



European ES

CONTACT

Paseo de la Castellana, 12, 28046 Madrid - ES

t +34 91 575 74 01, +34 91 435 22 00 (214)

euopan.esp@cscae.com

www.euopan-esp.es

Spanish, French, English

10 a.m. - 2 p.m., Monday to Friday

PRODUCTIVE CITIES 2

competition brief

Barcelona

Casar de Cáceres

Lasarte-Oria

Madrid

Oliva

Palma

Sant Climent de Llobregat

EUROPAN ESPAÑA

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

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

The aim of EUROPAN Spain is to implement the projects chosen by EUROPAN 15 national jury. In order to facilitate contracting of the proposals by public administrations participating in EUROPAN Spain as the core of the Competition, the Ministry of Development shall call for the Competition in Spain, establishing its Rules by a bidding document that shall comply with the procedure of Juried Design Competitions as provided in section 183 et seq of the LCSP. This will ensure compliance with the conditions established in the EUROPAN Internal Procedures and in the aforementioned Law. Therefore, in case of entering any of the Spanish sites, it is important to get familiar with the "Rules of the EUROPAN 15 Juried Design Competition" by accessing the following link: <https://www.europan-europe.eu/en/about/>

PRIZES

EUROPAN/España intends to award 7 first prizes and 7 second prizes, in addition to the special mentions. The winner and runner-up teams receive a prize of €12,000 and €6,000 (including tax) respectively. In Spain, the EUROPAN awards are exempt from tax withholding in accordance with the Resolution of April 5, 2006, of the Department of Tax Management of the State Agency of Tax Administration, granting the exemption provided for in Article 7 (1) Royal Legislative Decree 3/2004, of 5 March

LEGAL PROVISIONS

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

For nationals in possession of a diploma from other countries, please contact the [Ministry of Education](#).

COMMUNICATION AND PUBLICITY

The Launching of the competition and the Results of EUROPAN 15/Spain will be published in the B.O.E (Official State Gazette) as well as in a national newspaper.

The results of EUROPAN /SPAIN will be published in a catalogue. All the EUROPAN 15 projects awarded and specially mentioned by the Jury will be displayed in a travelling exhibition.

The teams rewarded in EUROPAN Spain will be invited to present their work in forums and workshops, both at national and international level.

EUROPAN/ESPAÑA BOARD

President: Ministry of Development (Ministerio de Fomento)

Members: General Direction of Architecture, Housing and Land, Ministry of Development (Ministerio de Fomento)/ Consejo Superior de Colegios de Arquitectos de España (CSCAE)

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EUROPAN 15 – PRODUCTIVE CITIES /2: RESOURCES – MOBILITIES – SPATIAL EQUITY

Europan 15 session would like to particularly focus on the issue of the ecological transition related to a vision of the productive city for the future. The ecological productive transition needs to consider synergies between ecosystems, between biotopes and artefacts, between functions and uses, between citizens (etc..) rather than only considering a dualist approach. Creating synergies between these elements is another way of thinking and making the city in order to anticipate and to make the urban authorities more aware of their responsibilities towards the environment and life.

Europan 15 therefore proposes to point out three issues for this challenge on new productive conditions of transformation: **Resources, Mobility and Spatial Equity**.

1-**Resources**–How to minimize consumption and resource contamination (water, air, soil, energy...)? How to share resources? How to imagine social and technical innovations on this subject?

2-**Mobility**– How to integrate mobility and accessibility into productive territories?

3-**Equity**– How can spatial equity contribute to social equity? How to connect social and spatial elements? How to create a productive balance between territories, between urban and rural, between the rich and the poor?

These three categories –Resources, Mobility and Spatial Equity– can be declined on 3 scales: territorial, middle and micro scales.

The territorial scale –XL– corresponds to the larger scale, even beyond the city in some cases (inter-cities or rural) from the mutation of uses and practices. For Europan, this means developing, after the competition, strategic studies on larger scales that allow the city to have a guide for urban development.

The middle scale –L– is the one of the district or a strategic urban fragment. This type of sites leads to the development of the rewarded ideas into urban projects, in which the teams can also develop a smaller part.

The micro-scale –S– is the smaller scale, on which projects can develop and resonate on a larger scale. It is also the scale of fastest production, smallest interventions, sometimes even temporary.

Therefore, the challenge for European 15 is to propose a diversity of sites which reconsiders the connection based on synergies between city and productive spaces within 3x2 different issues: Implanting, Creating proximities, Changing metabolism.

I- IMPLANTING

The challenge for cities to be both productive and sustainable is to interlink resources, mobilities and conditions of fairness. There are two aspects to implanting new dynamics or reactivating resources such as urban farming and educational, research or creative forces: productive milieus and productive uses.

I-1 Productive milieus

This is the level where a natural, cultural, social or economic environment is implanted or revitalised symbiotically, by contrast with the architecture of objects or the urbanism of technocracy. So, what is needed is to activate human and nonhuman resources and an ecosystem of partners, while at the same time paying attention to integrative values between nature and culture.

