



SPECIAL TECHNICAL SPECIFICATIONS DOCUMENT OF THE PROJECT COMPETITION WITH INTERVENTION OF EUROPAN 17 SPAIN JURY



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1. SUBJECT-MATTER OF THE COMPETITION.

The subject matter of the present projects competition is the selection of a technical proposal for each single lot, which, in regard to the project ideas and the site, the relevance of these ideas in relation to the theme and the sustainability objectives and adaptability, the relevance of the program in relation with the objectives proposed for the site, its ability to enroll in an urban process adapted to the environment, the degree of innovation for the proposed public spaces, the relation of mixed uses and its architectural and technical quality, will be assessed by the members of the jury, as the best and most adequate for the sites proposed in Spain, within the framework of the **international competition EUROPAN 17 ESPAÑA, “Living Cities 2”**

2. SUBJECT-MATTER OF THE PRESENT DOCUMENT.

The present Technical Specifications Document intends to provide the contestants with the necessary information to define, as far as possible, the technical conditions which will govern the Project Competition, with the intervention of a jury, in order to select the best proposal for each lot, serving as the basis for the subsequent Urban Planning Project or, in the case of building projects, the drafting up of the Basic Design and, where appropriate, also that of the Detailed Design and the Health and Safety Study, as well as the project management stage for each of the sites enumerated in the present document.

3. PRESENTATION OF THE SELECTED SITES.

The present Project Competition is divided in lots of smaller dimensions since the competition does not seek a homogeneous solution, but, to the contrary, looks for proposals that are linked to the sites.

Therefore, it has been decided to include the necessary information for each of the lots as attached documentation, so that the contestants can develop their proposals for each one of them. However, a brief presentation of each of the selected sites is included next.



EL BESÒS I EL MARESME. BARCELONA (LOT 1)



Location of the reflection site in the Besòs i el Maresme, Barcelona.

EL BESÒS I EL MARESME. URBAN REGENERATION

SCALE: XL/S

TEAM REPRESENTATIVE: Architect and/or Urban Planner

LOCATION: Barcelona, Sant Martí district, neighborhood: el Besòs i el Maresme

POPULATION: 1,636,732; 241,263; 22,609 inhabitants

REFLECTION SITE: 195 ha

PROJECT SITE: 34 ha

SITE PROPOSED BY: Barcelona City Council – Urban Ecology Area

AGENTS INVOLVED: Barcelona City Council – Urban Ecology Area

OWNER(S) OF THE SITE: Public - Private

COMMISSION AFTER COMPETITION: Development of urban planning and/or pilot project of public space and the relationship with the ground floors and facades of the buildings. The Urban Planning Department of the Barcelona City Council will be monitored.



CHIVA, VALENCIA (LOT 2)



Location of the reflection site in Chiva

URBAN WATER ROUTE. THE URBAN AND NATURAL REGENERATION OF CHIVA'S RAVINE.

SCALE: L / S

TEAM REPRESENTATIVE: Architect, landscape architect.

LOCATION: Ravine of Chiva (Rambla del Poyo) in its course through Chiva.

POPULATION: 16,285 inhabitants

REFLECTION SITE: 37,6 ha

PROJECT SITE: 2,2 ha

SITE PROPOSED BY: General Directorate of Ecologic Innovation in Construction, Regional Government of Valencia

AGENTS INVOLVED: Chiva City Council + Watershed of the river Júcar Confederation

OWNER(S) OF THE SITE: Public

COMMISSION AFTER COMPETITION: Drafting of the execution project, work management and health and safety coordination of the works.



EIBAR, GUIPUZCOA (LOT 3)



Location of the reflection site in Eibar.

reinhabiting THE RUIN. EIBAR

SCALE: S/S

TEAM REPRESENTATIVE: Architect

LOCATION: Eibar (Gipuzcoa)

POPULATION: 26.983 inhabitants

REFLECTION SITE: 13,56 ha

PROJECT SITE: 1,15 ha

SITE PROPOSED BY: Department of Territorial Planning, Housing and Transports of the Basque Government

AGENTS INVOLVED: Eibar City Council and Department of Territorial Planning, Housing and Transports of the Basque Government

OWNER(S) OF THE SITE: Public (Basque Government, after transfer by Eibar City Council)

COMMISSION AFTER COMPETITION: Urbanization and Building Project, Construction Management



EIVISSA/IBIZA (LOT 4)



Location of the reflection site in Can Escandell, Eivissa.

LIVING IN URBAN "COMMISSURES". EIVISSA

SCALE: L / S

TEAM REPRESENTATIVE: Architect /Landscape architect

LOCATION: Can Escandell

POPULATION: 50.643 inhabitants

REFLECTION SITE: 31,56 ha

PROJECT SITE: 4.785 m²

SITE PROPOSED BY: General Direction for Housing and Architecture. Government of the Balearic Islands

AGENTS INVOLVED: Department of Mobility and Housing, GOIB; Eivissa City Council; SEPES

OWNERS OF THE SITE: City Council/ SEPES

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 team could also be commissioned the direction of the corresponding works.



