 m.

There should be safe, well-equipped open spaces, forming community areas making it easier to take care of people in outside areas.

Storage spaces reserved for mobility scooters, wheelchairs, bicycles and other types of personal mobility devices should be provided.

## CURRENT REGULATIONS

The [Ibizan Planning Regulations](#) include the Revision of the Municipal General Plan.

The Sector 12 East Ordered Partial Plan applies in the competition area. This develops the detailed planning of land for apartment blocks for residential use and facilities, creating a large public open space together with Sector 12 West. The planning and management initiatives will be public. The plan establishes continuity between the peripheral neighbourhoods via the road layout and the transition between urban morphologies.

**Design and implementation criteria:**

The sector's central open space will be designed in continuity with that of Sector 12 North, integrating both local open spaces and general systems with the aim of establishing a large, continuous open space. It must be possible to close this great central park in order to conserve and protect it. It will have sufficient accesses, always related to the streets that end in front of it. All roads in the public domain will have to be bordered by trees. As a priority, the apartment block must be laid out in line with the front edge of the large open space and with Calle Albarca, maintaining a continuous façade alignment. The maximum height of residential buildings will be B+4+A (six floors: ground floor, four intermediate floors and top floor). The reference buildable depth is 16.00 m for the intermediate floors. On the ground floor, tertiary uses, warehouses and car parking will be prioritised to be subtracted from the built area for housing.

The Urban Development Project will develop the criteria in accordance with those established in the general urban development criteria of the General Plan. The Urban Development Project will take the gradients of the new roads in relation to the existing roads. If applicable, it will complete the provision of urban services without the existing roads where the new road must be connected to them.

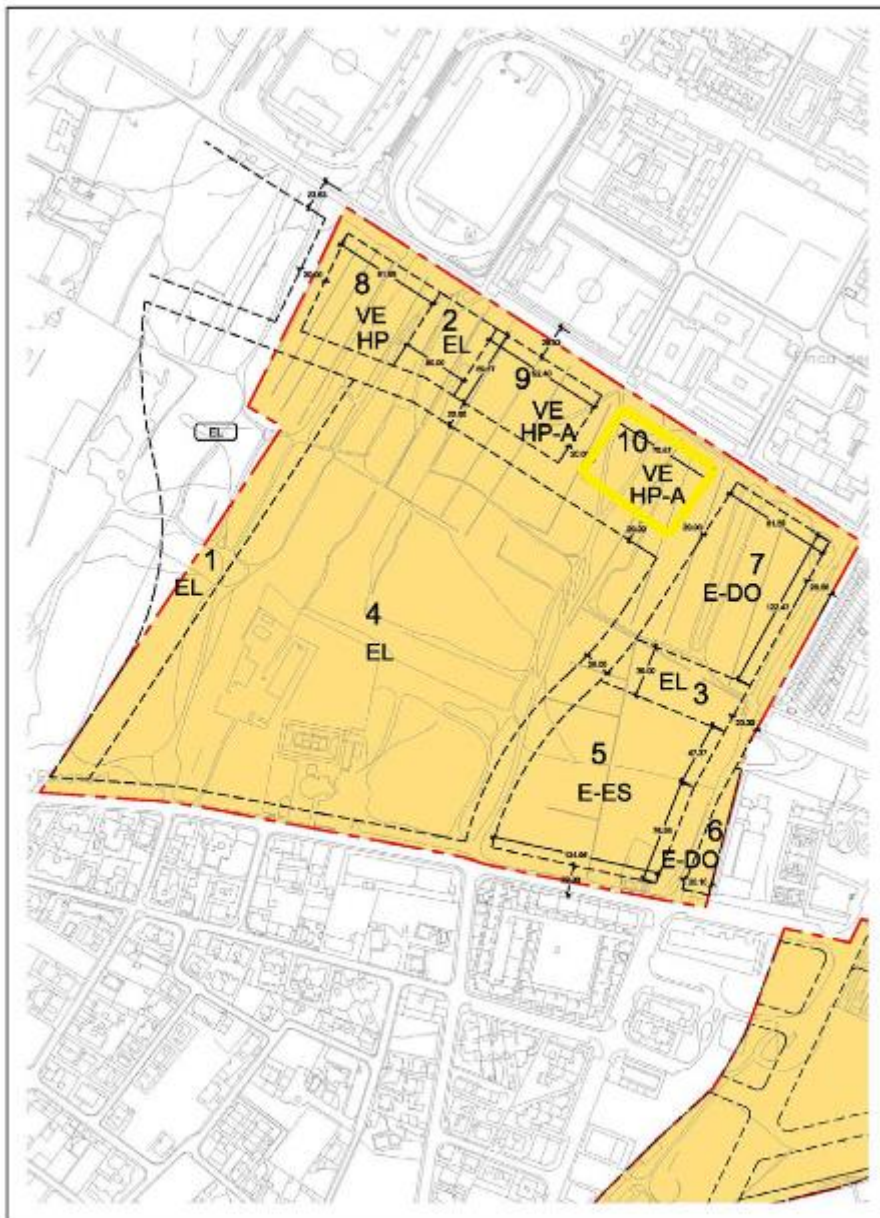
Urban development conditions:

URBAN DEVELOPMENT CONDITIONS										
Site No.	Development conditions Profitable uses	Zone	Area m <sup>2</sup>	Ground floor	Intermediate floors	Top floor	Total	Height		Homes
10	Protected Apartment Block - Rent	VE/HP-A	4,758		2,556	1,725	16,706	16+3.0	G+4+T	170

The detailed regulation of the conditions of shape and position of plot 10, subject of this competition, is included in the following table: Building Conditions

BUILDING CONDITIONS					
Sector 12 – EAST		Specific Volumetry		Facilities	Open Space
SITE 10		VE		E	EL
Standard floors: buildable depth	m	16.00		(i)	-
Governing height	fl	G+4+T		(i)	G
	m	16+3		(i)	3.50
Total height	m	--		(i)	-
Standard floors: max. clear height	m	3.00		(i)	-
Ground floor height	m	3.00-4.00		(i)	-
G. floor occupancy	%	100.00		100.00	5.00
S. floors occupancy	%	(a)		(i)	-
Separation from facade	m	0.00		(i)	-
Separation from lateral boundaries	m	0.00		(i)	-
Bottom of s. floors: separation from boundary	m	--		(i)	-
Separation between buildings	m			(i)	-
Max. projection over public domain	m	0.80 (b)			-
Building types		Alignment with road		Free	Free

- (a) It will be measured by application of the buildable depth on the ground and top floors (in this case maintaining the 4m setback).
- (b) Enclosed overhangs are not permitted. Maximum perimeter of façade with projecting volumes over the public domain 25% of the length of the façade aligned with the road on each floor. Enclosed overhangs are not permitted. Maximum perimeter of façade with projecting volumes over the public domain 25% of the length of the façade aligned with the road on each floor.
- (i) Equipment Zone: the conditions of position will be free. The maximum height shall be greater than the regulatory heights of the surrounding lucrative ordinance zone.



Sector 12

Planning regulations on car parks:

RESIDENTIAL USE:

**1 space/100 m<sup>2</sup> or home 10% large car spaces**

**Vehicle type** Length (m) x Width (m)

Large cars 5.0 x 2.5

Light cars 4.5 x 2.2

Mandatory **minimum car park area 20 m<sup>2</sup> x number of parking spaces**

All the spaces must meet manoeuvring space conditions.

**Access** 3 m wide and 5 m deep. Clear height 2 m

**Access ramp** Straight **16%** Curved **12%**, Radius **6 m** (measured at the central axis)

**Car park** Minimum height at any point 2.10 m width

**PROTECTED HOUSING REGULATIONS**

**The Protectes (Social) Housing Regulations will be applicable during the construction phase of the winning proposal.**



Summary of regulations governing officially protected housing.

**Maximum areas:**

<b>Homes</b>	<b>90.0 m<sup>2</sup> useful interior</b> , including 50% of exterior space for private housing use (terraces, balconies, clothes hanging areas, etc.) * The 50% exterior must be less than 10% of the useful interior area
<b>Storage room</b>	<b>8.0 m<sup>2</sup> useful interior</b> , including a proportional part of communal areas. and < <b>15%</b> of the area of the associated home.
<b>Car park</b>	25.0 m <sup>2</sup> space 30.0 m <sup>2</sup> space area and proportional part of the communal area (ramps, lanes, manoeuvring and circulation space up to the access door) *Parking spaces must be grouped into one or more covered and delimited or closed off areas.