Barcelona (ES) / Bergische Kooperation (DE) / Helsingborg (SE) / **Palma (ES)** / Raufoss (NO) / Rotterdam Bospolder- Tussendijken Visserijplein (NL) / Saint-Omer (FR) / Tuusula (FI)

I-2 Productive uses

Uses can become productive if they go beyond their own functional limitations: productive uses work as a trigger that can initiate dynamics of change in a way that transforms the surrounding environment. They are a response to a situation in which an absence of dynamics has led to a powerful "use-ambition", the demand for a credible programme, a catalyst for change that fits smoothly into the existing context. Innsbruck (AT) / **Oliva (ES)** / Pays de Dreux (FR) / Rotterdam Groot I Jsselmonde (NL) / Uddevalla (SE) / Visby (SE) / Wien (AT)

II- MAKING PROXIMITIES

This is about establishing proximities between living and working, stimulating productive relations both within residential areas and between residential areas and monofunctional production zones, introducing collective activities and work practices into residual spaces that add quality to housing conditions. Secondly, it is about rethinking the transition from high-speed metropolitan mobility to the low speed of neighbourhoods and urban centres. Proximities are made in the physical space of the city, but also at temporal and actorial scales, allowing new exchanges between urban actors and users (humans and nonhumans).

II-1- Third spaces

A third space can be a new space inserted between heterogeneous populations, housing and production spaces. It can catalyse the transformation of current production cycles to create new relations and synergies with urban territories and everyday life. It allows for alternative proximities, between urban actors and users (human and nonhuman), which may often be isolated in their own production cycles or excluded from ongoing urban design and planning practices. The physical location of a third space can be in residual spaces within neighbourhoods, or between existing monofunctional zones. It can accompany new housing or could emerge from recycled urban fabric.

Hyvinkää (FI) / La Louvière (BE) / **Lasarte-Oria (ES)** / **Madrid - La Arboleda (ES)** / Rødberg (NO) / Rotterdam Marconiplein Kop Dakpak (NL) / **Sant Climent de Llobregat (ES)** / Villach (AT)

II-2- Interfaces

The creation of interfaces contributes to the transformation of infrastructures of mobility, logistics, commerce or general services, by shortening production cycles. Such interfaces can also generate new kinds of relations between residential and farming activities, between housing and services, between spaces and communities. Interfaces generate a permanent dialogue between uses and users, between scales and functions, between identities and innovations. The interface is not a stable state, but a fluid space. It needs incremental and adaptive processes and open source projects, rejecting comprehensive and predefined master plans.

Auby (FR) / **Casar de Cáceres (ES)** / Floirac (FR) / Halmstad (SE) / Pavia (IT) / Romainville (FR) / Rotterdam Brainpark I (NL) / Selb (DE)

III- CHANGING METABOLISM

This is about working with the relations, processes, flows and multiple forces of the site in order to find a new balance between them. These sites are large in relation to their contexts and contain a wide variety of agents (human and nonhuman) with long- and short-term cycles, and far-reaching ecological, economic and territorial implications.

III-1- From linear to circular

Containing a "linear" component, either a monofunctional element or an obsolete source of income, the site aspires to incorporate other resources and uses that create synergies and new potentials for interaction. These new elements will play an important role in the functioning of the whole as a circular system, because they will be able to catalyse flows and processes more integratively and efficiently.

Charleroi (BE) / Enköping (SE) / Graz (AT) / Karlovac (HR) / Laterza (IT) / Port Jérôme-sur-Seine (FR) / Rochefort Océan (FR) / Warszawa (PL)

III-2- Multiplying agencies

The site aspires to incorporate new agencies, new layers of functions that may lead to balanced growth. It is important to document the sites' future agencies (air, water, soil, flood, programmes, activities and people). The final design will be something more than the sum or multiplication of circular urban economies.

Boras (SE) / Champigny-sur-Marne (FR) / Guovdageaniu (NO) / Marseille (FR) / Nin (HR) / Rotterdam Merwe-Vierhavens Keilekwartier Vierhavensblok (NL) / Täby (SE) / Weiz (AT)

LA ARBOLEDA. Plot around the Infanta Leonor Hospital.

Reactivate, hybridize, connect

Cities are now tending to convert their monofunctional business spaces into urban centrality zones with mixed uses, not only in planning terms but also the actual buildings. New innovative uses are appearing: we no longer talk about just residence or economic activity but also about "third spaces", new places that provide opportunities for sociabilization, linked to the territory where they are inserted. The barrier between facilities and activities, between leisure-sociability and work is being diluted. Experiences with social economy, cultural production, temporary housing with new uses that do not fit into conventional classifications are emerging strongly. Sustainable, resilient projects are contextualized in the urban environment, and connected to the people who live there. Starting with these premises of the transformation of productive spaces, the City of Madrid is developing a system of AREAS OF OPPORTUNITY and advancing in the definition of planning and management criteria. The EUROPAN 15 site is in one of these defined areas.

PROJECT SCALE: L urban / S architectural

TEAM REPRESENTATIVE: Architect, Urban Planner, Landscape designer. We suggest that competitors form multidisciplinary teams in order to design a project that can integrating a broader wealth of different visions from the perspective of environmental experts, biologists, social actors etc.