EL PRAT DE LLOBREGAT, EIXAMPLE NORD. BARCELONA (LOT 5)



Location of the reflection site in El Prat de Llobregat.

A NEW GROWTH MODEL FOR 2050: BETWEEN A UNIQUE NATURAL ENVIRONMENT AND COMPLEX INFRASTRUCTURES

SCALE: XL / L

TEAM REPRESENTATIVE: Architect / Urban Planner

LOCATION: El Prat de Llobregat, Eixample Nord.

POPULATION: 65.030 inhabitants

REFLECTION SITE: 500 ha

PROJECT SITE: 100 ha

SITE PROPOSED BY: INCASÒL

AGENTS INVOLVED: El Prat de Llobregat City Council/ INCASÒL

OWNER(S) OF THE SITE: 20% INCASÒL/ 38% one private owner/ 42% other privates.

COMMISSION AFTER COMPETITION: Housing building in the same municipality to implement the proposals presented.



MADRID (LOT 6)



Location of the reflection site in Madrid.

MADRID PLAZA DE ALMODÓVAR

SCALE: L / S

TEAM REPRESENTATIVE: Architect / Urban Planner

LOCATION: Area of opportunity defined as Plaza de Almodóvar, in the district of Carabanchel, Madrid

POPULATION: Reflection site: 34,729 inhabitants; district of Carabanchel: 256,283 inhabitants

REFLECTION SITE: 80 ha

PROJECT SITE: 2 ha

SITE PROPOSED BY: General Directorate of Strategic Planning, Urban Development Government Area, Madrid City Council.

AGENTS INVOLVED: Madrid City Council

OWNER(S) OF THE SITE: Madrid City Council. Public spaces and building plots.

COMMISSION AFTER COMPETITION: The winning proposal may be developed in three combinable ways: as a guide document for the intervention process, as well as in building or urbanization projects, whose execution will be guaranteed by the Madrid City Council.



NALÓN ESTUARY, ASTURIAS (LOT 7)



Location of the reflection site in the Nalón Estuary, Principality of Asturias.

REVITALIZING AN UNDEREXPLOITED PORT INFRASTRUCTURE

SCALE: XL / S

TEAM REPRESENTATIVE: Architect / Landscape designer

LOCATION: San Esteban de Pravia (Muros de Nalón) and L'Arena (Soto del Barco), Principality of Asturias

POPULATION: Territorial area 6,243 inhabitants. Reflection site: 1,845 inhabitants

REFLECTION SITE: 150,73 ha

PROJECT SITE: A. Dike and esplanade of Puerto Chico: 6,65 ha; B. La Xunquera and La Llama beach: 26,56 ha; C. La Xunquera shipyard and L'Arena docks: 20,41 ha.

SITE PROPOSED BY: Regional Ministry of Rural Affairs and Territorial Cohesion of the Principality of Asturias.

AGENTS INVOLVED: Soto del Barco and Muros de Nalón City Councils, Institute for Economic Development in the Principality of Asturias (IDEPA).

OWNER(S) OF THE SITE: Public

COMMISSION AFTER COMPETITION: Site A. Project for the renaturation of the dyke and esplanade of Puerto Chico and management of the works. / Site B. Project for the environmental recovery of the beach of La Xunquera and La Llama beach; management of the works/ Site C. Drafting of an urban development plan for the surroundings of the La Xunquera shipyard and the L'Arena docks.



TORRELAVEGA, CANTABRIA (LOT 8)



Location of the reflection site in Torrelavega.

BREAKING DOWN BARRIERS

SCALE: L / L

TEAM REPRESENTATIVE: Architect and/or Urban Planner

LOCATION: Torrelavega

POPULATION: 51,042 inhabitants

REFLECTION SITE: 29,72 ha

PROJECT SITE: 5,74 ha

SITE PROPOSED BY: Cantabria Regional Government

AGENTS INVOLVED: Cantabria Regional Government and Torrelavega City Council

OWNER(S) OF THE SITE: Administrador de Infraestructuras Ferroviarias (ADIF), MITMA, and private owners.

COMMISSION AFTER COMPETITION: Special Plan for Internal Reform (PERI).



ATTACHMENT Nº1: LOT 1: EL BESÒS I EL MARESME. BARCELONA.

EL BESÒS I EL MARESME. BARCELONA_(Lot 1)

The scope of the project corresponds to a sector of the Besòs and Maresme neighborhood, in the Sant Martí district of Barcelona. It includes part of the housing estate in the south-west of Besòs and Maresme and is surrounded by the 22@ - Poblenou technological transformation zone, the Gran Vía de las Corts Catalanas, the Forum and La Mina neighborhood, which belongs to the municipality of Sant Adrià de Besòs.