**In the implementation process.** Officially protected housing must comply with the parameters established in Appendix I of Decree 145/1997, which are the same as for unprotected housing. Within the Balearic Islands region, the technical design and quality standards governed by RD 3148/1978 specifically applicable to protected housing will not apply. In all cases, the [Technical Building Code](#) and the other basic Spanish regulations applicable to unprotected housing will apply in the implementation process.

GENERAL REGIONAL REGULATIONS

Summary of the Habitability Decree.

Table of areas for up to four occupants

MINIMUM SPACE	MIN USEFUL AREA (m <sup>2</sup> )	DIÁMETRO MÍNIMO INSCRIBIBLE	FREE HEIGHT (m)	ILUMINATION (m <sup>2</sup> )	VENTILATION (m <sup>2</sup> )
Living room (E)	12	2.40	2.50	> 1/10 useful interior	> 1/20 useful interior
Dining room (C)	6	2.40	2.50	> 1/10 us. int.	> 1/20 us. int
Kitchen (K)	5	1.30	2.20	CTE HS3	> 1/20 us. int
Dining room-Kitchen (C-K)	10	2.40	2.50	> 1/10 us. int	> 1/20 us. int
Living-dining room (E-C)	14	2.40	2.50	> 1/10 us. int	> 1/20 us. int
Living room - dining room-kitchen(E-C-K)	18	2.40	2.50	> 1/10 useful interior	> 1/20 useful interior
Double bedroom (D2)	10	2.40	2.50	> 1/10 us. int	> 1/20 us. int
Single bedroom (D1)	6	1.80	2.50	> 1/10 us. int	> 1/20 us. int
Bathroom (B)	2	1.40	2.20	CTE HS3	> 1/20 us. int
Toilets (A)	1	0.80	2.20	CTE HS3	> 1/20 us. int
Hall (Di)	-	0.80	2.20		> 1/20 us. int
Storage (Tr)	-		1.50		> 1/20 us. int

LIFT.

The installation of a lift in community buildings is mandatory if the height between the threshold level of the access door to the building from the outside and the floor level of the last floor giving access to homes or premises is greater than 7.50m.

CENTRAL COURTYARD.

CATEGORY 1.

When they affect: LIVING ROOMS, DINING ROOMS, LIVING-DINING ROOMS, LIVING ROOM-KITCHENS, LIVING ROOM-DINING ROOM-KITCHENS or BEDROOMS.

Size: Floor > minimum inscribable diameter 1/6 of its height, with a minimum diameter of **3m**.

CATEGORY 2. When they affect other rooms not included in the Category 1.

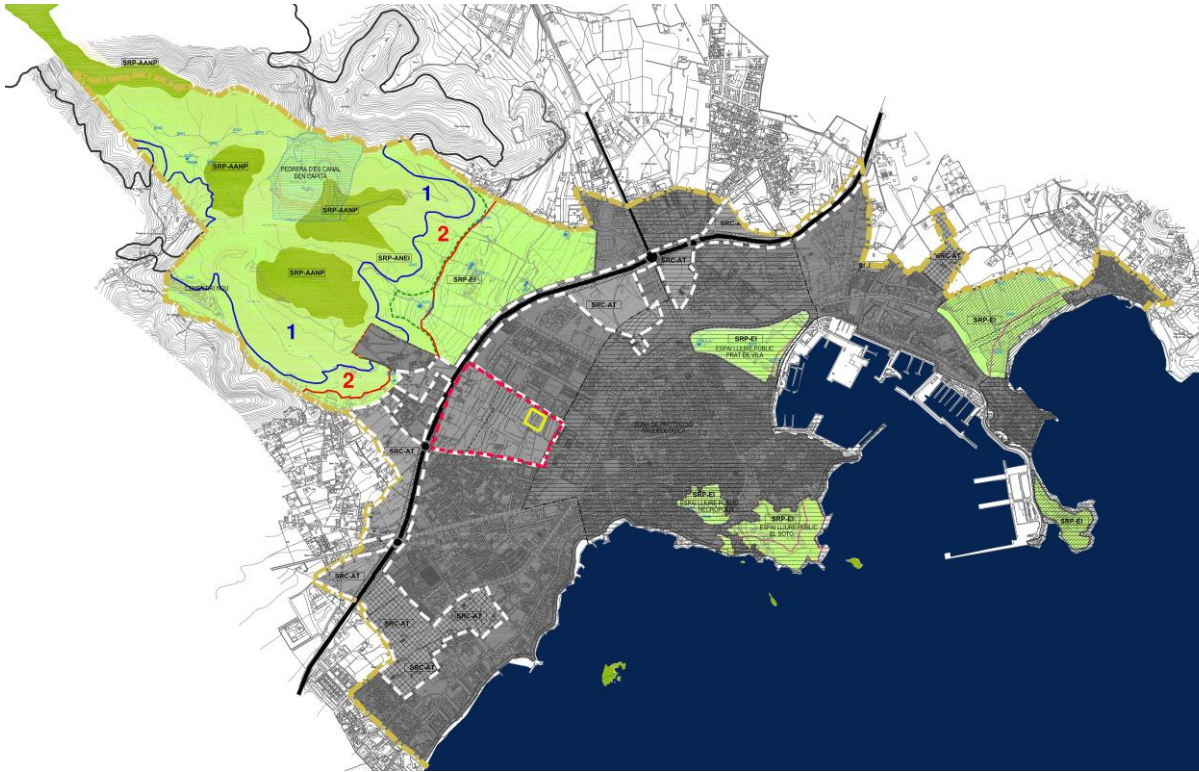
Size: Floor > minimum inscribable diameter 1/8 of its height, with a minimum diameter of **2m**.