SITE FAMILY: CREATING PROXIMITIES. Third spaces

LOCATION: Calle Gran Vía del Este 80, Madrid

POPULATION: 8,053 inhabitants.

STUDY AREA: 150,92 Ha. /

PROJECT AREA: 21 Ha

SITE PROPOSED BY: Madrid City Council.

ACTOR(S) INVOLVED: Madrid Regional Government & Madrid City Council.

SITE OWNER: Madrid Regional Government.

OUTREACH: After the competition, EUROPAN-Spain will organise an itinerant exhibition and publish a catalogue of the results. The exhibition and catalogue will feature the projects rewarded by the EUROPAN-Spain Jury and those submitted by Spanish teams and rewarded in other EUROPAN 15 participant countries.

JURY: The site representatives will participate with speaking and voting rights in the first phase of the EUROPAN-Spain jury.

POST-COMPETITION PHASE/COMMISSION AFTER COMPETITION: Meeting and debate between the winning teams and the site representatives. A participative process to specify the uses of the space in collaboration with residents and future users of the facility. Commission under an unpublicised negotiated competition for the competition winner to design a Master Plan or draft project, depending on the competition result.

MADRID CITY STRATEGY

Before presenting the site in territorial terms, it is important to first describe the main strategic lines that now converge in Madrid. The municipal government is employing strategic planning to tackle a range of issues in the city. To this end, it has defined a territorial structure in which a range of sectoral policies will be applied through short, medium and long-term measures. Strategic planning, seen as an alternative to traditional planning, is used as a tool that improves the quality of life and creates a model of a tightly knit, cohesive and habitable city.

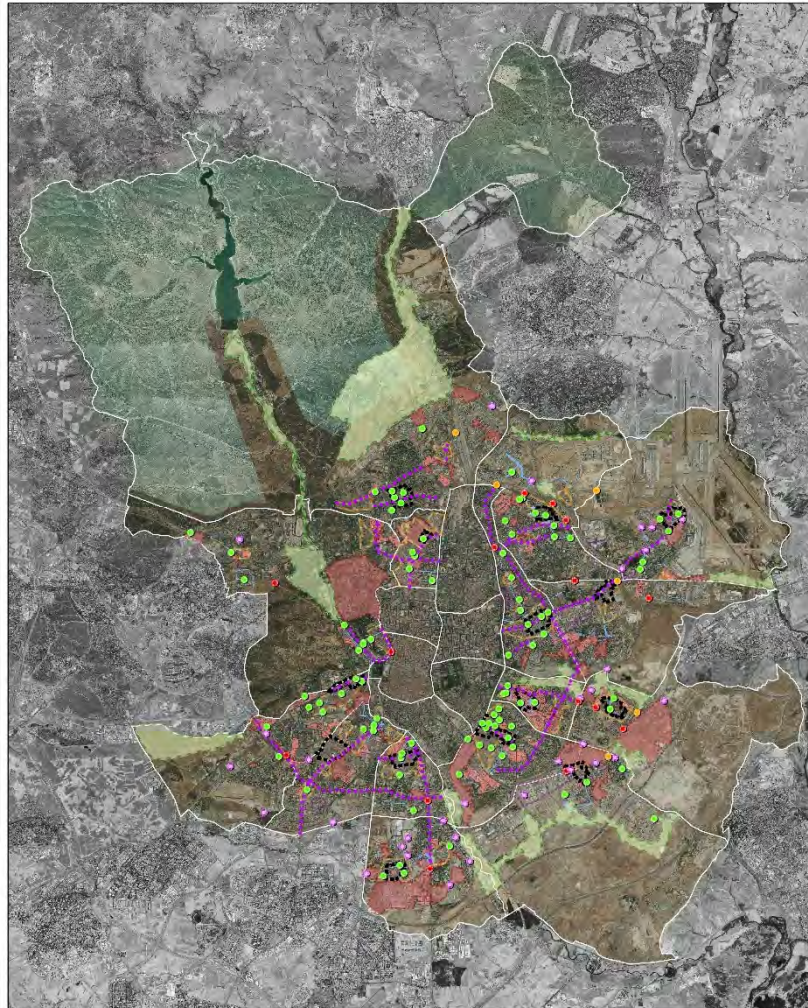
In December 2018, the strategic plan for urban regeneration, Madrid Recupera, was ratified. It fulfils the objectives of the Agenda 2030 for sustainable development, approved in 2015 by the United Nations. This plan focuses on the most vulnerable parts of the city, defining its priority objective in the 14 peripheral districts of the municipality, all outside the M-30 ring road (Fuencarral-El Pardo, Moncloa-Aravaca, Latina, Carabanchel, Usera, Villaverde, Vallecas Villa, Puente de Vallecas, Moratalaz, Vicálvaro, San Blas, Hortaleza, Ciudad Lineal and Barajas) and Tetuán, the only district inside Madrid's 'almond'-shaped



01. Districts targeted by the Madrid Recupera urban regeneration strategy.

A programme consisting of 375 initiatives is proposed for these districts: comprehensive planning that adds value to the existing city, with a particular focus on regeneration, open space and mobility.

The programme identifies targets for operations from these different perspectives, agrees on them with all the local agents, defines the implementation priorities and allocates resources to them.