The land where it is located arises from some old marshes around the Besòs river that dried up from the 17th century and from the contributions of land made before and during the construction of the neighborhood. A good part of the buildings were built between the 50s and 60s of the 20th century, with poor quality materials, poor foundations and accessibility problems. The houses were initially social housing. Social and economic complexity has made rehabilitation and maintenance processes difficult. To this day, an important effort of urban regeneration is required.

In Besòs and Maresme, urban vulnerability is especially evident in housing, accentuated by the scarcity of public facilities and commercial premises on the ground floor for commerce and local uses.

The public space is in poor condition and paved spaces predominate, with parking lots, few shaded spaces, and a lack of water and vegetation. In a climate emergency context, it is necessary to adapt



homes, but also to transform public space. Proximity spaces are an essential piece for socialization in a dense neighborhood with great social vulnerability.



IN A CLIMATE EMERGENCY SITUATION, WHAT RENATURALIZATION, SOCIAL AND ECONOMIC MEASURES CAN CONTRIBUTE TO URBAN REGENERATION?

HOW SHOULD A MIXED AND SUSTAINABLE CITY BE PLANNED IN A MONOFUNCTIONAL HOUSING ESTATE?





The scope of the project area incorporates part of the social housing area that functions as a border space between the 22@ Innovation District and the La Mina neighborhood and the Besòs river.

The objective is to regenerate urban space, focusing on the transformation of public space and the improvement of housing with new materials, new technologies and new designs.

The proposals submitted must establish a global, unitary and multidisciplinary action strategy of actions aimed at achieving coherent and comprehensive solutions. These should focus mainly on the transformation of free spaces, but also on the improvement of homes and built spaces, emphasizing the use of spaces on the ground floor and the improvement of the envelopes and facades of the buildings for a better climate response.



The proposals must be aimed at improving deteriorated public spaces, whether in disuse or pending transformation, and at recovering the natural, ecological and scenic qualities of this former area of marshes.

Public space must be reorganized in such a way as to improve connectivity with the surrounding neighborhoods, as well as rearrange parking areas and promote social relations and close daily life.

At EUROPAN 17, Barcelona raises the question of the regenerative capacity of deteriorated living and inhabited environments. The proposals for the regeneration of this area of Besòs and Maresme must oscillate between social and environmental aspects.

In the field of study, it is necessary and urgent to reflect on how public space is naturalized and residential buildings are adapted, overcoming the dichotomy between nature and culture and anthropocentrism in response to the climate emergency. That is why we think that the proposed



theme will allow innovative proposals with the aim of improving urban conditions for this type of environment.



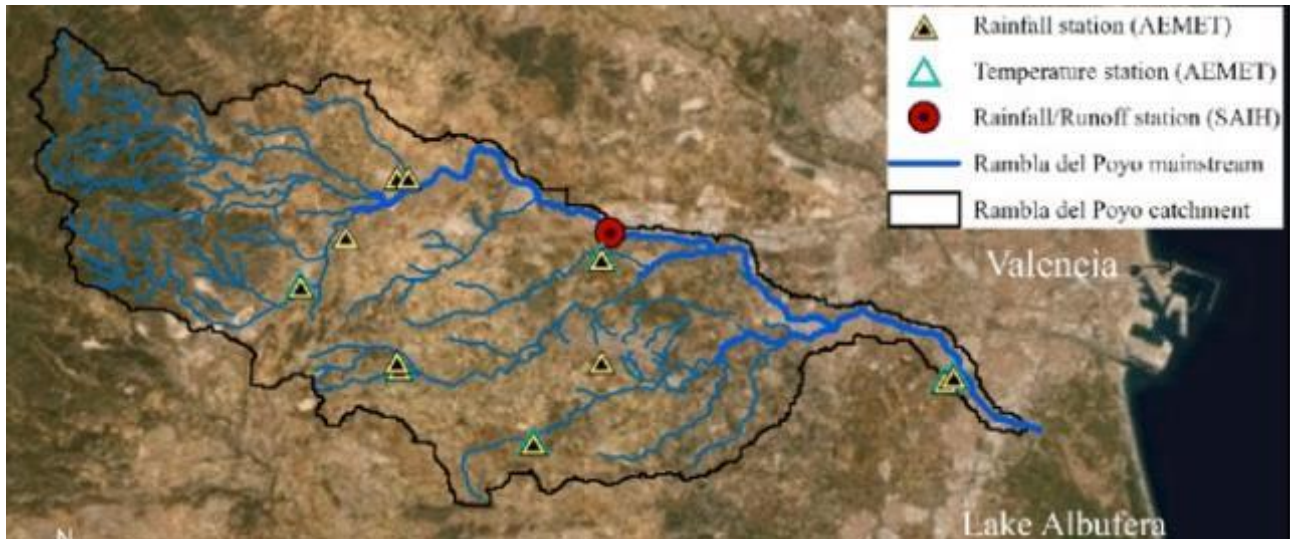


ATTACHMENT Nº2: LOT 2: CHIVA, VALENCIA.