The area of the circle may not be affected by the projection of cantilevered galleries or laundry rooms or projections of any kind throughout the height of the courtyard.

## IMPORTANT QUESTIONS FOR COMPETITORS

### XL SCALE

How would you connect the inhabitants of Ibiza town, and especially those of the new urban land, with the surrounding protected landscape and ecosystem? How would you integrate and link these new homes to the existing city? And what would you propose to improve and facilitate the inhabitants' mobility in these new places?

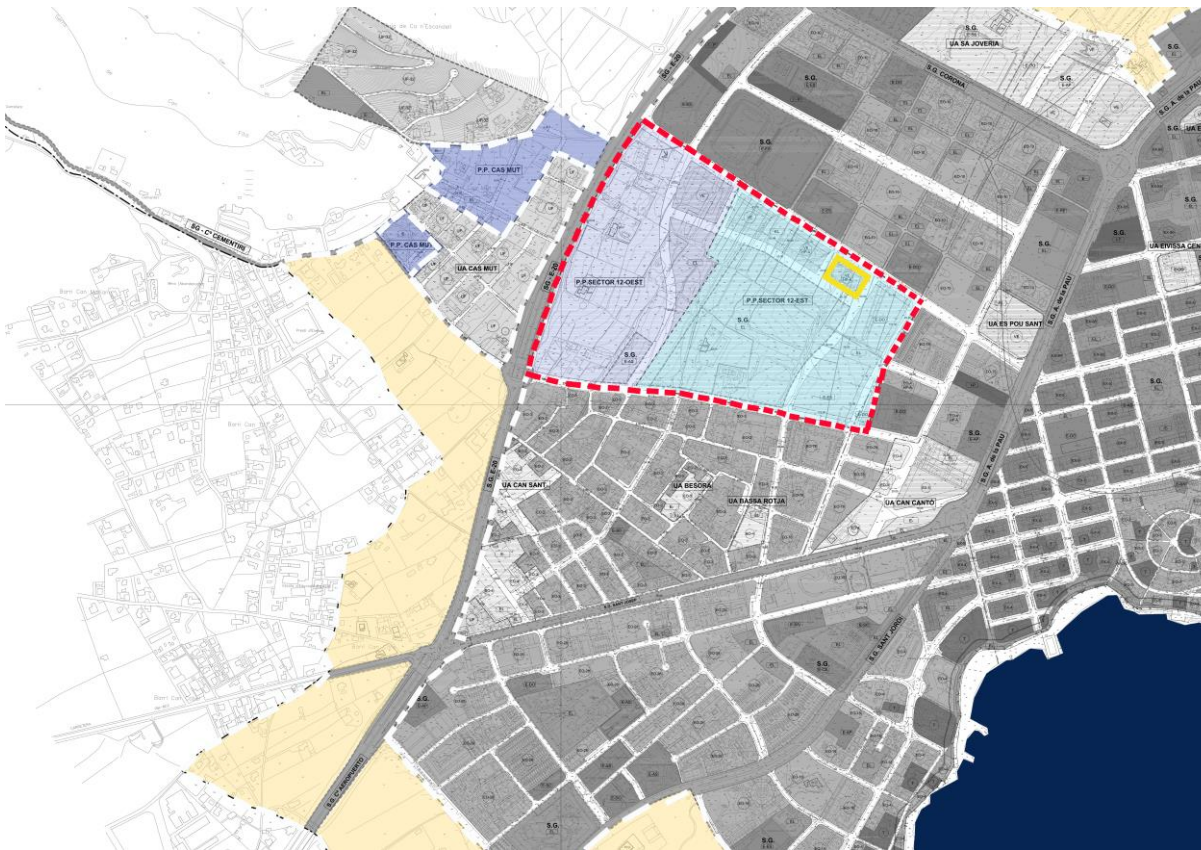


Environmentally protected areas

## L SCALE

What would you propose so that the "urban edges" – the residual spaces remaining between the territory and the city, crossed by the motorway – become places where innovative types of housing and urban design create a new habitat in which plural activities and uses can be championed? How can metabolic, dynamic and flexible architecture be integrated, taking into account social inclusion and the participation of the people who will live in the new neighbourhood as well as their relationship with the inhabitants of the neighbouring districts?

