

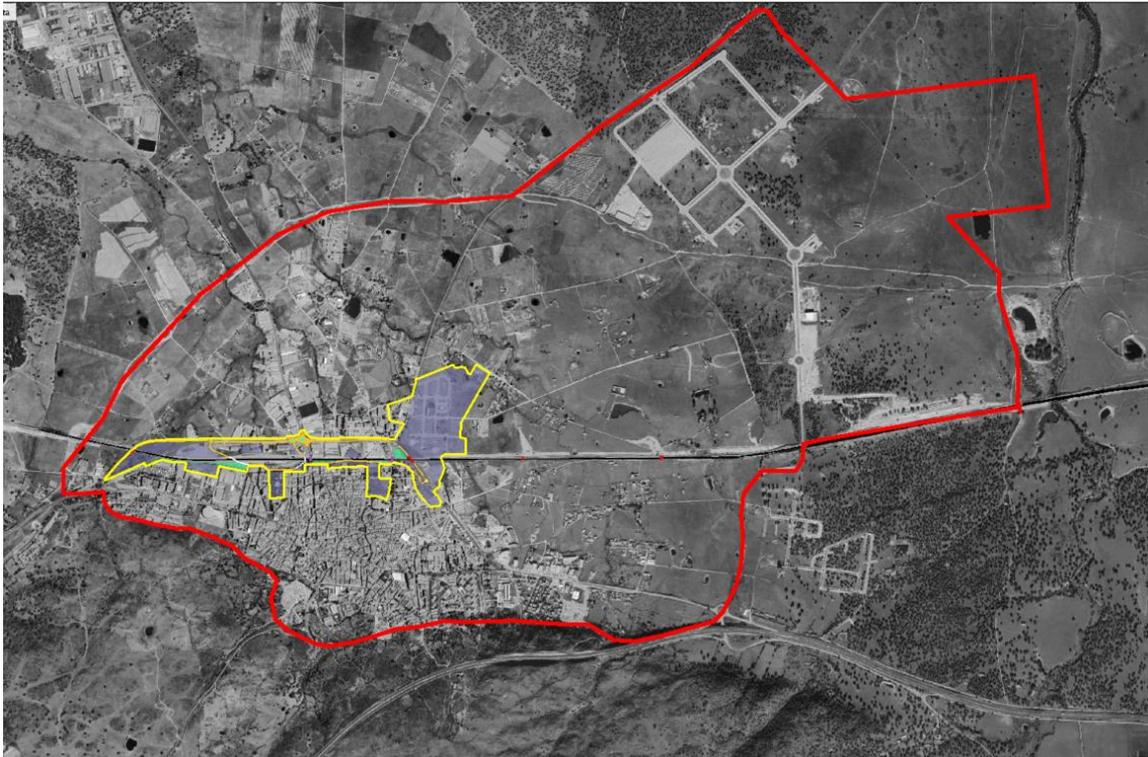


BRIEF

EUROPAN 18 / RE-SOURCING

NAVALMORAL DE LA MATA

Barcelona-La Font del Gos / Barcelona-La Verneda / Getafe / Felanitx / Madrid / Oviedo / Santa Pola / Vitoria-Gasteiz



EUROPAN España.

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

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1 EUROPAN 18 España, “RE – SOURCING”

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 18 national jury. To facilitate contracting of the proposals by public administrations participating in EUROPAN Spain as the core of the Competition, the Ministry of Housing and Urban Agenda launches the Competition in Spain, establishing its Rules by a bidding document that complies with the procedure of Juried Design Competitions as provided in section 183 et seq of the LCSP. This ensures compliance with the conditions established in the EUROPAN Internal Procedures and in the aforementioned Law.

Therefore, in case of entering any of the Spanish sites, it is important to get familiar with the “Rules of the EUROPAN 18 Juried Design Competition”, published in the Official Public Tender Platform.

NATIONAL COMMITTEE EUROPAN 18 ESPAÑA.

Presidency

Ministerio de Vivienda y Agenda Urbana

Members

Ministerio de Vivienda y Agenda Urbana (Ministry of Housing and Urban Agenda)

Ministry of Housing and Urban Agenda (MIVAU) / Consejo Superior de Colegios de Arquitectos de España (CSCAE)

General Direction of Housing of the Principality of Asturias / General Direction of Housing and Architecture, Regional Government of Balearic Islands / City of Barcelona / General Secretary of Housing, Architecture and Urban Renewal, Regional Government of Extremadura / City of Getafe / INCASÓL (Regional Government of Catalonia) / City of Madrid / General Direction of Ecological Innovation in Construction, Regional Government of Valencia / General Direction of Housing and Architecture, Regional Government of Basque Country.