02. Madrid Recupera action plan. Detailed viewer at <https://planmadre.madrid.es/>

These proposals focus on four basic lines of action:

Line 1: Territorial rebalance:

Special emphasis is placed on the most vulnerable suburbs or areas, where social, economic and physical imbalance has been identified in buildings. The creation of new peripheral centralities is proposed as a way of encouraging economic activity in these areas and a more balanced territorial model. The underlying aim is to overcome the centre-periphery dichotomy by strengthening an urban structure that raises the importance of proximity networks in order to consolidate an integrated, sustainable urban system.

The design of a strategy to strengthen mixed peripheral centralities is expected to revitalise several estates containing economic activity. This is seen as an opportunity to regenerate

peripheral suburbs. By assigning an economic role to these peripheral areas, we can facilitate the development of hitherto disconnected and underprivileged urban zones. Nevertheless, the potential of the city in its present state is recognized as the basis for the urban structure to be replanned.

The attraction of local and entrepreneurial activity is promoted in emerging and dynamic sectors of the economy such as technology, communication, the environment and culture, making the most of synergies and economies of scale between public and private, and encouraging innovation, well-being and sustainability in the city.



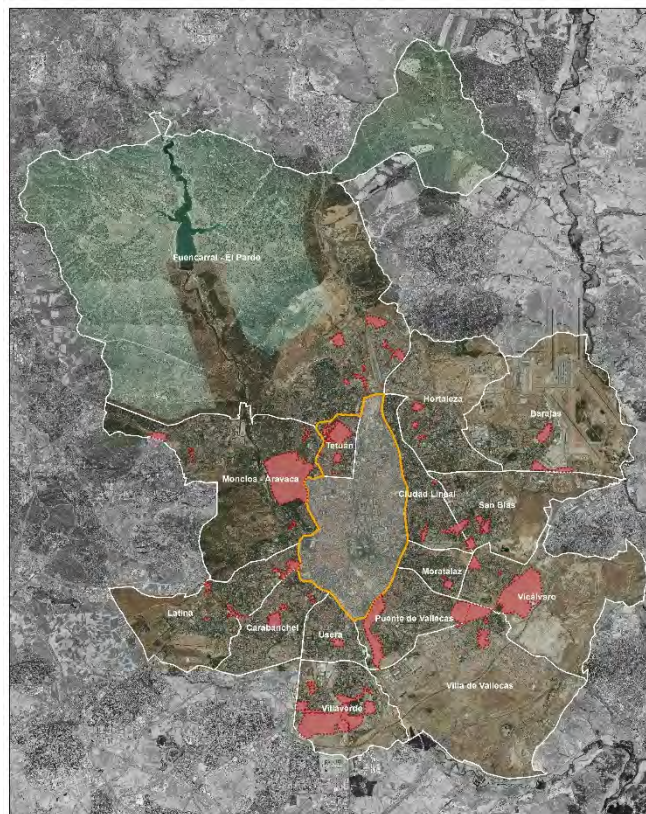
03. Areas of centrality proposed by Madrid Recupera

Line 2: The productive city

The revival of obsolete industrial zones is another necessary action in efforts to regenerate the urban periphery. The most recent studies on the transformation of industrial areas show that the spatial requirements of economic activity have changed in recent decades. In a heavily outsourced economy, the availability of a large amount of space is not as important as its quality. The complementarity between productive and non-productive activities is now recognized, and in turn, between these and the urban fabric where they are to be installed. These obsolete industrial estates are expected to be reactivated by promoting more intensive use and their diversification as a core tool for their economic dynamisation. To this end, uses are mixed so that production, exchange of goods and residence linked to the activity can coexist in an integrated manner. These places are also provided with high-value services in terms of energy, water, waste and transport management.

This is a development with a commitment to the local area and the environment through the promotion of local development, quality employment and areas linked to the nearby residential zones. Places that are environmentally sustainable, lively and designed on the basis of environment-friendly criteria must be planned.

Madrid has several industrial zones with a considerable amount of land, mainly in its south-eastern periphery, which were planned in the 1980s and have now become obsolete and empty. The study area for the EUROPLAN-15 competition is a clear example. The plans for these estates must be reviewed as part of the urban regeneration strategy, since they are clearly areas of opportunity for the city.



04. Areas of opportunity in the Madrid Recupera Plan

Line 3: Public space and mobility:

The design, implementation, preservation and maintenance of public spaces are all important for improving our quality of life and urban health. Their renovation also produces a territorial rebalance and is useful as a tool to fight against inequality. The following goals are part of the projects for public spaces:

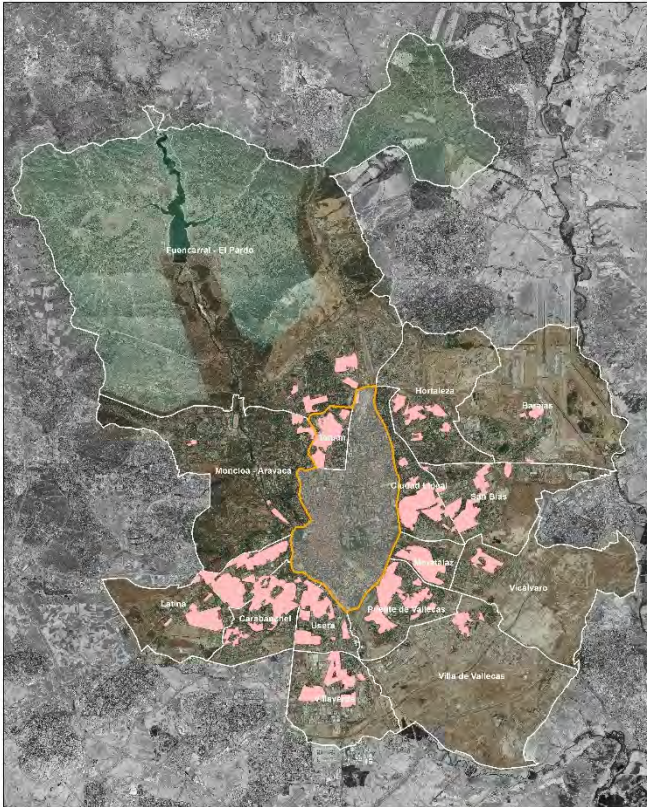
- Encourage local mobility by improving pedestrian routes and areas of everyday use.
- Encourage the social use of the area by different groups, considering issues such as identity, universal access, security and gender.
- Promote sustainability by including solutions that improve the urban microclimate and the combat against heat islands through renaturation, the use of materials with a minimal CO2 footprint, efficient rainwater management (permeable and draining pavements, etc.) and the promotion of urban biodiversity.

Sustainable mobility is a priority that benefits urban health and air quality. Road sections are redesigned to reduce the space designated to cars, improve conditions for cyclist and pedestrian mobility, areas are identified for improved pedestrian mobility in peripheral areas with narrow streets that are currently invaded by motor vehicles, and a network of pedestrian routes is designed to facilitate local connections and shape a city that invites people to take a stroll.

Line 4: Building renovation

The regeneration strategy contains a subsidy plan, the MAD-RE Plan, for urban renovation in the city's most vulnerable suburbs, aimed at improving the accessibility and energy efficiency of buildings.

Building renovation is one of the core strategies for lowering CO2 emissions, contributing to the transition to a low-carbon economy and the social objectives involved in territorial rebalancing.



05. Priority areas for the promotion of urban regeneration. Madrid Recupera

The "Madrid Recupera" Strategic Plan also addresses the priority issue of changing the mobility culture in Madrid's central districts to make the car compatible with other less congestive and polluting forms of transport, contributing to greater energy efficiency and an improved quality of the air we breathe. Right now, urban mobility is conditioned by the fulfilment of the air quality objectives and efforts to combat climate change.

The optimal conditions of access to public transport in the city's central districts has led them to become increasingly desirable as residential areas, with a greater presence of pedestrians and cyclists on their streets. This process culminated with the implementation of "Madrid Central" in November 2018, which formalises a large, continuous low-emission zone that has

turned the city's central district into a veritable 'green lung' for the city. This step is the first in the Air Quality and Climate Change Plan A, aimed at making Madrid a sustainable city that guarantees the health of its inhabitants, tackles the challenge of pollution reduction and strengthens the city in the face of the impact of climate change.

The public space that is being freed up is an opportunity to give pedestrian greater prominence. Major works are underway to improve the quality of the city and the landscape, including refurbishment work on major thoroughfares as Gran Vía, Calle Atocha and Plaza de España. In the latter, the design is the result of an international ideas competition with a broad-based citizen participatory process. It aims to bring nature into the heart of the city through the connection of this central square with other green belts like Madrid Rio, Oeste Park and Plaza de Oriente.

Other projects that have also begun include action on the squares around Gran Vía, aimed at reactivating their use and helping to revitalise the degraded central city fabric (part of the previous EUROPAN-14), the renovation of entire neighbourhoods such as Chueca, and the remodelling and improvement of several public spaces in the Salamanca district.

Finally, a theoretical study is underway to come up with proposals for future on the role of the Paseo del Prado-Castellana, the city's main north-south inner artery, in the urban context of the reorganisation of Madrid's central 'almond' and its public spaces.



06. Initiatives in Madrid's central 'almond'

STUDY AREA AND URBAN CONTEXT

Today, manufacturing activity and industrial spaces are almost completely testimonial in the districts that comprise Madrid's central 'Almond'. The large packages of activities with a special or traditional type of building are in the outskirts, mainly to the east and south of the city, in Fuencarral, Hortaleza, San Blas, Barajas, Villaverde, Vicálvaro and Vallecas districts. These suburbs cover a substantial area of land. In all these areas, the city wants to design new planning conditions and attractive urban development infrastructures for different types of cutting-edge activities in the 21st century.

The EUROPLAN 15 study area is in the south-east of the city. It is part of the Villa de Vallecas district. It is designated in the Master Plan as apt for industry and public facilities.



07. Situation map of the Villa de Vallecas district.

This suburb has 107,649 inhabitants, covers 51.47 km² and has two consolidated administrative districts, the Historic Centre of Vallecas and Santa Eugenia, along with a more recent one, the Vallecas *Ensanche* (Expansion Area). They are all quite different from each other.