URBAN WATER ROUTE. THE URBAN AND NATURAL REGENERATION OF CHIVA'S RAVINE (LOT 2)

The ravine of Chiva is a watercourse known as the Rambla del Poyo, a 40 km route through the Region of Valencia, which flows into the Albufera of Valencia.



As it passes through Chiva, it crosses the city centre, splitting in two the old quarter of Islamic origin located on the water's banks, an element that brings people together and gives a unique character to its environment.



The buildings in the urban area of the ravine have their rear facades overhanging the ravine, creating an amalgam of disorderly but harmonious volumes.

Currently, the issues arising from industrial water pollution seem to have been resolved and the constant flow through the gully has allowed for a significant recovery of the fauna and flora. However, in a Mediterranean context such as this, water floods are a threat that must always be considered.

The potential of this blue but also green infrastructure lies in the landscape it generates and in the great environmental, agricultural and forestry value it confers on its surroundings, which it manages to bring into the centre of the municipality, imbricating a natural ecosystem in the built environment that is a symbol of Chiva.

However, the evocative nature of the place contrasts with the perception of neglect and the lack of opportunity to enjoy the magic of the place.



*CAN THIS INFRASTRUCTURE BE A REAL DYNAMISING ELEMENT FOR THE MUNICIPALITY?
HOW CAN THE MANAGEMENT OF THIS RAVINE ENHANCE THE VALUE OF THE NATURAL
AND BUILT LANDSCAPE THAT SHAPES IT WHILST TRANSFORMING ITS CONDITION OF
VULNERABILITY INTO A STRENGTH FOR THE MUNICIPALITY?*

The ravine of Chiva has historically been perceived as a natural wound that fractures the urban fabric. As a result of the vulnerability implied by the unpredictable course of its waters, the ravine has not been accorded its intrinsic environmental and landscape value as a corridor of biodiversity which, moreover, could have a positive impact on the dynamisation of the municipality.



The challenge is to enhance the value of the ravine as it passes through the city centre. This could be accomplished by means of an intervention and/or landscape management project that promotes the re-urbanisation of its immediate surroundings; it would cease to turn its back on it, adapting its course and connecting it with the town centre so that both function in synergy.

In this way, the ravine could be made accessible in its broadest sense, promoting its ecological and natural values and bringing it closer to the citizens, thus making it function as a truly structuring and identifying element of the municipality, to be enjoyed by the citizens.

The challenge is to promote the reformulation of the treatment of the bridges that cross it and that are designed exclusively for mobility.

This work requires a larger scale observation, as it is a green and blue infrastructure that forms a natural corridor whose source is at an altitude of 800m and ends in the Albufera of Valencia. Likewise, it must contemplate and attend to the scenes close to the citizens, as the centre of Chiva is a space full of everyday life.

All in all, the aim is to regenerate an inhabited environment, with a high cultural value as it configures the layout of the traditional historic centre of Chiva and, at the same time, to reinterpret a natural element to increase its social recognition and its environmental value.







ATTACHMENT Nº3: LOT 3: EIBAR, GUIPÚZCOA.



EIBAR, reinhabiting THE RUIN. (LOT 3)

Eibar is a city of industrial tradition that, although located in the province of Gipuzkoa, is the geographical center of the Basque Country and a key point for the articulation of the regional road communications. Nestled at the bottom of a valley, it has a high building density, in a scarce space where communication infrastructures of regional scope, industrial uses and housing coexist in a joyful mixture.

Counting almost 27,000 inhabitants, the shortage of land has not been an obstacle to the development of an abundant industry, with buildings in height that have fearlessly hosted the most diverse activities.

Located in the true heart of the Basque Country, since it is practically at the same distance from the 3 Basque capitals, (48 Km from Bilbao, 55 Km from San Sebastián and 58 Km from Vitoria), its location places it in a strategic position at the level of logistics.



At present, almost all industrial activities have moved, leaving in place an important industrial heritage with imposing ruins that demand an opportunity to be occupied again.

At the same time, the demand for housing in the municipality is very high, especially for rental housing, and the existing housing does not cover this demand.

That is why it is proposed the realization of dwellings with common facilities and services, houses of small size in rent to promote the first access to the housing, for what is intended the rehabilitation and expansion of an old factory in disuse of the many existing in the municipality.