City of Oviedo / City of Felanitx / City of Navalmoral de la Mata / City of Barcelona / City of Santa Pola / City of Vitoria-Gasteiz / ADIF.

NATIONAL SECRETARIAT EUROPAN España

Carmen Imberón, General Secretary

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

PRIZES

EUROPAN/España intends to award 9 first prizes and 9 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 Housing and Urban Agenda (Ministerio de Vivienda y Agenda Urbana, Subdirección de Normativa y Estudios Técnicos. Secretaría General Técnica. Paseo de la Castellana, 67 – 28071 Madrid).

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

SITE PARTICULARITIES REGARDING THE ORGANISATION OF THE COMPETITION

Scale	L, S
Location	Navalmoral de la Mata (Cáceres) España
Population	16,895 inhabitants
Site proposed by por	Extremadura Regional Government
Actors involved	Navalmoral de la Mata City Council Extremadura Regional Government
Representative of the site	Extremadura Regional Government

Given the complexity and multiplicity of issues to be considered in urban-architectural scale sites, it is recommended to have a multidisciplinary team, made up of professionals from different fields: architecture, urban planning, landscaping, arts, engineering, etc.

COMMUNICATION AND PUBLICITY

The Launching of the competition and the Results of EUROPAN 17/Spain will be published in the State Contracting Platform (<https://contrataciondelestado.es>), the B.O.E (Official State Gazette) as well as in a national newspaper.

The results of EUROPAN /SPAIN will be published in a catalogue. All the EUROPAN 17 projects awarded and specially mentioned by the Jury will be displayed in a travelling exhibition.

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

JURY – 1ST EVALUATION

In the first jury meeting, the site representatives participate with voice and vote. They select 20% of the projects submitted.

JURY'S DECISION

After two days analysis of the pre-selected projects by the site representatives and the members of the jury, the jury only takes the final decision. The prizes are awarded based on the quality of the projects and not on the basis of an equal distribution between sites. The jury is sovereign in its decision.

POST-COMPETITION PROCEDURE

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

PROVIDED PROCEDURE FOR THE CONTRACT FOLLOWING THE JURIED DESIGN COMPETITION.

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

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

COMMISSION AFTER COMPETITION

Strategic Document, Special Plan, partial project commissioning contained in the awarded solution or similar.

2 MAIN OBJECTIVES

- Is it possible to integrate transport infrastructure into the existing urban fabric while adapting it to possible population growth in Navalmoral de la Mata?
- What scales should be combined to achieve relevant results? Can a project on a local site be combined with consideration of a larger regional scale?
- Is it possible to link areas separated by a railway line in a way that is sensitive to the environment and sustainable in terms of population and climate change challenges?
- How can social and cultural cohesion between areas divided by the railway be promoted through cultural integration projects and the creation of places for interaction in both areas?
- How can interventions help improve people's quality of life and achieve harmonious integration into the existing urban fabric?

3 INTRODUCTION TO THE SITE

Location. Site characteristics

Navalmoral de la Mata is a municipality with a population of approximately 17,000 in the northeast of the province of Cáceres, in the Extremadura region.

It enjoys an excellent location, at a crossroads connecting it directly with cities including Madrid and Lisbon. The A5 (Madrid-Lisbon) and the EX-A1 towards Portugal (which in turn connects with the A66 and links Oviedo with Seville) pass through it. Road travel times are therefore two hours to Madrid and Badajoz and three hours to Seville. The Madrid-Lisbon railway line, currently undergoing construction work for high-speed trains, also runs through the town.

It is an established focus for the surrounding regions – Campo Arañuelo, La Vera and Villuercas-Ibores-Jara – and is an important centre for services and facilities for them, meeting their shopping, educational and health needs.

