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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”

EUROPAN’s objective is to bring young professionals from the field of urban, landscape and architectural projects into their European Debate Forum, helping them developing and communicate their ideas on the European and international scene.

EUROPAN also aims to help the public administrations and developers who suggest the sites for the competition to find innovative architectural and urban solutions. EUROPAN is an anonymous, public, open design competition.

To facilitate contracts derived from proposals on the part of the public administrations that participate in EUROPAN Spain, the Ministry of Transport, Mobility and Urban Agenda organizes the competition in Spain on the basis of a Brief laid out in a document that complies with the regulations on Design Competitions with the Participation of a Jury as defined in articles 183 and following in the Law on Public Sector Contracts (LCSP). Compliance is guaranteed with the conditions established in the EUROPAN 17 Rules and in the aforementioned law.

Participants in the EUROPAN Spain competition must be familiar with the Brief for the EUROPAN 17 Design Competition with the Participation of a Jury published on the Platform for Government Contracts.

### EUROPAN 17 NATIONAL COMMITTEE / SPAIN

#### Presidency

Ministry of Transport, Mobility and Urban Agenda.

#### Members

Directorate-General for Urban Agenda and Architecture at the Ministry of Transport, Mobility and Urban Agenda / Higher Council of the Spanish Architects’ Associations (CSCAE).

Directorate-General for Territorial Planning and Urban Planning of the Principality of Asturias / Directorate-General for Housing and Architecture, Government of the Balearic Islands / Barcelona City Council / Directorate-General for Urban planning and Land management, Government of Cantabria / INCASÒL / Madrid City Council / Directorate-General for Ecological Innovation in Construction, Generalitat Valenciana / Directorate-General for Housing and Architecture, Basque Government.

Municipalities of Muros de Nalón and Soto del Barco / Eivissa-Ibiza City Council / Torrelavega City Council / El Prat de Llobregat City Council / Chiva City Council / Eibar City Council / ADIF

#### National Secretariat EUROPAN Spain

Carmen Imbernón, General Secretary

Begoña Fernández-Shaw, Head of production management and monitoring

#### JURY MEMBERS, EUROPAN 17 SPAIN

Iñiqui Carnicero, presidente EUROPAN España

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

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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/Spain plans to award 8 first prizes and 8 second prizes, in addition to the special mentions determined by the jury. The teams awarded the first prize will receive the amount of €12,000.00; the second prize teams (Runners-up) will receive €6,000.00 (including VAT).

In Spain, the EUROPAN awards are exempt from tax withholdings in accordance with the resolution of 5 April 2006 issued by the Tax Management Department of the State Tax Authority, which grants the exemption as stipulated in article 7.1) of the Royal Legislative Decree 3/2004, dated 5 March.

## **SPECIFIC INFORMATION ON THE COMPETITION SITE**

### **Site representative**

The Institut Català del Sòl (INCASÒL) is a public company founded by the Generalitat de Catalunya, whose main mission is the promotion and management of urban development considered to be strategic by the government of the Generalitat, as well as the execution of public housing developments.

The Eixample Nord Consortium, of which INCASÒL and the El Prat City Council are members, is the pertinent administrative entity and is responsible for the development of said urban sector. In turn, INCASÒL is the owner of 21% of the total land that constitutes the competition site. Consequently, in addition to the general interest in the development of the sector INCASÒL also has a proprietary interest. That fact justifies its role as the main developer in this phase of the competition, in agreement with the municipality of El Prat de Llobregat.

The representatives of INCASÒL throughout all phases of the competition are Ramon Forcada i Pons, Director of the Heritage Department, and Anna Bordas i Roca, section head for the Heritage Department.

### **Participating agents**

The El Prat de Llobregat City Council is involved in the development and management of the sector due to its interest in the growth of the city's urban land, as well as in its capacity as recipient of the transfer of land allocated for systems and as the entity responsible for the future maintenance and management of the area, its citizens and users.

The Prat de Llobregat City Council is represented by D. Fernando Dominguez, from the Urban Planning Department.

### **Profile of the team representative**

Each team presenting a proposal will be led by a person or group of people with a degree in architecture and specialized in urban planning and landscape, with the professional skills and attributes required by law, and with the capacity to revisit the document approved in 2010 and reimagine it based on the objectives of the Agenda 2050.

### **Team skills according to the objectives, characteristics and programme for the site**

We recommend the inclusion of an expert in environmental sustainability or a team of environmental specialists who work in the area around the site, due to its complexity and direct impact on the development of the sector. Collaboration with an expert in energy efficiency and in mobility and communication infrastructures is also advisable. Ideally, the team should also collaborate with a specialist in hydrology, the water cycle and the subsoil, as well as an expert in the assessment of economic viability scenarios.

### **Communication**

The Call for Entries and the Results of EUROPAN 17/Spain are published on the Platform for Government Contracts, in the Official State Gazette (BOE) and in a large national newspaper. The results are also communicated through the Architects' Associations in Spain and in specialized media.

The results of EUROPAN/Spain are exhibited and published in a catalogue that includes the prize-winning projects and the jury's special mentions. The national results will be shown in a traveling exhibition.

The winning teams will be invited to present their proposals and to participate in debates both nationally and internationally.

### **First meeting of the jury**

During the jury's initial meeting, the representatives from each site will participate by voicing their opinions and exercising voting power to decide on a shortlist to include up to 25% of the submissions.

### **Decision of the jury**

Following two days of analysis of the shortlisted projects on the part of the site representatives and the members of the jury, the jury alone will decide on the winners. The prizes will be awarded based on the quality of the projects without the requirement of an equal distribution by site. The jury's decision is final.

### **Procedure following the jury's decision**

Immediately following the jury's decision, the winning teams of EUROPAN Spain will be invited to present their projects to the site representatives. Next, there will be an initial round table discussion with participation from members of the jury.

### **Procedure for contracts derived from the jury's decision**

The sponsoring members for each site, the associated members or the entities to which they delegate their authority (local entities, autonomous communities or, where appropriate, public authorities) are recognized as contracting parties to award the service contract for each site to the competition winner, or one of the winners, through a negotiated procedure without prior publication. In the latter case, all the winners (prize-winners and special mentions) must be invited to participate in the negotiations.

### **Contracts foreseen as a consequence of the jury's decision**

Given the complexity of the site, the variety of elements that make up the territorial context, and the long processing times for large-scale urban planning, it is clearly impossible to specify the details of a commission for this area in the short to medium term.

Alternatively, the possibility is being considered of commissioning the design for a residential building on a plot owned by INCASÒL in the municipality of El Prat de Llobregat, derived from another urban planning intervention currently being carried out, which is in a more advanced stage of planning.

## Sociocultural data on the site and its context

### Historic context

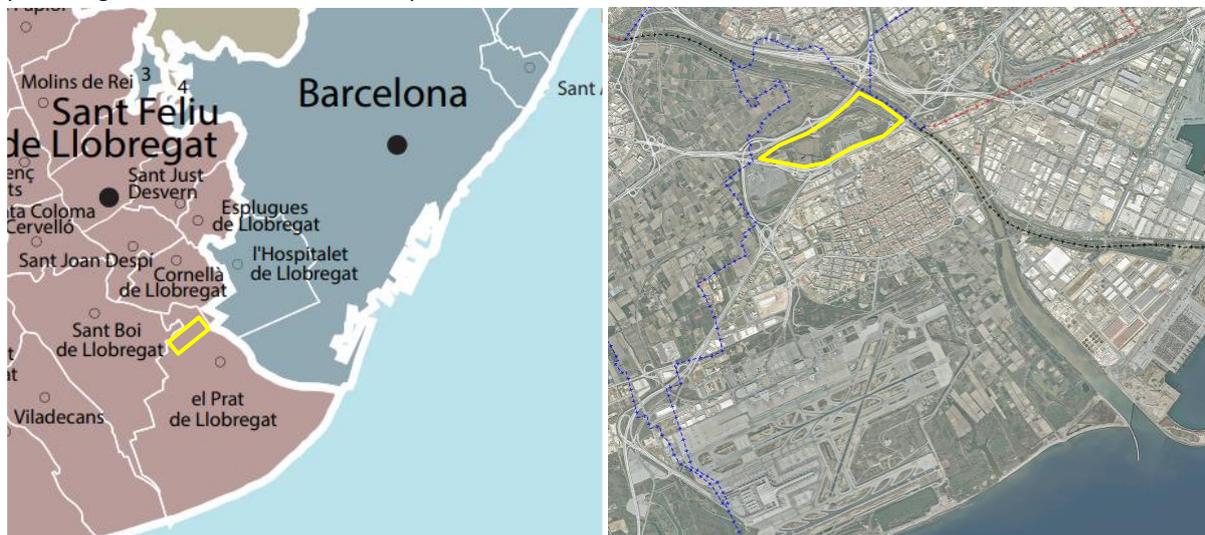
The city of El Prat de Llobregat, in close proximity to Barcelona, was hidden behind industries and infrastructures. It was largely invisible from the main access roads. However, this fact, and the site's evident association with the Barcelona-El Prat international airport located entirely within its municipal area, have not impeded its development as a city with a great sense of identity and community that has managed to perfectly combine the small scale of a mid-sized city with the large-scale elements of the river delta landscape and its metropolitan surroundings.

