



# El Prat de Llobregat

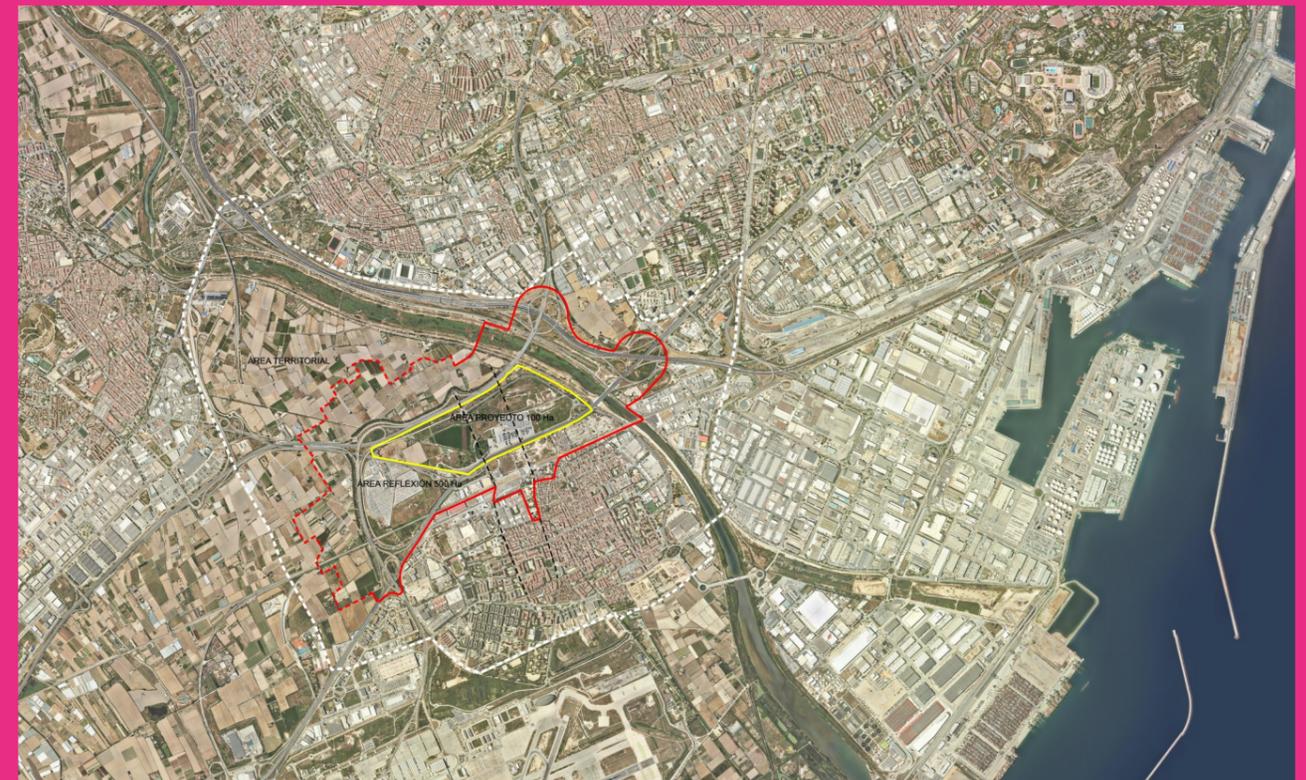
Scale  
**XL/L**

## Target 2050: between a unique natural environment and complex infrastructures



**Team representative:** Architect/Urban planner.  
**Location:** El Prat de Llobregat, Eixample Nord.  
**Population:** 65,030 inhabitants.  
**Reflection site:** 500 ha.  
**Project site:** 100 ha.  
**Site proposed by:** Incasòl.  
**Actors involved:** El Prat de Llobregat City Council, Incasòl.

**Owners of the site:** 20% Incasòl | 38% one private owner | 42% other privates.  
**Commission after competition:** Housing building in the same municipality to implement the winning proposals.



### INHABITED MILIEU'S CHALLENGES

El Prat del Llobregat is a nodal municipality, located 10 km west of Barcelona, at the centre of the development of communication and transport infrastructures (port, airport, road and rail infrastructures), constituting a focal point for new urban development opportunities in the metropolitan area. The urban centre of El Prat is located in the heart of the Llobregat delta. It has the possibility and the need to articulate the territory with such singular and determining elements as the Baix Llobregat metropolitan agrarian park, the river Llobregat fluvial park, the Mediterranean coastline, and the natural reserve and deltaic landscape areas.

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

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

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

**Greater environmental sensitivity, climate change and the energy crisis force us to reconsider the model for new urban developments**

**What innovations and environmental requirements can be incorporated to face these new challenges? How can the Urban Agenda 2050 objectives be included and serve as a model for future growth?**



**QUESTIONS TO COMPETITORS**

Maintaining the parameters approved in the document of guidelines and strategies for the development of the Directional Centre of 2010, it is necessary to deepen the design of the neighbourhood so that it is capable of incorporating the objectives set by the European Union for 2050, the Urban Agenda, and its adaptation in Catalonia for the green transition, with the aim of converting it into a model growth area by 2050, where the energy balance is positive. The ideal combination between public space and areas free of buildings, and the space occupied by private buildings is inevitably necessary; they are elements that must collaborate and contribute to achieving a planning fitting the existing environment. The study must include measures for the sector to be able to produce the energy it consumes with renewable energy resources; proposals for optimising efficiency and sustainability; energy savings with alternatives for reducing emissions or increasing collection; define aspects of the urban, the buildings, mobility, green areas, street furniture, etc.; be optimally connected to the green infrastructure of the agrarian park, to the blue or hydrological infrastructure of the Llobregat river and its indispensable relationship with water; offer efficient mobility; and foresee measures for adapting to climate change: drought, floods, heat waves, extreme weather phenomena. The role of the longitudinal park proposed by the winning project of the 2008 competition, crossing the area in an east-west direction, is considered to be of great importance as the main agent of the energy collection, control and filtering measures that the proposal and its revision must carry out: a public space, integrated, vertebrating, transversal, of great dimension, of municipal public ownership, receptor of different fabrics, uses, connectors and infrastructures... Information on the economic impact that the incorporation of these measures may have on the cost of building and public space will be valued.