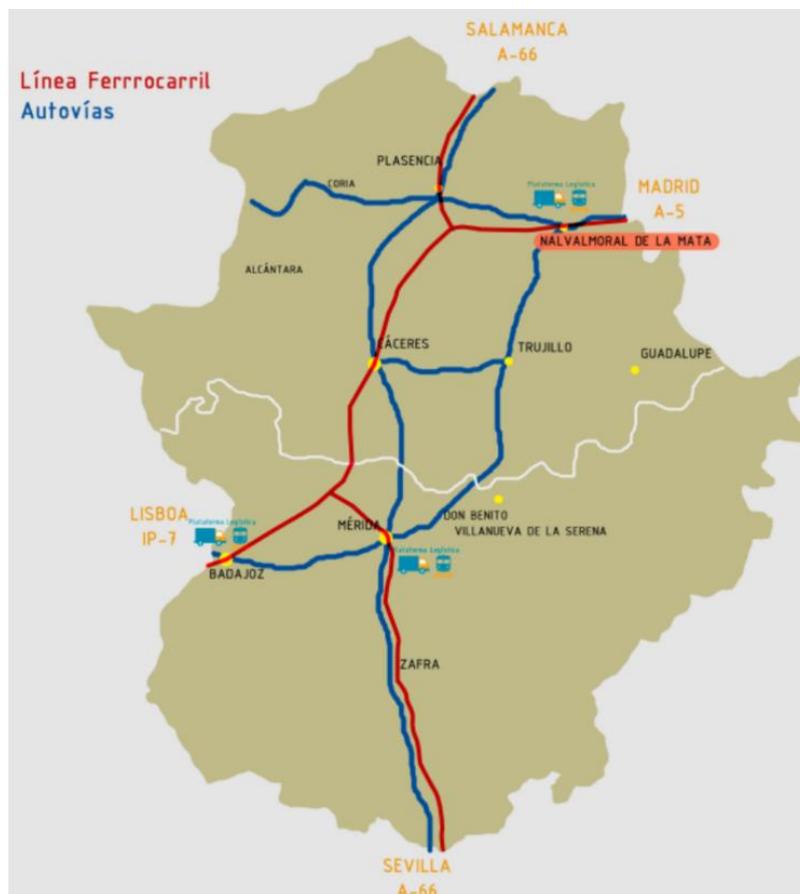


Illustration 0-1. Map of Extremadura

The municipality covers 160.75 km² and the historic centre is at an altitude of 291 metres above sea level. Topographically, the land is gently rolling or slightly undulating, with few slopes and a difference of less than 200 m in altitude between the lower areas of the northern part and the higher areas of the southern part of the municipality.

Sociocultural information about the site and its context

The population of Navalmoral de la Mata increased between 2002 and 2005, followed by a period of relative stability until 2022, when there was a slight decline. It currently stands at a figure of about 17,700.

The population of the municipality is mostly aged between 20 and 60.

Navalmoral de la Mata has a diversified economy, dominated by shopping, transport, hospitality, services and, to a lesser extent, industry and construction. These factors make the municipality a key economic centre in the Campo Arañuelo region.

Environmental details of the site and its context

The land is mainly divided between agriculture, forestry and pasture. Agricultural activity predominates, particularly dry-farmed crops, while open spaces and pastures offer ecological and economic value. The dominant vegetation is provided by holm oak woods, mixed with wild plant species and cork oak woods.

The most important animal species are wildcat, fallow deer, and various species of bats, as well as birds of prey including eagles and Egyptian vultures.

The area has a temperate Mediterranean climate, with average annual rainfall of 762 mm and an average temperature of 15.5°C. Part of the territory is classified as an area liable to flooding.

Dynamics and economic difficulties of the location and its context

Despite new industrial investments, the local economy remains heavily dependent on shopping, transport and hospitality.

Its dependence on the Valdecañas reservoir for water poses a challenge in the event of possible droughts, while its proximity to the Almaraz Nuclear Power Plant, which is scheduled to close in 2027 and 2028, is causing concern among local residents and traders because of the negative impact the closure could have on the area. The power station is economically important for Navalmoral de la Mata, as it is one of the main sources of work in the region, directly employing more than 3,000 people and generating many indirect jobs.

Urban layout

The urban fabric of Navalmoral de la Mata is structured in the form of an oil-stain spreading out from the church of San Andrés, with an irregular radial/concentric road layout.

The most important road longitudinally structuring the urban centre from East to West is what used to be Spanish National Highway V, now Calle Antonio Concha. The local urban grid consists of a set of mostly short streets forming blocks with an average area of between 700 and 1,000 m².