When the railway line that runs through the municipality was moved underground in 2007, one of the barriers that blocked views of El Prat and its expansion to the north was removed; the other barrier is the C-31 motorway. The impact is meant to be minimized with the planning transformation of the urban land bordering it. At the same time, the uses foreseen by the Metropolitan Urban Master Plan for this large sector, classified by the planning as the Directional Centre of El Prat, have been relocated to more favourable site. As a result, this section of the municipality adjacent to the historic centre has emerged as a great opportunity for urban development capable of complementing the supply of housing and tertiary uses needed for the city and the metropolitan area as a whole.

In recent years, the outskirts of cities have emerged as areas with major potential, capable of absorbing large-scale and above-ground services without depending so much on the "classic" city centre. Medium distances, an increase in mobility and the incorporation of teleworking as a feasible option have driven the shift from extensive land use to a new model based on an exchange between the periphery and the centre. The limits of cities are subject to continuous fluctuations, along with social, cultural, educational, and residential relations, among others. One of the trends on the metropolitan scale is the exodus of inhabitants towards residential areas around the periphery of cities. In general, these people want the best of both worlds: the privacy and security of a small community of neighbours combined with the economic and cultural potential of a large metropolis.

### Location and geography

El Prat de Llobregat is part of the Baix Llobregat region, located just 12 kilometres from the centre of Barcelona. The municipality is crossed by the A-2 motorway, renamed the B-10 as it is considered an extension of one of Barcelona's ring roads (Ronda Litoral). Other roads that run through the municipality include the C-31, which connects Barcelona with Castelldefels, the C-32 that connects with Gavà and the B-22, a highway and ring road providing access to the Barcelona Airport.



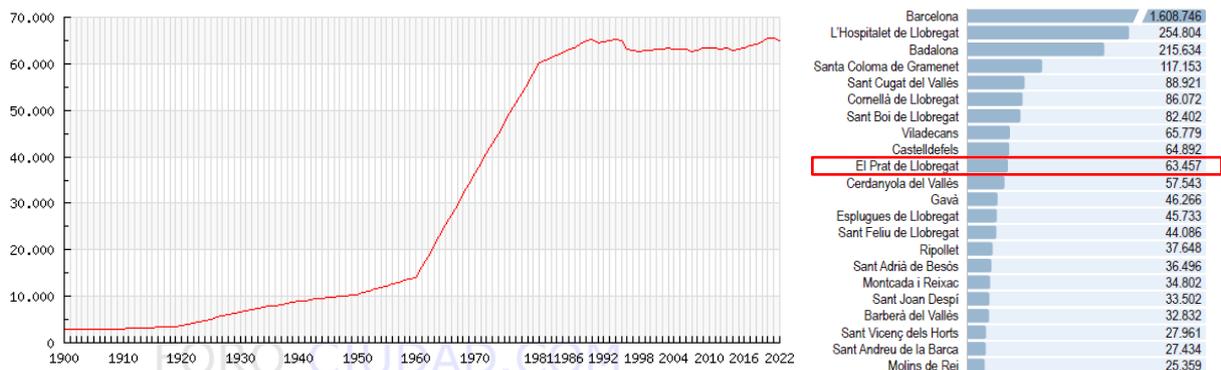
El Prat de Llobregat has an area of 31.40 km<sup>2</sup>. To the northeast it borders with the municipalities of Barcelona and l'Hospitalet de Llobregat across the Llobregat River; to the north with Cornellà de Llobregat; to the northwest with Sant Boi de Llobregat; and, finally, to the east, along the coast, with Viladecans. To the south it borders on the sea.

The relief of the municipality is characterized by the presence of the Llobregat River delta, where the river flows into the Mediterranean. On the border with the municipality of Viladecans is the Remolar Lagoon, which is part of a nature reserve. On the border with Barcelona are the La Ricarda and Cal Tet lagoons, near the mouth of the Llobregat River. The topography is entirely flat; the slope of the terrain is imperceptible. The maximum altitude is 5 meters above sea level in the Plaça de la Vila.



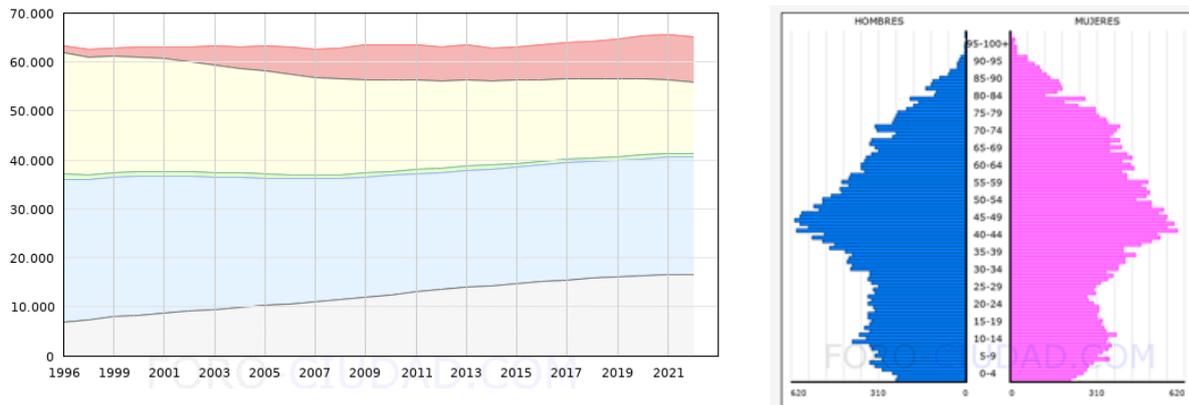
## Demography

According to data published by the INE on January 1, 2022, the population of El Prat de Llobregat is 65,030 inhabitants. The following graph shows the population of El Prat de Llobregat over time, since 1900, at intervals of 10 years. The largest growth period in El Prat occurred in the 1960s and 1970s, when it grew from 10,000-15,000 inhabitants to quadruple that figure, up to the current 60,000-65,000 inhabitants, a number which has since remained stable, with a slight growth of less than 1%.



During the 1970s, a large number of people from other parts of Spain settled in El Prat attracted by the growth of industry in Barcelona and its metropolitan area during those years. It became one of the largest municipalities in terms of population, specifically the tenth most populous.

The following graph reflects the evolution of the population structure in the municipality of El Prat de Llobregat. If we compare it with the last 25 years, we see how the inhabitants born in El Prat de Llobregat increased (9,657), going from 10.89% to 25.45%; the inhabitants born in the province of Barcelona decreased (-5,106), from 46.00% to 36.89%; the inhabitants born in other parts of Catalonia remained constant, close to 1.50%; the inhabitants born in the rest of Spain decreased (-10,147), from 39.16% to 22.49%; and the population born in other countries increased notably (7,716), from 2.24% to 14.05%.



At this time, 63.8% of the municipality's population was born in Catalonia, a figure similar to that of the region (64.2%) and that of Catalonia as a whole (64.3%). Of the remaining 36%, 22.5% were born in the rest of Spain and 14% were born abroad. The percentage of the population born in the rest of Spain is also similar to the figures for the Baix Llobregat region (21.3%), a higher number than the overall figure for Catalonia (16.6%). As for the foreign population, the percentage is once again similar to that of the region (14.5%) and lower than that of Catalonia as a whole (19.1%).

The population pyramid for the municipality of El Prat de Llobregat, like the pyramid of Catalonia and Spain, indicates an aging population, a low birth rate and a high life expectancy. There are some peculiar characteristics: the slight expansion of the base, which represents an increase in the birth rate, partly thanks to immigration from abroad.

The Prat Nord project proposes a potential residential surface area of 605,310 m<sup>2</sup> including about 7,000 units, 50% of which have some kind of public protection. This represents a population increase of between 16,000 and 18,000 inhabitants: in other words, an increase of 25% with respect to the current population. Given the growth patterns in recent years, it would take about 25 years to fill all the planned homes.