The renovated and expanded building must also fulfil an urban function as an attractor and rehabilitator of the neighborhood, facilitating the urban improvement of the environment through strategies that allow a better use of adjacent free spaces, including access to green hillside areas.



HOW CAN WE ACHIEVE A BALANCED URBAN REHABILITATION AND REGENERATION OPERATION THAT VALUES THE INDUSTRIAL HERITAGE?

HOW TO ADAPT AN INDUSTRIAL BUILDING WITH A VERTICAL STRUCTURE TO NEW FORMS OF HOUSING FOR YOUNG PEOPLE?





This is a complicated urban surgery operation where it is necessary to act with precision providing urban values to a very degraded environment. The main challenges must be addressed:

- Achieve a balanced urban rehabilitation and regeneration operation, providing quality and welcoming urban spaces while maintaining the values and industrial character of the neighborhood.



- Converting industrial heritage into housing, giving new life to one of the imposing structures in the area, and adapting it to the needs of the home, without losing its manufacturing character.

- Integrate in the industrial property spaces for public use as equipment for the entire neighborhood of Txonta. In that sense, the uses that could be installed on the ground floor of the building would have to do with activities that not only provide service to users of the building, but should meet the social or welfare needs of the neighborhood.

- Achieving an action that integrates the presence of large infrastructures with a natural landscape now degraded and hidden, considering the ecological values of the adjacent slope, currently almost invisible. The water also takes center stage on rainy days, seizing the neighboring slopes and turning them today into idyllic waterfalls when rain is abundant and formerly the source of floods.





- The aim is to explore new types of housing adapted to the needs of new lifestyles, to criteria of sustainability, which favour recycling and reuse, and to criteria of habitability, which also give greater prominence to outdoor spaces incorporated into the house, such as terraces and balconies, also in interventions of conversion of industrial buildings.





ATTACHMENT Nº4: LOT 4: EIVISSA / IBIZA.

EIVISSA. LIVING IN URBAN "COMMISSURES". (LOT 4)

The proposed location invites us to study the interaction of a new centre 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 limited by two expressways, it is essential to seek proposals for mobility in its pedestrian and road traffic variants, integrating the new neighbourhood into the urban fabric so that it is not isolated within the city itself. On the other hand, in order to avoid ending up as a dormitory town, it is suggested to take into account the desirable mix of other uses with the main residential use in the area. The projected building should introduce and highlight the value of the human scale in relation to its open space immediate surroundings.

This is a sector of the PGOU of Eivissa for mainly residential use, which is complex due to its location, as it is situated in the peripheral area of the city, in the middle of the two main ring roads that isolate it from both the city and the countryside. A subsector in which educational and sports facilities, public open spaces (including a large park) and the road network are also contemplated is ordered by a Special Plan and a reclassification of land.



The residential area of this Special Plan is destined for housing with some form of public protection; the total number of dwellings is expected to be 476. With regard to public housing developments, one of the blocks (no. 10) is destined for a public rental housing development. This block, with a total buildable surface area of 16,706 m², ground floor + 4 floors + attic, can accommodate a total of 170 dwellings. The other subsector will be the subject of a partial plan for private development in which the continuation of the park and the implementation of a health facility are planned, in addition to residential use.





HOW TO MAKE THE "URBAN COMMISSURES" A PLACE WHERE INNOVATIVE HOUSING TYPOLOGIES AND URBAN DESIGN SHAPE A NEW HABITAT?

HOW TO CONNECT THE INHABITANTS OF IBIZA CITY AND ESPECIALLY THOSE OF THE NEW URBAN LAND WITH ITS SURROUNDING PROTECTED LANDSCAPE?



The intention is to find innovative architectural solutions in the field of public rental housing development. The aim is to explore imaginative housing typologies complemented with common use spaces for users, in order to optimise the use of the available buildable space and contribute to improving the economic and environmental sustainability of the projected buildings. The different profiles of residents, groups and types of families must be taken into account and aspects such as inclusivity, as well as integration and connection with the immediate surroundings and the rest of the city must be valued.





The territorial scale points to a set of transition areas which, together with the study area, are the only unconsolidated land for buildings and are not environmentally protected. The aim is to find proposals at a larger scale to integrate the sector into the urban fabric and explore interconnections with the city and the countryside. One of the objectives of the City Council is to achieve good connectivity with the surrounding landscape, especially towards the hills bordering the vacant developable land that are protected as natural spaces.

The main problems that should be solved are those derived from its peripheral location in the urban fabric, in what we could call "commissures" and its location between the two ring roads which will generate many movements, predictably many of them by car, given the dispersion of activities on the island of Ibiza and the deficient network of public transport.

While the subsector is already developed and planned, ideas are expected to help connect this area to the city and integrate it into the urban fabric. At the same time, the proposals for the residential building will have to provide an extra element of social, energy and sustainability optimisation.