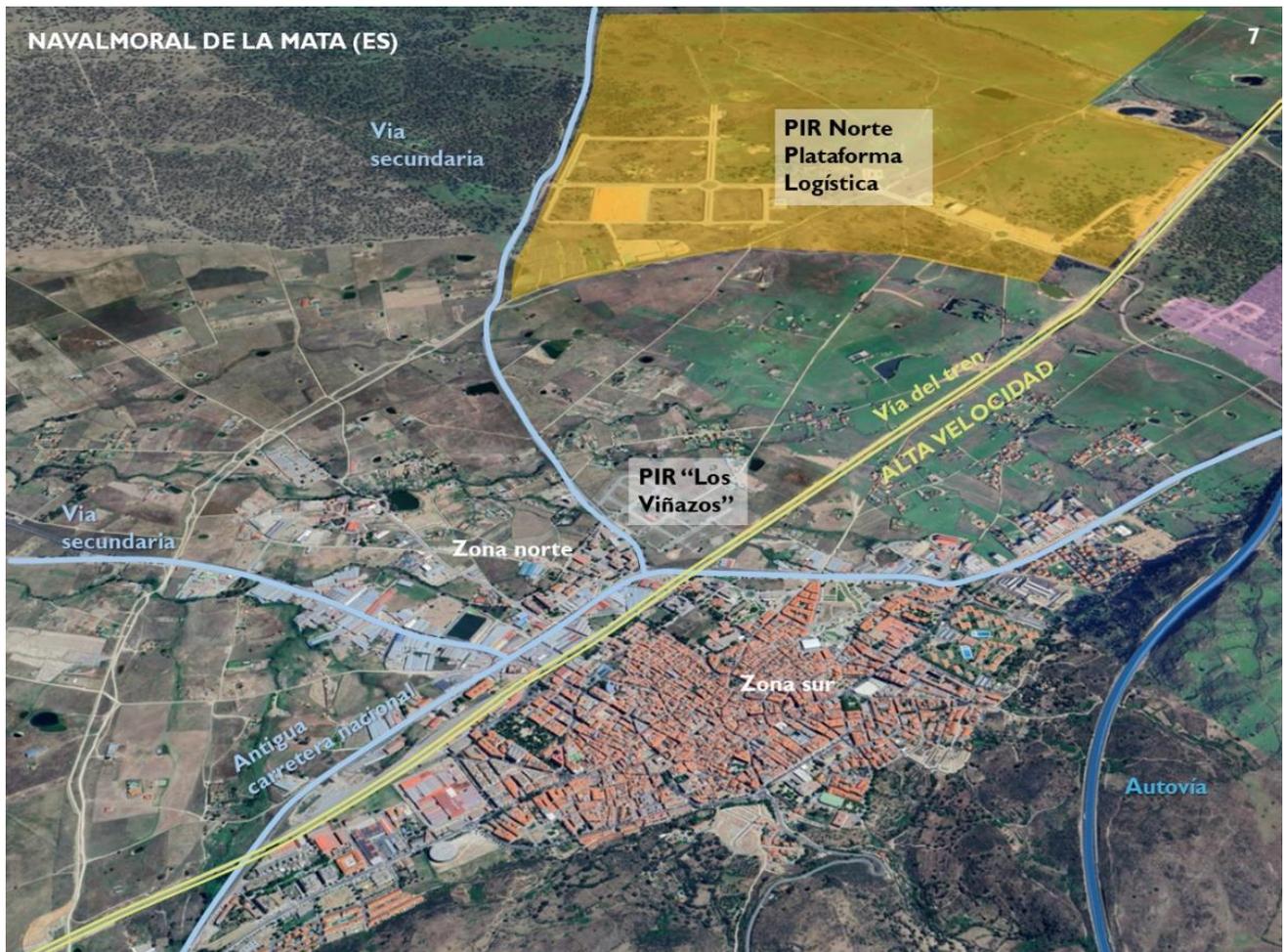


Illustration 0-2. Problems detected (own creation)

Communications

Navalmoral's road infrastructure consists, on one hand of the highway network and, on the other, of the town's internal road network.

The general lack of parking, the dysfunctional cut in the urban area made by the railway line, and the traffic jams caused by the irregular structure of narrow roads should all be highlighted.