## Facilities and open spaces

Aside from the airport system, which represents the largest land classification in the municipality at 1,167 ha (33.6%), the system of open spaces is the second most important land classification, at 475 ha, corresponding to 13.5% of the municipality's total surface area. It is mostly concentrated in the southern zone closest to the sea, at the mouth of the Llobregat River, in the Ricarda-Ca l'Arana nature reserve, which includes the wetlands and marshes, covering an area of 320 ha. The open spaces or urban green areas are located, for the most part, to the south of the urban core, acting as a buffer around the airport system.

The system of facilities, which total 60 ha, are concentrated in the urban core, especially in the southern half. El Prat has several educational facilities: 7 nurseries, 15 preschools and primary schools, and 9 secondary schools, as well as 4 sports complexes (Sagnier (1), Estruch (2), Julio Méndez (3) and Fondo d'en Peixó (4)) and two theatres, a library, cultural centres, and cultural and leisure associations.



## Economy

El Prat de Llobregat was traditionally an agricultural city that became an industrial centre in the 1960s and 1970s. Since 2003, it has undergone a profound transformation, with the closure of various textile and paper factories. Currently, the city's economy is being reoriented towards services. There are a number of companies dedicated to services, logistics and distribution that also cater to the nearby airport and the expansion of the port of Barcelona.

The economic activity zones (PAE) occupy approximately 415 ha, 27% of the urban land in the municipality, 190 ha of which correspond to net land area. El Prat de Llobregat and Barcelona are the municipalities in the metropolitan area with the largest surface area corresponding to economic activity. The location of the PAEs runs along the main road infrastructures that connect the logistics platform of the Llobregat delta with the territory, highlighting six corridors: the southern C-32 axis, the AP-7, the A-2 axis, the C-58 axis, the C-17 axis, and the northern C-32 axis.

The industrial estates in El Prat, in chronological order of creation, are:

Ca l'Alaio Industrial Estate, located to the northeast of the municipality, bordering the residential area of El Prat to the south of the Castelldefels dual carriageway (C-31). Built in 1960, it has an area of 13.6 ha with 47 companies dedicated primarily to the sale of motor vehicles. It employs 482 people.

Enkalene Industrial Estate, located in the northeast of the municipality. It is bordered to the north by Ronda de Ponent and to the south by Avinguda d'Apel·les Mestres. Built in 1964, it is occupied by retail companies. It has an area of 29.7 ha and 276 active workers.

Mas Mateu Industrial Estate. It forms the western boundary of the industrial belt that delimits the residential area of El Prat. Built in 1966, it is occupied by wholesale companies and manufacturing industries. It has an area of 33.7 ha and 1,298 active employees.

Pratenc Industrial Estate, located in the south of the municipality, it borders with the ZAL-Prat to the south and the municipality of Barcelona to the west. Most of the activities are related to logistics and transport, with a significant involvement in the industrial sector. The profile of the companies there is small and medium sized, although the warehouses are medium and large. Built in 1969, it is the largest industrial estate in the municipality, covering 63.7 hectares that house 27 companies and with 3,141 employees.

Cal Saio Industrial Estate, is included within the urban fabric, forming a rectangle of four blocks with small industrial warehouses that add up to a surface area of 4.9 Ha. It is bordered to the west and north by

residential areas and to the east and south by urban facilities. Built in 1972, it is home to 14 companies, mainly manufacturers, with a total of 222 employees.

Fondo d'en Peixo Industrial Estate, located next to the industrial fabric of El Prat, which borders it to the south. It is very close to the railway station. It has maintained an industrial character despite the fact that, in recent years, the service sector has progressively gained importance. Created in 1984, with an area of 13.2 ha, it houses a total of 67 companies dedicated to wholesale, logistics and manufacturing, with 685 employees.

Estruch Industrial Estate, adjacent to Ronda del Llevant, which borders it on the east. The profile of the companies there corresponds to small companies dedicated to wholesale, logistics and the manufacturing industry. The estate was built in 1987, with a surface area of 33.7 ha and 59 companies, with 1,546 employees.

Mas Blau I Business Park, located on the western edge of the municipality, next to the Mas Mateu industrial estate, the C-31 and the airport. It is characterized by a high productive diversity; the majority are micro and small companies, although the presence of medium-sized companies has been increasing, mostly dedicated to wholesale and services. Built in 1989, with a surface area of 25 ha, it contains 96 companies and a total of 3,332 workers.

Mas Blau II Business Park, located to the south of Mas Blau and very close to the airport, has an area of 41.9 ha. It is focused on business development and expansion, with wholesale trade, activities related to transport and business services. Built in 1991, it is home to 45 companies that employ 3,080 people.

ZAL-Prat Logistics Activities Zone, on the left bank of the Llobregat River, between the Pratenc industrial estate and the port of Barcelona. It is part of the Llobregat delta intermodal logistics platform, one of the most important in the Mediterranean due to the versatility of the transport systems and the capacity for interconnection between them. The space has a high economic and business potential due to the offer of added value in comprehensive logistics services in an environment of international markets. Built in 2001, it covers an area of 157.3 ha, is home to 34 companies dedicated predominantly to logistics, with a total of 2,247 workers.

At present, in its near entirety, the population of the municipality is employed largely in the services sector (90%) and, second, in industry (7%) and construction (3%). Only 30 people from the municipality make a living from agriculture, according to data from the Statistics Institute of Catalonia (Idescat). El Prat de Llobregat is, therefore, an area that offers work to people from outside the municipality in the industrial and agricultural sectors.



## Connections

The municipality has an ample communications network:

- **Roads:** on the interurban level, the main axes are the C-31 (Castelldefels-Costes del Garraf dual carriageway) and the C-32 (Garraf tunnels motorway). They communicate both with Barcelona and the municipalities to the south of the region, continuing on to El Vendrell, where there is a connection with the AP-7. In terms of ring roads, most notable is the C-31, which is, in turn, the main access road to the airport and forms part of the municipality's beltway. The other roads around the perimeter of the municipality are the Ronda de Ponent and Ronda de Llevant, Avinguda Onze de Setembre and Ronda Sud, a section of which has yet to be developed.

- **Large-scale infrastructures:** the port and the airport constitute the large communication infrastructures. The port is located in the municipality of Barcelona, adjacent to the municipality of El Prat. The airport is located in the municipality of El Prat and occupies the highest percentage of land area, with 30% of the total qualified as an airport system.

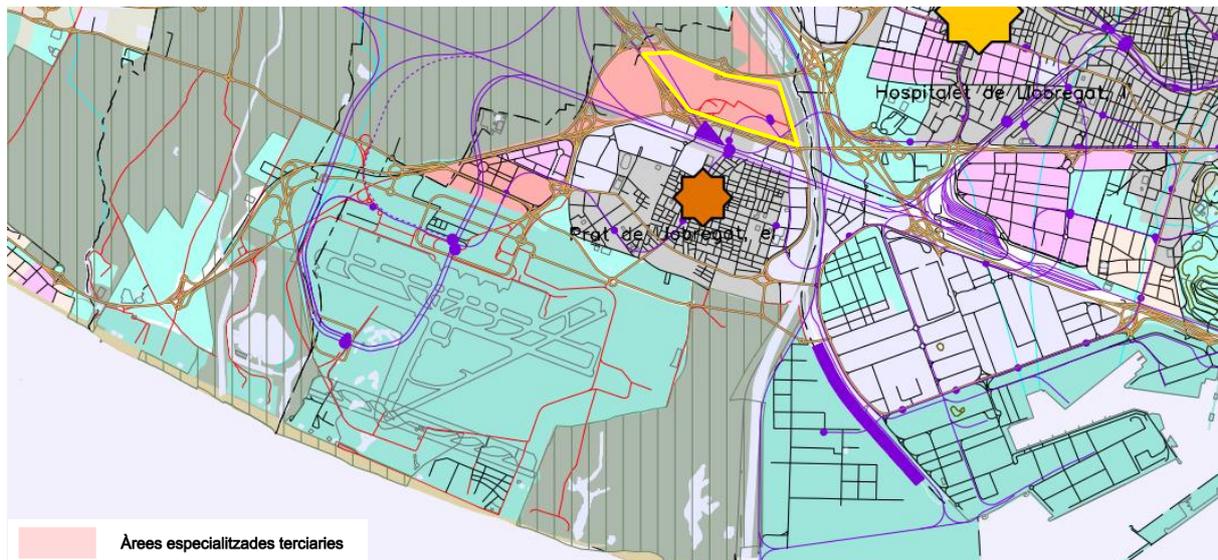
- **Railway.** Currently, El Prat is connected with the Barcelona commuter train line (R2) and a station on the L9 Sud Metro line (Prat-Estació), located within the project site. Although construction has been completed, it is not yet operational.