The district's origins date back to a rural town, whose most characteristic building feature is the bell tower on the San Pedro Ad-Víncula church, which can be seen from a large part of the district. Around this historic centre, urban developments took the form of open blocks, as in the case of the Santa Eugenia district, and small colonies that are now the most heavily deteriorated zones are in need of urban renewal.

The *Ensanche*, on the other hand, is a newly-created expansion zone with a young population. Its urban development was completed in 2007 and it is still under construction. This is one of the 15 urban developments that have been built in Madrid in the last two decades. They form a new residential 'ring', primarily to the north and south-east of the consolidated city. They were a response to the intense demand for affordable housing, provided through the designation of both public and limited-cost housing in various modes.

Planning in these areas is characteristically an urban structure with a predominance of roadways: broad avenues that bound mainly closed apartment blocks and a scarce presence of proximity-fostering facilities, thus obliging a heavy dependence on private cars.



08. Photo of San Pedro Ad-Víncula church



09. View of the Villa de Vallecas historic centre



10. View of Ensanche de Vallecas



11. View of Santa Eugenia

Vallecas has a business zone that is a ‘fortress’ which provides a balance between residential uses and activity and gives it a role in the productive structure of the municipality.

It has large open spaces such as La Gavia Park and Cerro Almodóvar, first-rate territorial references. It is connected to its neighbouring districts along Avenida de la Democracia (Democracy Avenue) and the Vicálvaro district. Its main public transport hub is the Sierra de Guadalupe intermodal station, where Metro Line 1 to Sol Station in the very heart of Madrid coincides with suburban lines to the Henares Corridor, Guadalajara and Atocha and Chamartín high-speed rail hubs.

STUDY AREA

The study area is bounded by major motorways —the M-40 and the A-3— to the north-west, and to the south, by railway lines that separate it from central Vallecas and the Santa Eugenia district. The connection to the Valdebernardo district and the adjacent Valderribas district, with over 15,000 residential units, is currently very weak. These are precarious links in which safe pedestrian transit is practically impossible. This isolation due to a lack of pedestrian and vehicle connections with the consolidated neighbourhoods means that access to the hospital zone covered by the competition is still unresolved. At present, access to Santa Eugenia suburban railway station is only possible from the consolidated residential area. These are some of the circumstances that have prevented the proper development of the whole area and have led to the generation of a veritable "urban void".



12. Study area with its constituent zones.

POLYTECHNIC UNIVERSITY SOUTH CAMPUS

The study area contains two important elements that the project should enhance: the South Campus of the Polytechnic University of Madrid in the north and the Infanta Leonor Hospital in the east.

The South Campus is an important university hub which is currently quite isolated from the urban fabric. To the north, it is surrounded by the above-mentioned motorways, and has difficult pedestrian access. To the south, it has a wide strip of old industrial zones that separate it from the old part of Villa de Vallecas. The connection between the Campus and the Sierra de Guadalupe intermodal station is via Calle Arboleda, a street with large pedestrian flows but very low landscape quality and not at all pedestrian-friendly. Provisional mobility work has been done recently on this road as part of the European [Civitas Eccentric](#) project, which promotes sustainable mobility projects in peripheral areas of various European cities. The initiative consisted of temporarily removing a strip of street parking to increase the space available for pedestrians and cyclists. After assessing the benefits of this action, resources are being sought to make it permanent.



13. Calle Arboleda. Implementation of the European Civitas Eccentric project.

The Campus caters for over 5,000 undergraduate, master and PhD students, as well as many research groups. The engineering faculties include Computer Science, Telecommunications, Topography, Geodesy and Cartography, and also a Fashion Design school. The campus also hosts the INSIA Research Centre, connected to the automobile industry. There are also two public schools, a special education school and the Palomeras secondary school.

This area has a high environmental quality but lacks the presence that one would expect of a campus of this nature, and moreover, it is not integrated into the local urban fabric.



14. View of the Polytechnic University South Campus

The City Council and the Polytechnic University have made two plots on the campus available to an international competition: a vacant lot where a student residence will be built to meet the need for short-term accommodation for visiting students and lecturers, and an empty building that could include new uses to encourage business initiatives associated with research and lecturing, thus linking University and Business. This could act as a catalyst for the reactivation of the adjacent privately- owned industrial land.

This competition, “[Reinventing Cities](#)”, is organized by the C-40 network of cities. Its aim is to stimulate urban regeneration by carrying out high environmental quality, resilient, low-carbon footprint that encourage public-private collaboration.

Along with 15 other cities in the world, Madrid is a participant with four areas, all of them to the south of the city centre in areas of opportunity defined by the Madrid Recupera urban renewal strategy.



15. Reinventing competition: vacant lot for a student residence



16. Reinventing competition: building

INFANTA LEONOR HOSPITAL

The other main major pole of attraction is in the east of the study area: the Infanta Leonor Hospital, a public university hospital that is part of the Madrid Region's public health network. It opened in 2008 and serves the population of the Villa de Vallecas and Puente de Vallecas districts.