ATTACHMENT Nº5: LOT 5: EL PRAT DE LLOBREGAT, BARCELONA.



EL PRAT DE LLOBREGAT- EIXAMPLE NORD A new growth model for 2050: between a unique natural environment and complex infrastructures (LOT 5)

El Prat del Llobregat is a nodal municipality, located 10 km west of Barcelona, at the centre of the development of communication and transport infrastructures (port, airport, road and rail infrastructures), constituting a focal point for new urban development opportunities in the metropolitan area.

The urban centre of El Prat is located in the heart of the Llobregat delta. It has the possibility and the need to articulate the territory with such singular and determining elements as the Baix Llobregat metropolitan agrarian park, the river Llobregat fluvial park, the Mediterranean coastline, and the natural reserve and deltaic landscape areas.



El Prat concentrates a triple condition in relation to its surroundings: a link in a metropolitan context of communication and access to large infrastructures; an enclave within a natural environment to be protected; and an urban nucleus with local characteristics on a small, friendly and peaceful scale that it is wished to conserve.

The area to be studied is a rectangle of approximately 100 Ha between three road infrastructure axes: the Ronda de Dalt (B-20) to the north, the C-31 to the south and the B-22 highway linking the Ronda de Dalt with the C-31 to the west, and finally the Llobregat river to the east. It is a completely flat and unoccupied site, in contact with the metropolitan agrarian park to the north, and with the urban centre of El Prat to the south, with a station of line 9 of the metro built (El Prat Estació) but not in operation and with only one pre-existent construction, a large commercial area in activity of approximately 10 Ha, 60% of which is a parking area.



In 2008, this area was subject to an international competition of ideas for its urban development. Based on the results of the competition, in 2010, a document was written that included the guidelines and strategies for the planning of the area of the directional centre of El Prat de Llobregat and its surroundings.

GREATER ENVIRONMENTAL SENSITIVITY, CLIMATE CHANGE AND THE ENERGY CRISIS FORCE US TO RECONSIDER THE MODEL FOR NEW URBAN DEVELOPMENTS.

WHAT INNOVATIONS AND ENVIRONMENTAL REQUIREMENTS CAN BE INCORPORATED TO FACE THESE NEW CHALLENGES? HOW CAN THE URBAN AGENDA 2050 OBJECTIVES BE INCLUDED AND SERVE AS A MODEL FOR FUTURE GROWTH?

Maintaining the parameters approved in the document of guidelines and strategies for the development of the Directional Centre of 2010, it is necessary to deepen the design of the neighbourhood so that it is capable of incorporating the objectives set by the European Union for 2050, the Urban Agenda, and its adaptation in Catalonia for the green transition, with the aim of converting it into a model growth area by 2050, where the energy balance is positive.



The ideal combination between public space and areas free of buildings, and the space occupied by private buildings is inevitably necessary; they are elements that must collaborate and contribute to achieving a planning fitting the existing environment. The study must include measures for the sector to be able to produce the energy it consumes with renewable energy resources; proposals for optimising efficiency and sustainability; energy savings with alternatives for reducing emissions



or increasing collection; define aspects of the urban, the buildings, mobility, green areas, street furniture, etc.; be optimally connected to the green infrastructure of the agrarian park, to the blue or hydrological infrastructure of the Llobregat river and its indispensable relationship with water; offer efficient mobility; and foresee measures for adapting to climate change: drought, floods, heat waves, extreme weather phenomena.



The possibility of studying in detail a strip of 500 metres wide, some 25 Ha, between two vertical north-south axes that link with the existing centre is proposed: the extension of Avenida del Remolar and the extension of Avenida del Canal, with specific approaches that can later be extrapolated to the rest of the area.

The provision of information on the economic impact that the incorporation of these measures may have on the cost of building and public space will be valued.





ATTACHMENT Nº6: MADRID.



MADRID. PLAZA ALMODÓVAR (LOT 6)

The city of Madrid proposes the location of PLAZA DE ALMODÓVAR to the EUROPEAN competition as an extraordinary opportunity to revitalize, repair and care for a peripheral neighborhood in the south of our city.

It aligns and participates in the urban strategy of the municipality for territorial balance through new local centralities and to face the challenges of climate change.

The proposal is included in the Urban Strategy for Economic Activity of the City of Madrid, which includes the strengthening of the creative and cultural content industry as one of the vectors or lever lines of the Recovery Plan for Europe and in the Development Plan of the South and East of Madrid.

The proposal of Madrid recognizes and values both the importance of the vibrant cultural ecosystem called ISO -an association of cultural producers that offer diversity and dynamism to the resident population-, as well as the overlapping of the axes of communication and local economic activity of the district.



The urban fabric of the Plaza de Almodóvar is a broken and nondescript place, weak in its environmental and landscape components, affected by passing traffic and absent of social interaction. The existence of empty lots and unstimulating public spaces, owned by the municipality, offers a great opportunity, but their physical conditions prevent the consolidation of an active community space.