## Urban planning

### Territorial planning. Metropolitan Territorial Plan of Barcelona

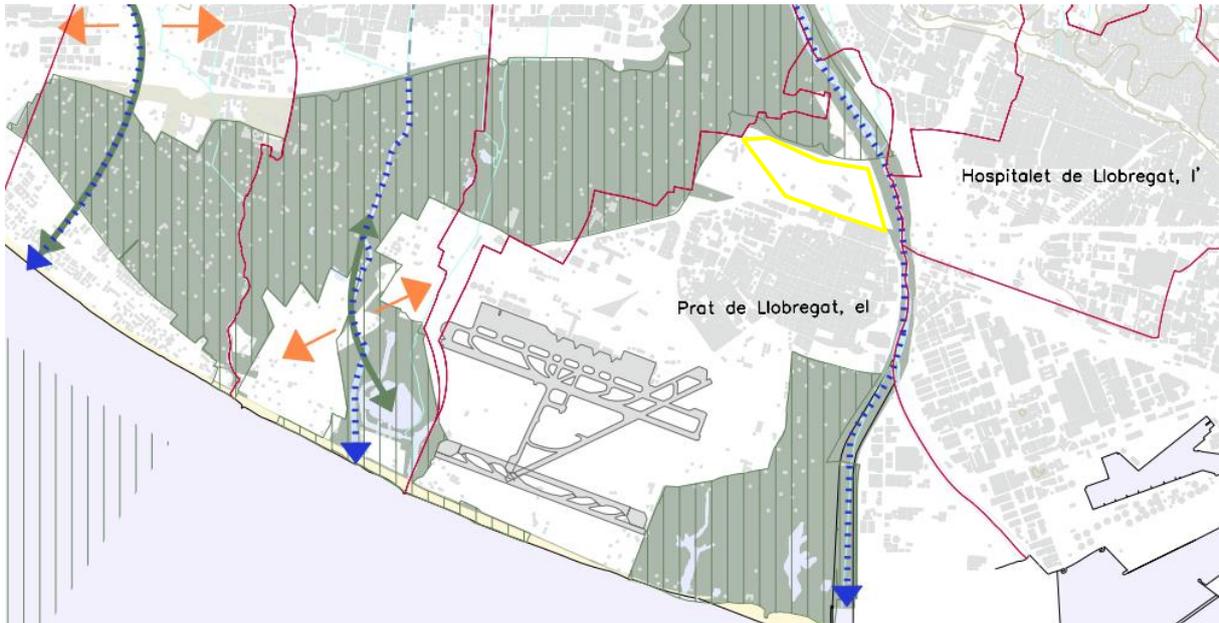
[https://territori.gencat.cat/ca/01\\_departament/05\\_plans/01\\_planificacio\\_territorial/plans\\_territorials\\_nou/territorials\\_parcials/ptp\\_metropolitana\\_de\\_barcelona/](https://territori.gencat.cat/ca/01_departament/05_plans/01_planificacio_territorial/plans_territorials_nou/territorials_parcials/ptp_metropolitana_de_barcelona/)

The Metropolitan Territorial Plan of Barcelona (PTMB, from its initials in Catalan), approved in 2010, covers the territory of the Barcelonès, Baix Llobregat, Garraf, Alt Penedès, Vallès Oriental, Vallès Occidental and Maresme regions, with an area of 3,236 km<sup>2</sup> distributed among 164 municipalities. It distinguishes between three systems: the system of settlements, the system of open spaces, and the system of infrastructures.

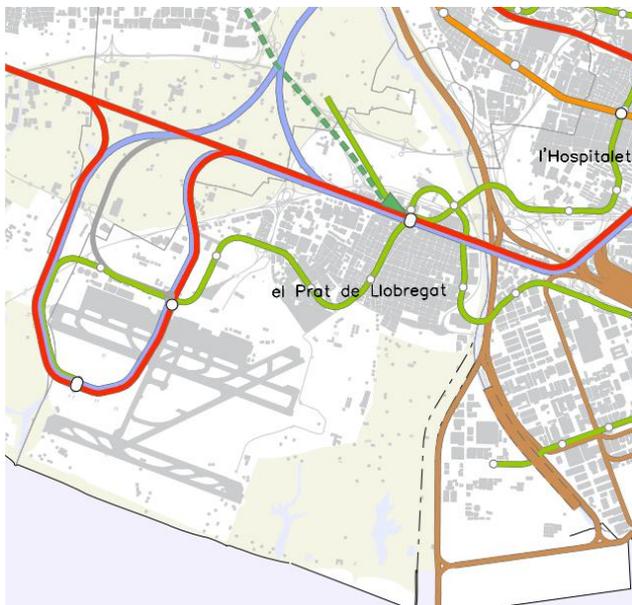


- The system of settlements in the PTMB establishes the guidelines for an evolution of urban planning that complies with the criteria of the Territorial Planning Programme and is coherent with the features and conditions of each site. It relies on the recognition of existing settlements and proposes strategies for

extension, renovation or consolidation based on the baseline nodal structure. In the specific case of the Eixample Nord, it is defined as a specialized tertiary area.



- From the point of view of the system of open spaces, the PTMB considers the area of Eixample Nord as a system of urban facilities, surrounded on its north side by special protection spaces, given their natural and agricultural interest. They are part of the Plan for Spaces of Natural Interest and Xarxa Natura 2000, since they belong to the agricultural park. Along the southern limit, the Eixample Nord is in contact with the consolidated urban core and with spaces of activity, although its transformation into a residential area is underway.



Railway infrastructure system



Road infrastructure system

- Finally, from the point of view of the infrastructure system, the PTMB considers the area of the Eixample Nord as an urban system equipped with a high-performance communication network, commuter network, and metro line, in addition to the road network, with primary structuring roads and primary suburban roads. No doubt, from the point of view of communication infrastructures, the position of the site is unbeatable. On the other hand, the difficulties presented by all these infrastructures with respect to the future development's capacity for integration, pacification and coexistence could be brought to light.

## Municipal planning. Metropolitan Master Plan

<https://geoportalplanejament.amb.cat/AppGeoportalPlanejament2/index.html>

The current master plan is the Metropolitan Master Plan, known as PGM-76, which received final approval from the Barcelona Provincial Urban Planning Commission on 14 July 1976. The plan categorizes the area of land for development as **Type 11 Directional Centre**, defined by the Modification of the PGM to adapt the basic road network of the second peripheral ring road in the municipalities of Sant Boi and El Prat de Llobregat, approved on 17 June 1992.



The specific regulations for the El Prat Directional Communications Centre, included within the urban planning regulations of the PGM, are as follows:

*Title II. Urban planning regime. Chapter 3. Conditions of land for development. Section 2a. Directional centres (11). Subsection 2a. El Prat Directional Communications Centre*

*Article 93 – Definition.*

*Sub-area with a predominance of activities related to various means of communication (airport, port, railway and motorway terminals).*

*Article 94 – Distribution of surface areas*

1. As a matter of law, the stipulated floor area will be reserved in the partial plan for the following purposes:

- a) Buildings and facilities for technical, administrative, bureaucratic, and commercial activities, services, storage and similar activities derived from or directly related to the activity of the airport, the port and the railway and motorway terminals: 12 ha
- b) Supermarkets, department stores, shops, offices, telecommunications and phone centres, dispensaries, fire stations, theatres and associated car parks: 20 ha
- c) Residences, hotels, motels, bars, restaurants, cafeterias and the like; and housing for security and service personnel: 6 ha
- d) Terminal station for correspondence and interchange between the different means of transport (railway station, bus station, correspondence) and annexes and car parks: 140 ha
- e) Mixed station for the reception, storage and distribution of goods and related services: 110 ha
- f) Sports areas: 16 ha
- g) Urban park adjacent to the Llobregat River: 25 ha

2. The area reserved for sports facilities and urban parks has a mandatory minimum; the other reserves may vary more or less, up to 10%.