The building was designed as a research project in Madrid's new generation of flexible hospitals, seeking an innovative building system and layout that would be an alternative to the "comb" design used previously in Spain. The building is based on a modular plan, a general grid that is designed equally for all the hospital's areas, thus facilitating its expansion, with the necessary flexibility to exchange the use of different zones as required by future needs. Two main circulation backbones cross in the central hall to connect the vertical communication cores of the hospital's six specialist pavilions.



17. View of Infanta Leonor Hospital with Cerro Almodovar in the background



18. Hospital layout

The outer walls are a system of strictly functional metal panels with a high degree of sunshading. Energy control is aided by a large roof garden, controllable sunshading, natural ventilation and renewable energy. It has a car park for 1,500 vehicles, partly above and partly below-ground.

The hospital has 264 beds and attends to 400 outpatients and emergency visits. It is a major destination for mobility flows, not only within the local area but also in the municipality of Madrid and even the metropolitan area.

It is in an isolated location and lacks permeability with its surroundings, except for the bordering road, Avenida de la Gran Vía del Este, which carries several bus routes between the hospital and the Sierra de Guadalupe modal interchange. There is no access from Santa Eugenia Station, on the opposite side of the tracks. A duplication project for the station envisaged by the railway operator, RENFE, is pending approval, and is not planned for implementation in the short or medium term



19. Gran Vía del Este access to Infanta Leonor Hospital

Pedestrians from the Sierra de Guadalupe station can arrive via the Gran Vía del Este Avenue, although its broad footprint and lack of environmental quality is not at all inviting. In any case, the road is interrupted by the A-3, and ends in a cul-de-sac.

PALOMERAS INDUSTRIAL ESTATE

The rest of the study area is covered by the industrial estate around the South Campus. There is business activity in the warehouses on the eastern side of Calle Arboleda and the industrial buildings that face onto Avenida de la Albufera, the main entrance and link routes. This is an active zone, with an area designated for economic activity and employment above the municipal average. The job types on the estate are related to industry and office work. There is little potential scope for innovation in the existing activities, and the business typologies are large, single-storey warehouses, multi-storey and multi-purpose buildings that house service/industrial activities.

The largest plot on this industrial estate is currently abandoned. It began in 1950 as a wastewater pipe manufacturing facility, but it later closed. Recently, it has been used as a container storage facility. Its location between the University and the transport interchange contributes to the low-quality image of the estate as a whole.



20. Palomeras industrial estate with the South Campus in the background

There are no transversal roads on the estate. The diverse nature of the plots has intensified its degradation, and it now needs a new plan to encourage its revitalization.

Although it is well-served by public transport, the most usual form of access is by private vehicle.

UNDEVELOPED EMPTY SPACES: APR 18.02 AND API 18.09

The strip of land between the hospital and the industrial estate includes two undeveloped planning zones, APR 18.02 "Vallecas Substation" for residential use and API 18.09 "Santa Luisa", for business activities. These private urban development plans include the links between the hospital and Avenida de la Democracia.

The project area is an interesting space in which active areas are mixed with others with great potential and large amount of empty space, which could be used for new uses that convert it into a driving force for activity and an extraordinary opportunity in an environment in the process of transformation.



21. View of the Santa Luisa API and the "Vallecas substations" ARP, with the Infanta Leonor Hospital in the background.

PROJECT AREA

The 21-hectare project area, defined in the planning regulations as being for facilities, is shaped by the urban void to the north-west of the hospital. It has steep contours, and the natural relief has been intensified by large-scale landfills. The area embraces the hospital and is totally cut off from the urban residential area by the A3 motorway and the suburban and long-distance Madrid-Barcelona railway lines. It has little potential as a natural environment. Its most decisive scenic factor is its visuals. From here, one can see local landmarks such as the historic centre of Vallecas and its church tower, Almodóvar Hill and Valdebernardo Park in Vicálvaro.

The area has poor road and pedestrian access to the current mobility systems. Construction of road links to the A-3 motorway planned by the Ministry of Public Works is now at a standstill. The duplication of the Santa Eugenia metro station and suburban train station, on land reserved for the purpose, is yet to be designed by RENFE, the national railway operator. The main connection node to the public transport network is the Sierra de Guadalupe intermodal station, reached via Avenida Gran Vía del Este. Not even the planned underpass beneath the railway line linking this area to the Santa Eugenia district or a pedestrian overpass link to Valdebernardo have been built.



22. Access plan

The land is owned by the Madrid Regional Government’s Health Department, which is also the ultimate authority in charge of the hospital management. Once the current health facilities have been completed, there are no specific provisions for their future expansion. The Madrid City Council’s underlying idea for the inclusion of this area in the EUROSPAN competition is the possibility of designing a planning proposal for the zone that solves the access problems, the currently non-existent connections with the residential fabric, and a facility that will pave the way for various uses and services which, in synergy with the university and the hospital, will enhance this location and improve the quality and habitability of this urban environment.



23. View of the project area from the hospital

COMPETITION OBJECTIVES AND CONDITIONS

Design Brief

The main goal for this site is the implementation of an urban project that will make a currently empty space useful, integrating it with the study area and its constituent elements —the hospital, the industrial estate and the university campus— and connecting it to the city. This space should be transformed into a productive, innovative place, a model for sustainability and resilience, fully integrated from the urban to the human scale. For this purpose, it will be necessary to consider the importance of activities related to citizen "care" in an environment marked by specialization in local health care. It will also be important to highlight its identity on the metropolitan scale and its difference from other zones of economic activity in Madrid.