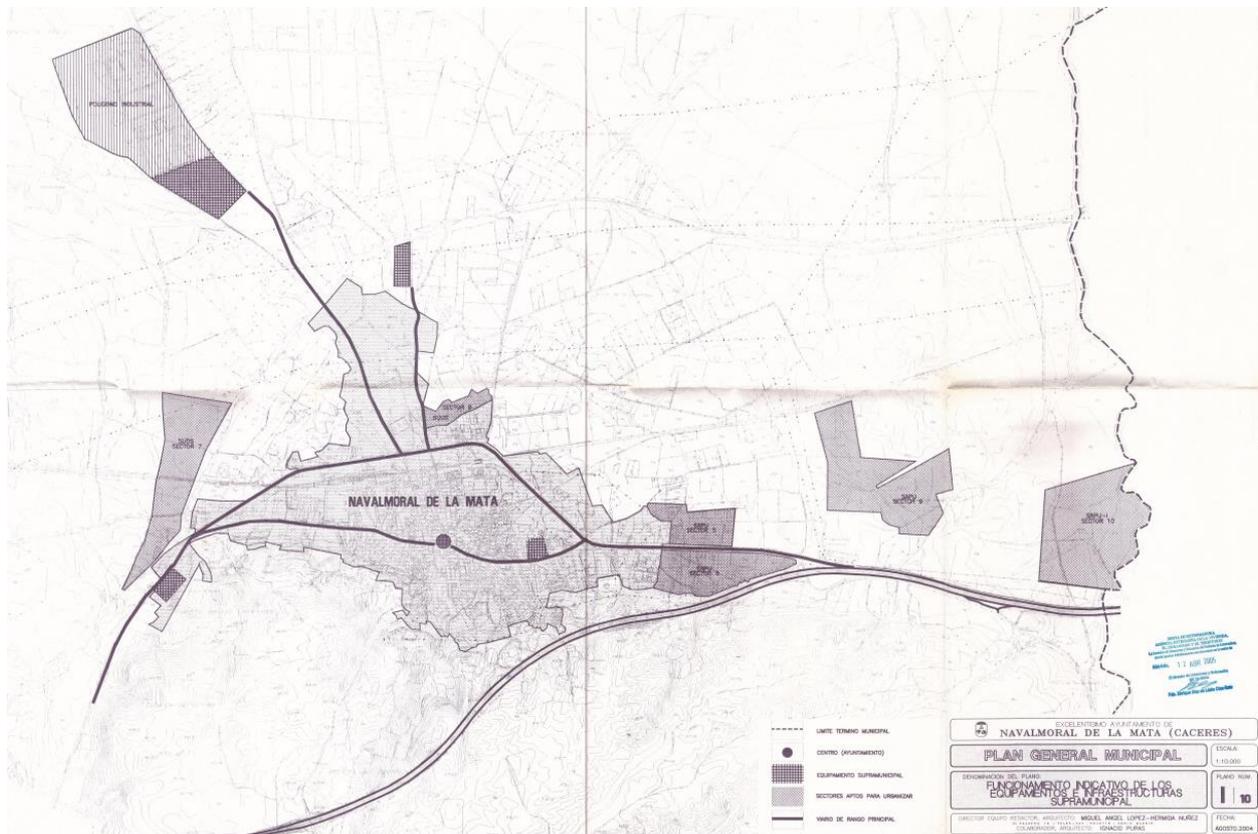


Illustration 0-3. Main roads. General Urban Development Plan



Photograph 1. Existing level crossing



Photograph 2. Current railway line next to Los Viñazos PIR

- The **requalification** of existing empty spaces and those created as a result of the implementation of independent growth and infrastructure without integration criteria. In some cases, this infrastructure has become obsolete and in other cases it has become consolidated, while some is still in use.
- The **reconnection** of the fracture created by bringing in a high-speed railway line that divides the town into two clearly differentiated areas: the south, with the main population centre; and the north, where industrial estates, the logistics platform and future residential developments are located.
- The **reorganisation** of the mobility strategy to be able to meet future transport and communication demands that may arise in the town and in relation to the industrial zone outside it.

In all cases, solutions must combine sensitivity to the environment, orderly planning, social cohesion, and the promotion of balanced development.