*Article 95 – Determinations to be respected in the Partial Plan.*

The Partial Plan drafted to develop the provisions from the Master Plan for the sub-area of the El Prat Directional Communications Centre must respect the following determinations:

- a. The distribution of surface areas as established in the previous article.
- b. The pedestrian network must be independent from the automobile network and must be well connected to the exterior network, as well as provided with ample parking areas.
- c. The provision of annexes associated with buildings and facilities must maintain the minimum proportion of one 25 m<sup>2</sup> parking space, including accesses, for every 150 m<sup>2</sup> of floor area.
- d. The maximum number of residential units for the entire sub-area must be set at 400.

## Metropolitan Urban Master Plan

### Plan director Urbanístico Metropolitano

<https://urbanisme.amb.cat/pdu-metropolitana/documentacio-avanc>

The Metropolitan Urban Master Plan Proposal (avanç del PDUM) was approved on 26 March 2019, opening a public information period that ended on 31 January 2020. The document is currently being drafted for initial approval.

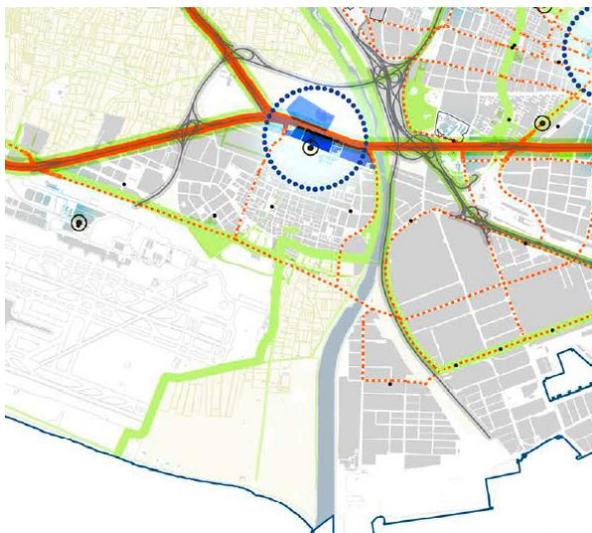
Below are some of the sections from the plan in which El Prat is identified as a key, strategic gateway and centre of development for the metropolitan area.



It identifies the area as "local centre PR\_L1 Prat de Llobregat"



It identifies the area as a metropolitan gate/station



New metropolitan centre. Map of the urban structure



Metropolitan area of opportunity. Map of strategies

## 2008 Ideas competition

<http://www.consorcipratnord.cat/15473/detall.proposta/14396>

In January 2008, an international ideas competition was convened for the selection of an urban planning proposal that would serve as the foundation for stipulating guidelines and planning strategies for the area of the El Prat Directional Centre and its surroundings.

“The project called *Prat Nord*, winner of the competition, stipulates building a city on the site in question, and it situates the public space, in the form of a large park, the leitmotiv of the proposal, as the focal point and reference element for the new planning. The emptiness of an urban park, covering approximately 42 hectares, is presented as a fullness that will lend meaning to the entire built area. It will support the total integration of the new area with the existing urban land and a reintegration with the infrastructures, a green belt straddling the highway that will constitute a lively park for the metropolis as a whole.”

The urban planning parameters were as follows:

Site: 10 ha qualified as a Directional Centre and 25 ha of river park and associated road systems and road protections.

Housing: between 4,500 and 6,000 units.

Commercial: between 75,000 and 80,000 m<sup>2</sup> of floor area covering a large surface.

Economic and tertiary activity: between 575,000 and 650,000 m<sup>2</sup> of floor area.

From 20,000 to 30,000 jobs.

Plot ratio: between 0.50 and 0.65 (GFA/site area)

In January 2009, the proposal called *Central Prat* developed by the association of the architects Claus en Kaan Architecten and Jaume Carné was declared the winner. (See the attached documentation.)

This proposal showed a good balance in the resolution of the issues raised by the competition brief, relating the site with the territorial scale, making it a point of reference for the Llobregat Delta. The proposal highlighted the value of the surroundings, showing a capacity for symbolism and synthesis, and it reflected a territory where water, the course of the river, and the quality of the soil were the central focus and symbols of the local identity. Likewise, importance was given to the option of situating the public space of the park as a central element on the municipal and metropolitan scale, as a differential element and as a point of reference. The proposal offered a fitting development of the city model and engaged in an apt analysis of the environmental sustainability, based on the climate, which served as justification for the strategic options in situating buildings and open public spaces.

It divided the area into two separate sectors or neighbourhoods: an expansion neighbourhood (Prat Nord) made up of housing and tertiary and commercial uses, and a neighbourhood with a metropolitan programme (Metropolitan Strategic Reserve) located to the west, where 20% of the floor area was allocated for residential uses, and 80% dedicated to a shopping centre and various activities divided across low-rise buildings with high occupancy.

The parameters of the proposal were:	Eixample Nord	Metropolitan Strategic Reserve
Residential:	902.000 m <sup>2</sup>	70.000 m <sup>2</sup>
Commercial:	195.800 m <sup>2</sup>	162.800 m <sup>2</sup>
Tertiary:	314.300 m <sup>2</sup>	139.300 m <sup>2</sup>

Plot ratio: 0.92 (GFA/site area)

The project included a climate analysis and a series of proposals for ecological innovation, energy efficiency and passive measures to improve the microclimate and reduce energy consumption, which are listed below:

The planning is adapted to the direction of the prevailing winds, facilitating the ventilation of the buildings as much as possible. The large mass of greenery cools the wind before it reaches the built area. The orientation of streets and façades is optimized for correct sun exposure and natural ventilation, as is the depth of the buildings.

Green roofs along with specific materials and colours for pavements and façades are proposed to reduce the urban heat island effect: materials with high reflectivity (pavements with solar reflectance above 30 with pigmented asphalt and white Portland cement pavements, and roofs with reflectance over 75 on a minimum of 75% of the roof area) and high emissivity; solutions that incorporate greenery and systems for heat dissipation through evaporation (large central park with a wooded area, use of street trees).

Planting large trees (over 20 m) generating a landscape and a singular and unique skyline for all residents of the metropolitan area, recovering the typologies characteristic of a riparian forest: soil with the right texture, adequate water supply, dense planting to optimize water, a mass of greenery over 70 ha with dominant deciduous trees, where the fallen leaves generate compostable mass, a dense continuous crown that lowers wind speeds and leads to less solar radiation and higher relative humidity.

Regarding the management of the water cycle, the proposal includes rainwater runoff on waterproofed surfaces, street trees using the “Amsterdam tree sand” technique, drainage channels arranged perpendicular to the slopes to intercept surface runoff, and temporarily floodable lowlands.

A centralized climate control system is proposed for generating hot and cold air.

## 2010 Guidelines and strategies

<http://www.consorcipratnord.cat/18714/detall>

Subsequently, in November 2010, following intensive efforts on the part of the City Council, INCASÒL and the competition winners, a document detailing guidelines and management strategies was published. In addition to developing the idea from the competition proposal, this document included the strategy for infrastructures and the park, planning and environmental guidelines, an economic feasibility study, as well as two annexed documents, an urban drainage study and a preliminary report on environmental sustainability. Documentation is attached.



The original proposal to divide the area into two separate neighbourhoods – Prat Nord and the Metropolitan Strategic Reserve (MSR) – was maintained, with the general parameters established as follows:

Prat Nord: 878,960 m<sup>2</sup> = 605,310 m<sup>2</sup> residential (50% public) + 273,650 m<sup>2</sup> activity

MSR: 440,000 m<sup>2</sup> = 70,000 m<sup>2</sup> residential (50% protected) + 370,000 m<sup>2</sup> activity

Plot ratio: 0.80 (GFA/site area)

Number of residential units: 8,000 (50% public housing)

Number of inhabitants: 19,200



### **2010-2022 A period of inactivity**

With the euro zone crisis in 2010, the project was put on hold pending the recovery of the economy. Today, there is a growing interest in resuming the work that was interrupted. However, the current reality differs substantially from the situation when the competition was originally announced and developed.