The planning project covers a 21 hectare plot designated for 20,000 m² of floor space for a facility related to the hospital, designing a proposal for advanced services that integrate business activity, knowledge, entrepreneurship, health and welfare services and any others that can help to accomplish these goals: one or several buildings to contain mixed uses in which the barrier between facility, activity and residence or leisure and socialization is blurred.

The site does not contain many structuring constraints, although the position of the future facility with respect to the hospital is very important, as is the integration of the two in order to ensure a unified form of the whole area.

In such a large space, we will appreciate designs which include new urban services that can add value to the productive environment of the study area and the residential neighbourhood: supply and export of clean energy, new services for rubbish collection and redistribution of goods and data, creation of common, shared services, creation of new green areas...

We will appreciate the project's integration with the study area, the concept and the physical organisation of the project area, incorporating the new uses and the placement of the building or buildings in relation to the hospital, the configuration of open spaces and the solutions for connection with the environment. Also the design of the building and the flexibility and adaptability of its constituent spaces with a view to their use for:



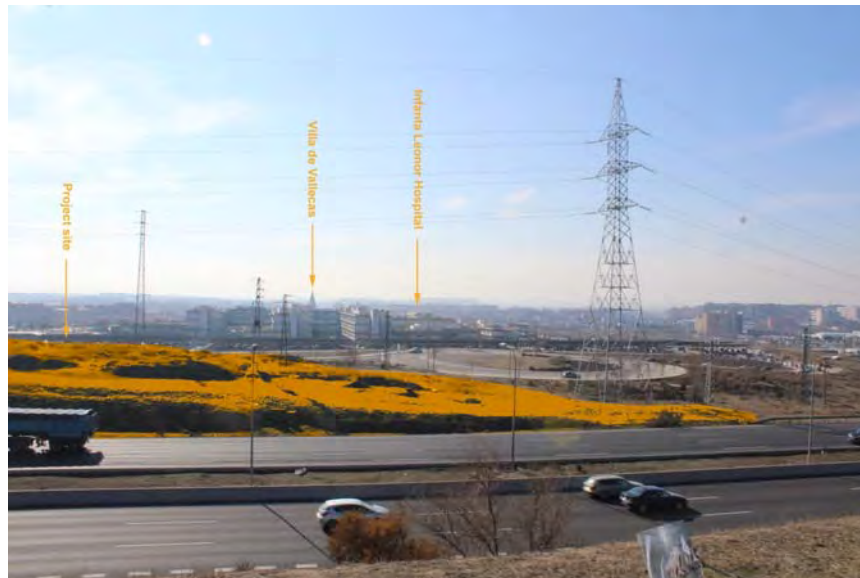
24. Scheme

- Innovation: Promotion of innovative projects through multidisciplinary collaboration between academic research organisations, industry (large, SMEs and startups) and public agents.
- Acceleration: creation of an ecosystem to provide support for the best and brightest health entrepreneurs to enable their innovations to prosper.

- Education: training for students, professionals, executives and citizens in the transformation of health and healthcare.

A generous design of public space for encounters, ensuring universal access, the promotion of spaces for conviviality and spaces related to the care of people and urban health. The everyday use of public spaces has to generate a quality landscape in which sustainable mobility, a *walkable* and bicycle-friendly city are to be promoted, along with the use of open spaces for personal or social activities in relation to the activity in the facility and provision for shorter-term uses.

Proposals should not only upgrade the site itself, but also help to improve its integration with the surrounding urban fabric, mitigating potential demands for proximity-related installations within in the field of urban and health care.



25. Site viewed from the A-3 motorway

Sustainability and environmental criteria

Proposed solutions must strive for environmental and vital sustainability and make a commitment to actions that meet environment-friendly criteria.

Highly energy-efficient buildings, passive systems that facilitate a reduction in energy requirements, sustainable water management, biodiversity and urban re-vegetation will be appreciated. These criteria should be included in the projects, which will consider the design of green and blue infrastructure in order to maintain and promote urban biodiversity, not only to provide important services such as pollination and adaptation to climate change in ecosystems, but also to mitigate the heat island effect and reduce the energy requirements for cooling and heating buildings (e.g. via green walls and roofs). The solutions need to include control of the natural water cycle and improve the permeability of the ground.

Madrid's climate must be taken into account in the choice and plantation of new tree and plant species, as well as the choice of elements and the building solutions for the area's urban development. Proposals that optimise and minimise the maintenance cost of public spaces will be appreciated.

Sustainable mobility

Projects should facilitate and encourage walking, cycling, public transport, access to public transport, etc.

The aim is to think about this area's connections with the surrounding residential fabric and the rest of the study area, designing a road grid and a strong pedestrian network that enhances the role of the Sierra de Guadalupe interchange as a core hub for sustainable access.

Proposals must also try to generate safe, comfortable pedestrian connections to the Santa Eugenia and Vicálvaro districts.



26. View of Santa Eugenia station from the site