Transformation of public space is configured by three interrelated objectives: to regenerate the quality of daily life through a civic square that contributes to social cohesion and generates identity; recover public space that is now exclusive to private vehicles; and reintroducing nature.

The square will have as a reference for its reconfiguration the project of two buildings of municipal property and public use, which will exercise the functions of leadership in the activities of the square, seeking an integrating and identity social character, in a safe space.



HOW TO REGENERATE THE QUALITY OF DAILY LIFE IN A BROKEN AND ANODYNE PLACE, THROUGH A MUNICIPAL ACTION THAT CONTRIBUTES TO SOCIAL COHESION AND GENERATES IDENTITY?

HOW TO ACTIVATE THE MUNICIPAL HERITAGE OF THE UNBUILT LAND AND RECOVER THE INCLUSIVE PUBLIC SPACE, CREATING A SOCIAL INFRASTRUCTURE OF MEETING FOR THE NEIGHBORS?

Madrid is committed to the reflection of young architecture on the core of the Carabanchel district, interested in receiving new contributions on innovative typologies for new mixed-use facilities linked to cultural production, and on the design of inclusive and naturalized public space.

The existence of vacant lots and public spaces without identity in Plaza de Almodóvar and its surroundings constitutes an opportunity to create a new node of peripheral centrality. This node will facilitate urban metabolism by promoting hybridization of uses and will provide answers to the challenges of climate change and social inequality.



The consolidation of an active community space of proximity in the center of the district will contribute to the process of cultural production aimed at social inclusion and the change of social habits related to the climate challenge.

The proposal recognizes the importance of the cultural ecosystem of the ISO polygon driven by cultural producers and artists that brings diversity and dynamism to the social structure of the resident population, as well as the need to create new spaces to meet basic needs and promote the development of the local economy. In this sense, it is advocated to open processes of citizen



participation to know the different identities that coexist in this area and explore solutions that arouse the greatest consensus.

The enhancement of municipal heritage should give answers to the urban void, incorporating the emerging activities and existing dynamic social agents linked to cultural production, encouraging the participation of the various social identities present.

Madrid considers culture and knowledge as essential goods, which reinforce the value of sustainability and inclusiveness, in an active, open, diverse and participatory society. And the free space and the public services as a great school of coexistence.





ATTACHMENT Nº7: LOT 7: ESTUARIO DEL NALÓN, ASTURIAS.



NALON ESTUARY. REVITALIZING AN UNDEREXPLOITED PORT INFRASTRUCTURE (LOT 7)

The Nalón estuary is a complex and unique territorial system, which combines high environmental, landscape and cultural values, and which faces significant ecological, climatic and economic diversification challenges as an alternative to the decline of port and fishing activity.

According to the European 17 theme, the three sites of the Nalón Estuary encompass such interrelated natural and cultural dimensions that the whole study area can be understood as an ecotone, that is, a transitional space between rural, urban and natural landscapes:

- It stands out for its environmental and ecological values, which is why it is included in a Special Protection Area for Birds, a Site of Community Importance and a Special Area of Conservation within the Natura 2000 Network.
- One hundred years of intense port activity have resulted in a valuable industrial heritage, including a shipyard, docks, loading bays and other infrastructure, as well as welded steel-framed cranes and railway equipment.



- Although its role as a modal transport interchanger has diminished significantly, the port itself is an ecotone between the marine and terrestrial environments.

On the other hand, the lower course of the river Nalón presents a high level of flood risk, which will increase due to the foreseeable impacts of climate change. It should also be considered that the area is located on the western boundary of the Central Metropolitan Area of Asturias, a multi-polar urban conurbation with 850,000 inhabitants and 85% of the regional GDP. It is therefore destined to become a key element in the metropolitan system of open spaces.

All the land is publicly owned and all the public actors concerned are involved in the proposal: at the regional level, the departments of Infrastructures, Fishing, Biodiversity and Territorial Planning and the Institute for Economic Development in the Principality of Asturias (IDEPA); and at the local level, the town councils of Muros de Nalón and Soto del Barco.



HOW TO TRANSFORM AN UNDEREXPLOITED PORT INFRASTRUCTURE INTO A PROVIDER OF ECOSYSTEM SERVICES FOR A POPULATION OF 850.000 INHABITANTS?

WHAT STRATEGIES CAN BE DESIGNED TO CONCILIATE THE CONSERVATION OF THE NATURAL, CULTURAL AND LANDSCAPE HERITAGE WITH THE ECONOMIC REACTIVATION AND EMPLOYMENT GENERATION IN THE ESTUARY?