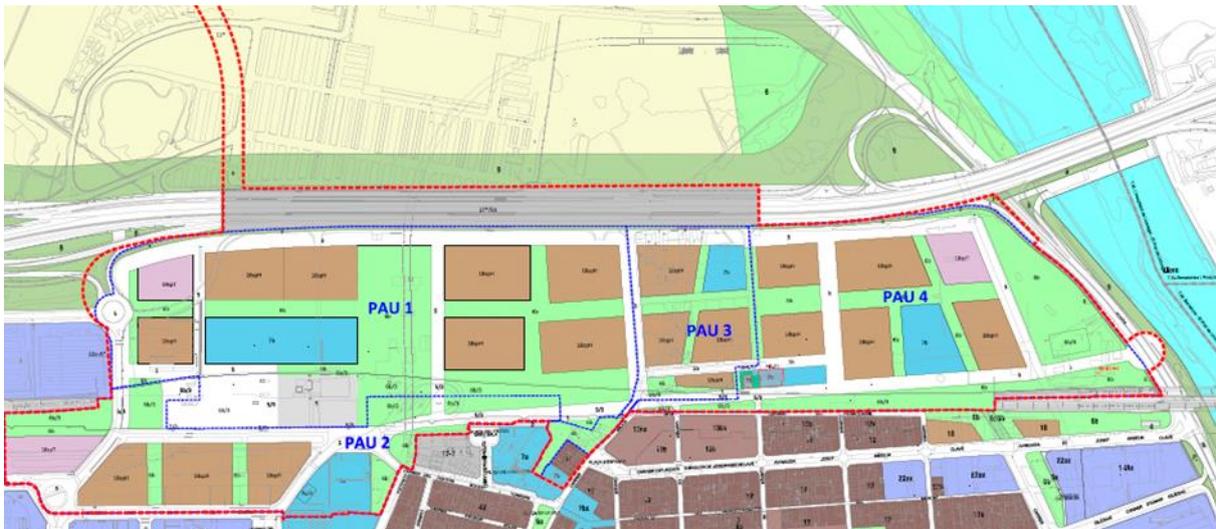
On 26 March 2019, the Metropolitan Urban Master Plan Proposal was approved, establishing the study area as an urban extension with a metropolitan interest, a new focal point and an area of urban regeneration, with good connections to public transport, proposed as a relevant mobility interchange.

### **2022 Modification of the Metropolitan Master Plan Estació-Seda-Urgoiti-Paperera**

This residential area is located between the C-31 motorway and the railway line. It is the sector located between the Eixample Nord site and the urban centre of El Prat de Llobregat. Its development has a direct effect on the competition site, because it serves as the hinge between the existing urban centre and the location suggested for EUROSPAN; it will inevitably condition the progress of the Eixample Nord.

On 7 September 2022, a modification of the Metropolitan Master Plan was initially approved for the area of Estació-Seda-Urgoiti-Paperera. Its purpose was to adapt the planning to the current territorial, urban and economic requirements, taking advantage of the fact that the industrial activities that were ongoing throughout the 20th century have been dismantled and have left behind an empty space that presents many opportunities. The most significant changes, among others, include:

- The construction of new railway infrastructures where the line passes through El Prat de Llobregat. On the one hand, the high-speed train line and the R2 commuter line were moved underground. On the other, the L9 Sud metro line to the airport was built, with a station at El Prat Estació. These actions brought an improvement in conditions of accessibility to the city as a whole, while eliminating the physical barrier that had cut off the urban centre towards the north.
- The transformation of the Gran Via as it passes through the municipalities of Hospitalet de Llobregat (the urban development of the Gran Via on two levels, differentiating urban traffic from metropolitan traffic, in the expansion of the Fira de Barcelona and in the execution of the project for the Plaça Europa); and El Prat de Llobregat (the expansion of the airport - the construction of the T1 terminal and its road accesses, the remodel of the T2 terminal, the partial urban development of the areas for logistics activities and airport services, and the construction of the Mas Blau Business Park).
- The closure and demolition of the large historical industrial facilities of La Seda and La Paperera, which have freed up large sections of land along the Gran Via that are well located with respect to the old city centre.
- The Climate Emergency Declaration approved by the municipal plenary session which stipulates a proposal to modify the PGM for the Seda-Paperera sector in order to guarantee its constitution as a Citizen Energy Community so that the new neighbourhood can become a zero emission neighbourhood.
- The Local Plan for Housing 2021-2027 that provides for the development of the Estació-Seda-Paperera area to achieve the Urban Solidarity Goal set forth in the Territorial Housing Plan for Catalonia, which categorizes El Prat de Llobregat as an area with strong, verified demand.



The land use plan from the MPMG Estació-Seda-Urgoiti-Paperera

## 2022 EUROPEAN 17 Goals

We want to take the opportunity to analyse the project again, adding as many layers as necessary to adapt it to the energy and sustainability requirements from the European Union's 2050 roadmap, which aspires to climate neutrality, with a goal of zero CO2 emissions, through reductions in the domestic sphere and in the main sectors responsible for emissions: energy generation, industry, transport, buildings and construction, and agriculture.

With this goal in mind, focusing on the area covering 100 ha called Prat Nord, we propose to engage in a reasoned critical analysis of the proposal that will help reveal those aspects in which there has been progress and concretion, and which aspects might be misguided or out of step with the current framework of knowledge

and the current reality and which, therefore, could be improved. The general foundations are the guidelines from the urban agenda, in light of which the project should be revisited, adding improvements, modifications, adjustments, corrections, optimizations, etc. to adapt the project to the current reality, taking advantage of the fact that it has not been executed, which means those changes can be incorporated easily and effectively.

#### **A. UN Sustainable Development Goals**

In 2015, the United Nations approved the 2030 Agenda for sustainable development. Of the 17 Sustainable Development Goals (SDGs), we would like to focus specifically on the following:

SDG 6. Clean water and sanitation. Ensure availability and sustainable management of water and sanitation for all. With proposals for research and development regarding water resources, specific measures to improve sustainability and the integrity of ecological systems.

SDG 7. Affordable and clean energy. Ensuring an acceleration and transition towards affordable, reliable and sustainable energy services by investing in renewable energy resources, prioritizing high-performance systems and adopting clean technologies and infrastructure. Protecting ecosystems using and developing hydropower sources of electricity and bioenergy, satisfying 100% of needs from renewable sources. Reducing demand.

SDG 9. Industry, innovation and infrastructures. Establishing rules and regulations that guarantee the sustainable management of projects and business initiatives. With public-private collaborations to promote sustainable growth.

SDG 10. Reduce inequality within and between countries. Promoting change to eradicate poverty, investing in health, education, social protection, and decent work, particularly to benefit young people, migrants and other vulnerable communities.

SDG 11. Sustainable cities and communities. Making cities and human settlements inclusive, safe, resilient and sustainable. The cost of deficiencies in urban planning can be seen in shanty towns, traffic congestion, greenhouse gas emissions and sprawling suburbs. Acting sustainably promotes the construction of cities where everyone can enjoy a decent quality of life and be included in the productive dynamics of the city, generating shared prosperity and social stability without harming the environment.

SDG 12. Responsible consumption and production. Ensuring sustainable consumption and production patterns. Identifying the 'critical points' in the value chain where the interventions have the greatest potential to improve the environmental and social effects of the system, designing solutions that can inspire and motivate people to lead more sustainable lifestyles, reducing negative impacts and increasing well-being.

SDG 13. Climate action. Taking urgent action to combat climate change and its impacts. Improving energy efficiency / Reducing the carbon footprint of products, services and processes / Setting goals for the reduction of carbon emissions in line with the climatology / Increasing investment in the development of innovative and inclusive, climate-smart products and services with low carbon emissions / Preparing to adapt to climate change and building resilience in businesses' operations, supply chains and the communities where they operate.

SDG 15. Life on land. Sustainably managing forests, combating desertification, halting and reversing land degradation and biodiversity loss, ensuring the participation of local communities in the development and management of protected areas.

#### **B. 2050 European Union targets to combat climate change.**

The European Union is a leader in the fight against climate change and, in order to meet their goals for 2050, the EU proposes seven main strategies:

1. Maximizing the benefits of energy efficiency with zero emission buildings.

2. Maximizing the investment in and deployment of renewable energies, with a process of mass electrification to fully decarbonize the energy supply.
3. Adopting clean, safe and connected mobility.
4. Maintaining a competitive industry founded on the circular economy that reduces greenhouse gas emissions.
5. Developing an infrastructure of interconnected smart networks.
6. Taking advantage of the benefits of the bioeconomy: sustainable agriculture, recycling, etc.
7. Addressing CO2 emissions with carbon capture and carbon storage methods.

### C. Catalonia's 2050 Urban Agenda - climate neutrality.

Likewise, the green transformation should advance towards the goals and lines of action that can guarantee territorial balance, economic prosperity and social equity.

This transition includes various initiatives; among them, the following aspects are worth taking into consideration for our purposes:

The new model should tend towards energy sovereignty, promoting local energy production and consumption models, as well as achieving a zero-emission model for mobility and the different transport systems.