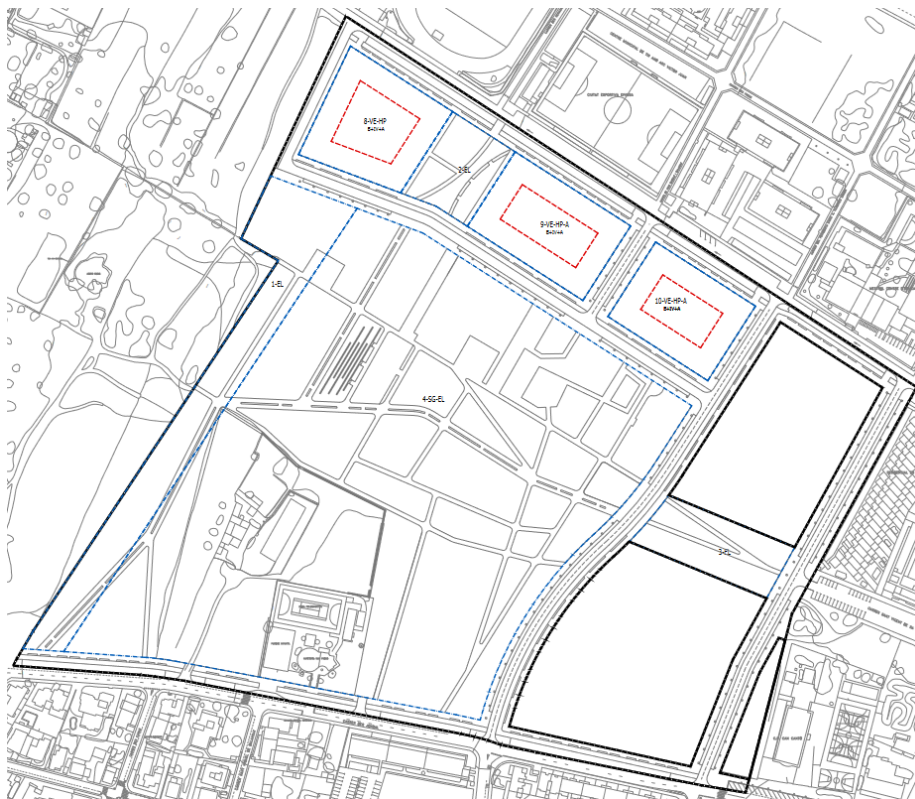
What could be done so that the "urban edges" become a holistic space of opportunity and balance between human activity and the ecological conditions of the surrounding ecosystem?



## S SCALE

How would you develop the 170 homes in two phases within block 10? The first phase includes 40% of the buildable area with 68 units and the second phase the remaining buildable area and homes. It is important to take into account the intermediate spaces between the street and the homes. The proposal must be flexible enough to adapt to different types of family units and changes in them over time.

What type of sustainable architecture would you propose in these homes, considering concepts such as ECONOMY of resources, energy EFFICIENCY, REUSE and RECYCLING of materials, reducing carbon footprints and emissions, etc.?



Detailed plan of block 10, S scale, subject of the competition within the Ca n'Escandell Special Plan