The port infrastructure of the Nalón Estuary was designed and dimensioned at the beginning of the 20th century as the main embarkation and transport point for all the coal production from the Asturian mines to the steel plants in the Basque Country; it is therefore part of the collective imaginary and collective identity of the region.

The decline of mining brought with it the gradual abandonment of the activity, so it is necessary to reinvent the port area to accommodate new activities, to

- Renaturalise and contribute to the adaptation to climate change in the whole the estuary,



- Preserve and consider the valuable local industrial heritage, and
- Foster the production of ecosystem-based supply, regulation and cultural services.



Matters to be considered by the applicants:

- Adaptation to climate change. The estuary suffers from significant river flooding, which particularly affects the agricultural sector. According to climate projections available for the region, the average sea level will rise significantly and extreme weather events will become more intense and frequent, thus increasing the risk of flooding.
- Ecosystem improvement. After decades of industrial activity, mainly focused on coal port traffic, several restoration projects have significantly improved the environmental conditions of the



estuary; however, much remains to be done to regenerate the diverse and valuable ecosystems, including sand dunes, marshes and swamps.

- Cohabitation between economic and environmental transitions. The environmental and landscape quality is an appeal for new recreational activities typical of coastal areas; therefore, the challenge that the estuary faces is to compatibilise the protection of biodiversity, the production of ecosystem services and economic diversification.





ATTACHMENT Nº8: TORRELAVEGA.



TORRELAVEGA. BREAKING DOWN BARRIERS (LOT 8)

The natural boundary of the river and the road and rail infrastructures condition mobility in the town, especially in the central area of the city, historically fragmented by the rail corridor that isolates several neighbourhoods from the rest of the city, dividing it in two.

These neighbourhoods are composed of a very interesting plurality of residential typologies; they combine single-family and collective housing in open blocks, like part of one of the city's traditional colonies (Sniace) which used to group together the urban life of the workers (workers and managers), with patches of incomplete closed blocks and isolated industrial structures: a complex yet diverse fabric juxtaposed without any apparent order, with the exception of the Sniace Colony, structured by two roads: Pablo Garnica and the Paseo del Niño, which are precisely the axes that bypass the railway to merge with the central administrative city.



The weight of the infrastructures in the functioning of this area of the city is enormous; they are physical and perceptual borders that isolate part of the city, an area that is located in a strategic position in terms of access to the city, in terms of its proximity to the administrative centre, and from the point of view of the urban landscape with significant potentials such as the Saja-Besaya River that runs through it, forming its western, northern and eastern limits.

The removal of the roads should undoubtedly improve mobility in this area of the city, which will have to accommodate all modes of travel, implementing measures to promote a rational and sustainable mobility system where priority is given to pedestrians and to modes of transport alternative to road traffic. It is important to highlight the great potential of its two structuring roads, as the Paseo del Niño extends towards the Ronda Bulevar and Pablo Garnica goes into the heart of the central city.



HOW TO INTEGRATE CONSOLIDATED NEIGHBOURHOODS OF THE CITY, PRIORITISING PEDESTRIAN TRANSIT AND OTHER ALTERNATIVE MODES TO MOTORIZED TRAFFIC?

HOW CAN THE URBAN REORGANIZATION OF THE RAILWAY SPACE CONTRIBUTE TO THE INTEGRATION OF THE CITY WITH THE RIVER?

The character of the barriers, to break or to sew? The intention is to remove the railway border that has been a constant feature of urban life in the city for many decades, isolating neighbourhoods from the rest of the city, preventing permeability with the river that runs tangent to the urban fabric, with the possibility of reinforcing its banks, renaturalising them, opening them up to urban transit. In the process of suppressing the railway border possible courses of action open up, which involve generating new buildable volumes, rethinking the viary system; these actions should in no case constitute "new borders", in conclusion, sewing the city together by the integration of a large area recovered with the undergrounding of the railway.

Typological diversity, chaos or complexity? The integration of fabrics as a project element. From typological diversity to chaos, as opposed to the conformation of a complex urban scene that interweaves and complements each other, absorbing diverse uses.

The connection with the banks of the river, physical or perceptive? Actions in the built-up city, in the heart of the consolidated fabric, when there are significant natural elements such as the tracing of the River Saja-Besaya, open up the hope of imagining a new urban conformation that brings the river corridor closer to the heart of the city. The suppression of roads can promote this connection, the kind of links to be established, how far it should or could go, the importance of reinforcing parks and leisure areas, overlooking the natural and artificial landscape, the establishment of new perspectives, taking advantage of the conformation of new volumetries; how far and how to materialise it.



Historic traces, from oblivion to renovation? Historical traces have been defining the city throughout its life, however, many urban renewal actions break them and even make them disappear; how far should we go with interventions in processes that have become traumatic, such as a railway crossing that fractures, separates. In these cases is it plausible to wield oblivion to heal the open urban wound?