It should also protect the environment and biodiversity, halting its loss and preserving our natural heritage; it should guarantee a sustainable use of natural resources; it should restore and recover degraded ecosystems, increasing their resilience to climate change; it should ensure good air quality and proper acoustic and light conditions; and, finally, it should protect water resources and marine and coastal spaces.

The transition must be fair and balanced, providing universal access to sustainable energy sources; promoting affordable, accessible, healthy and clean means of transport; and implementing the greenest urban models, with more public space, and which place priority on the population's health and quality of life as the focus of urban policy.

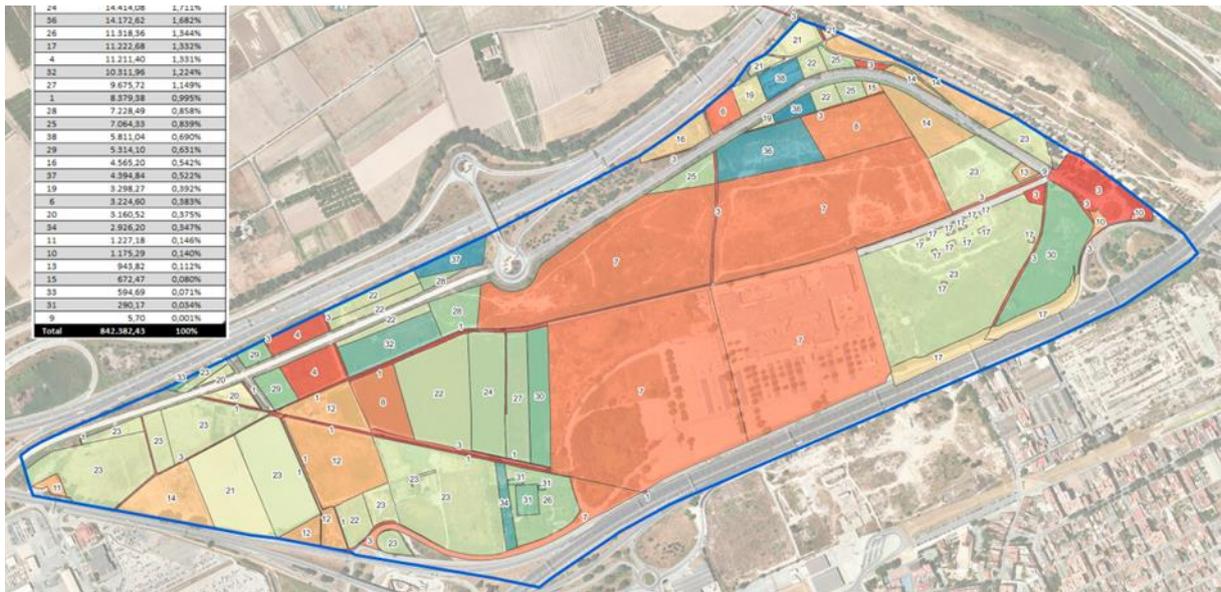
In terms of technology, the intelligent management of new neighbourhoods (smart cities) should be promoted along with co-creation, consultations and citizen participation.

Regarding support for the green transition, it is important to promote and expedite buildings with low energy consumption; favouring the circular economy, improving energy efficiency and yields, as well as traceability; and promoting connected, shared, collective and decarbonized mobility.

### **Land ownership**

The largest owner (in red) holds 38% of the site's area. INCASÒL (in green) is the second-largest land owner within the site, with 21% of the total. Three more owners hold between 4% and 5%, and the rest of the property is distributed among some 30 other owners. The City Council also owns 1.8%.

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## PROGRAMME

While maintaining the parameters from the approved 2010 document containing guidelines and strategies, the design of the neighbourhood should be further developed to incorporate all the objectives established by the European Union for 2050, the Urban Agenda and its adaptation in the Catalan context for the green transition, incorporating them to achieve a city that can serve as a benchmark for 2050, where the energy balance is positive.

The general parameters established in the strategies document for the study area are:

Prat Nord: 878,960 m<sup>2</sup> = 605,310 m<sup>2</sup> residential (50% protected) + 273,650 m<sup>2</sup> activity

Number of residential units: 7,200 approx. (50% public)      Number of inhabitants: 17,200 approx.

Expected contributions include the specification of renewable energy measures, proposals for optimizing efficiency and sustainability and for generating savings in consumption, planning alternatives to reduce emissions or increase carbon capture, the definition of urban planning elements, buildings, mobility elements, green areas, urban furniture, etc. The combination of public space and open areas with private construction is inevitable. All the elements must collaborate and contribute to the possibility of achieving an arrangement that manufactures all the energy it will consume.

The role of the park in the winning entry from the 2008 competition, which crosses the area in an east-west direction, is considered to be of great importance. It is meant to play a leading role in the energy measures for capture, control and filtering that the proposal and its revised version must implement. It is also an integrated, structuring, cross-cutting, large element of public space, under municipal public ownership, with the potential to receive different fabrics, uses, connectors and infrastructures, etc.

The contribution of information regarding the economic impact associated with the construction and with the public space will be taken into account.

## Territorial area of influence



The territorial area of influence is defined by the different elements that are included in and come together on the site. The mosaic of the landscape of the Eixample Nord area is formed, on the one hand, by the existing natural, environmental and historical heritage elements and, on the other hand, by the road, rail and water infrastructures. All this contributes to a unique, singular, complex environment, which offers the opportunity to carry out the development of a large-scale urban void in an unusual metropolitan context.



The Llobregat River, to the north, forms the limit of the territorial area, due to its influence on the configuration of the natural environment and because of the importance of the course of the river not only as a natural corridor, but also because of the associated water resources, the possibility of acting on the river bank and its influence on the local water cycle.



In terms of road infrastructures, they include:

- To the northeast, the A-2 motorway and the junctions with the different roads that cross it: the road from Cornellà to Sant Boi (C-245), the Ronda de Dalt (B-20), and the Castelldefels dual carriageway (C-31). These last two form the boundary of the site on the other side of the Llobregat River to the north.
- To the southeast, the bridge along Avinguda Onze de Setembre over the Llobregat River.
- To the west, it includes the junction where the Ronda de Dalt (B-20) converges with the point where the C-31 forks into the C-31c to become the C-31 towards Castelldefels and the junction with the road to Cornellà (C-245), because of its complexity.

The influence exerted by these large rapid communication infrastructures, both in terms of positive aspects (good communication, speed of connection, attraction for economic activities and logistics, etc.), and negative aspects (pollution, risk and danger, noise problems, traffic, etc.), determine and condition the site. The large size of the area of influence is a consequence of this factor. That said, the El Prat airport and the Port of Barcelona remain outside the site; this is not an attempt to disregard its influence, the consideration of which is obviously of vital importance.

From an environmental point of view, part of the agricultural park is included along the western edge. This provides the site with an incredibly unique element in the form of a protected agricultural space that is very large and, at the same time, very close to the metropolitan area.



The Baix Llobregat Agricultural Park is a figure for the protection and promotion of agricultural activity in a space on the floodplains of the delta and the lower basin of the Llobregat river, in the region of the Baix Llobregat. The surface of the park is 3489.83 hectares, distributed across 14 municipalities with a total population of 818,076 inhabitants. Its goal is to promote agricultural activity, promoting specific programmes

that help preserve the productive values of agricultural space, promoting quality local products and local consumption in a viable and sustainable way.

The park is characterized by the biodiversity associated with agricultural activity. The nearly 350 species of birds are proof of the importance of the delta as a stopover along migratory routes. The fields, wetlands and pine forests form a diverse plant landscape of high ecological value. The agricultural space is home to environmental assets that are highly valued by society: this includes, for example, the maintenance of one of the most important aquifers in Catalonia and the presence of a green lung for CO2 capture in the metropolitan area.



Finally, from the point of view of the urban fabric, to the south the site includes the entire urban centre of El Prat, because of the important relationship the new development will have with the existing city and because of the connections that will necessarily have to be woven between the two.

## Reflection site

The red perimeter is drawn to invite a strategic reflection, so that the different aspects can be specified within this area: connectivity with the urban fabric and the natural environment of the surroundings, the possibility of incorporating renewable energies, the presence of water and the Llobregat River, the integration of the landscape and the management of agriculture in the open spaces around the agricultural park.



This area includes a surface of 500 ha marked in red in the orthophoto.

Following the same framework as the area of influence, four important aspects are suggested for consideration:

the limits of the area for reflection are again defined by the Llobregat River to the northeast, due to its influence on the configuration of the natural environment and its importance not only as a natural corridor, but also because of the water resources it generates, the possibility of acting on the river bank, and the influence on the local water cycle.

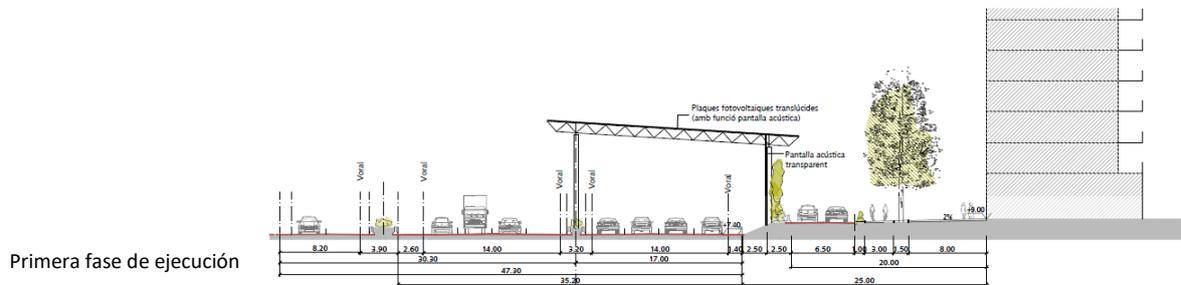


From the point of view of road infrastructures, the area includes the two closest road connections: the junction between the A-2 motorway and the Ronda de Dalt (B-20), along with the Castelldefels dual carriageway (C-31 ), on the other side of the Llobregat River, which form the limit of the area to the northeast.

From an environmental point of view, part of the agricultural park has been included to the north and west. A defined limit has not been avoided intentionally; rather, there is a blurred dotted line that incorporates the concept of the park and its unique characteristics.

Finally, regarding the urban fabric, to the south it reaches as far as the railway line, including the recently approved development area Estació-Seda-Urgoiti-Paperera.

The strategies document approved in 2010 stipulated moving the Castelldefels dual carriageway partially underground. The Estació-Seda-Urgoiti-Paperera PGM Modification project anticipates two execution phases: A first phase maintains its current state, with the construction of a photovoltaic pergola above the part of the highway closest to the buildings; and a second phase moves the so-called new Gran Via partially underground, freeing up the space currently occupied by vehicle traffic.



Regardless of the execution times, the project provides continuity to the following streets: Avinguda Remolar, carrer Mossèn Cinto Verdaguer, carrer Major and carrer Enric Borràs. It is important to study alternatives for the two execution phases, taking into account the integration, protection and inclusion of open spaces or green areas along the connections to this road infrastructure. First phase of execution of the C-31



Second phase of the execution of the C-31

Second phase of the execution

## Project site

The project area corresponds to a section of the area of the El Prat Directional Communications Centre described in the current planning. It is located to the west of the Llobregat River, to the north of the old urban centre of El Prat, to the south of the last stretch of the Ronda de Dalt before it becomes the C-32, and to the west of the C-31c road, where there is currently a large car park that also occupies a large section of the Directional Centre.

Maintaining the parameters approved in the guidelines and strategies document, the design of the neighbourhood needs to be further developed to incorporate all the objectives established by the European Union for 2050, the Urban Agenda and its adaptation in the Catalan context for the green transition. In doing so, the aim is to achieve a city that can serve as a benchmark for 2050, where the energy balance is positive through the use of renewable energies, proposals for optimizing efficiency and sustainability and for generating savings in consumption, planning alternatives to reduce emissions or increase carbon capture, the definition of urban planning elements, buildings, mobility elements, green areas, urban furniture, etc. The combination of public space and open areas with private construction is inevitable: they are elements that must collaborate and contribute to achieving an arrangement that manufactures all the energy it will consume.

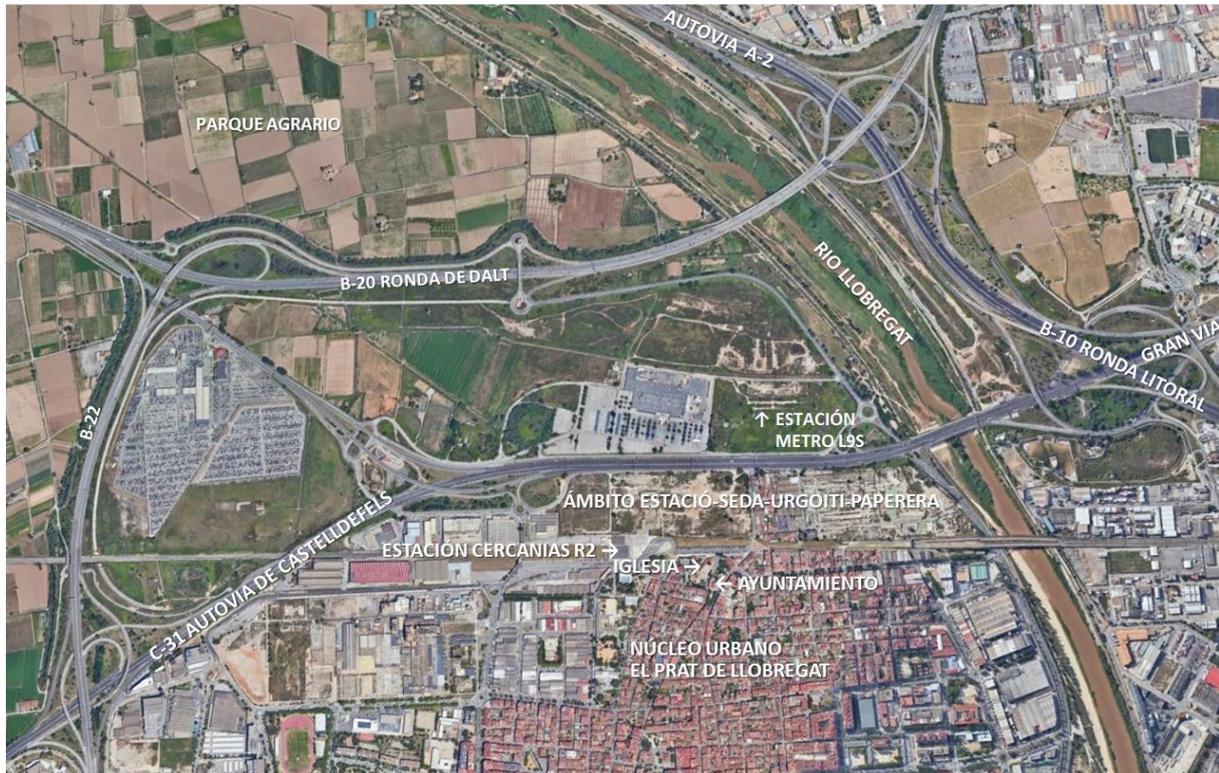


The project area has a surface area of 100 Ha and is shown in yellow on the orthophoto. The inclusion of the C-31 motorway within the area is important since it is an integral part of the proposal. Taking into account the different phases of execution and their continuation over time, temporary solutions may be proposed for the medium term.

The role of the park in the winning entry from the 2008 competition, which crosses the area in an east-west direction is considered to be of great importance. It is meant to play a leading role in the energy measures for capture, control and filtering that the proposal and its revised version must implement. It is an integrated, structuring, cross-cutting, large element of public space, under municipal public ownership, with the potential to receive different fabrics, uses, connectors and infrastructures, etc.

The contribution of information regarding the economic impact associated with the construction and with the public space will be taken into account, including through the installation of collective storage systems, either in the section we have proposed or within the scope of the planning as a whole.

## Strategic elements within the area



1. Agricultural park
2. Llobregat River
3. A-2 motorway
4. C-31 Castelldefels dual carriageway
5. B-20 Ronda de Dalt
6. B-10 Ronda Litoral
7. Estació-Seda-Urgoiti-Paperera area
8. Urban centre of El Prat de Llobregat
9. El Prat de Llobregat City Council building
10. Sant Pere i Sant Pau church
11. Renfe R2 commuter railway station
12. L9 Sud Metro station



2. Mouth of the Llobregat river. Site on the right. First bridge B-20, second one C-31 (Gran Vía)



9. Renfe R2 commuter railway station. Site on the right. Urban centre on the left



↑ 5. B-20 Ronda de Dalt heading south.

↓ B-20 Ronda de Dalt heading north (Barcelona)





↑ 1. 1. Agricultural park (north)

↓ 8. 9. 10. Urban centre of El Prat de Llobregat, Church, City Hall (south)





↑ 7. Stació-Seda-Urgoiti-Paperera area

↓ Eixample Nord site