Illustration 0-5. Sectorisation (COADE)

In green: approved sectors/ In red: sectors to be developed / In orange: vacant land / In grey: social housing

Issues. Territorial scale

The industrial development of Navalmoral de la Mata in the coming years will provide the municipality with capacity for population growth not considered in current plans. This is due to its good road and rail connections, which are generating interest among different industrial sectors that have focused on the PIR Norte (new industrial construction area of Navalmoral de la Mata) to incorporate the manufacturing of components in this industrial estate

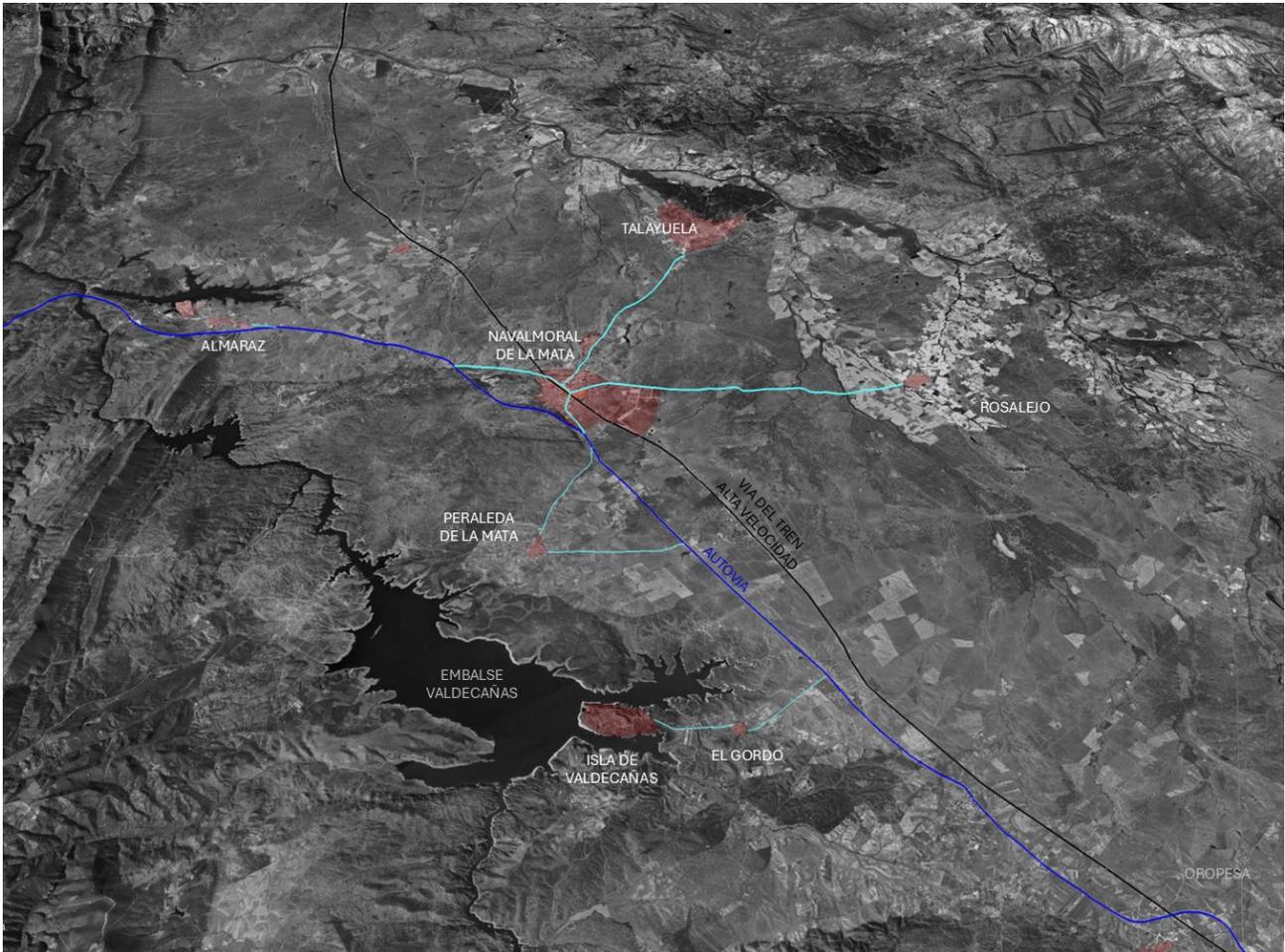


Illustration 0-6. Local regional scale (own creation)

This will create a challenge in terms of mobility, as the urban development of Navalmoral de la Mata is currently under review. The influx of people going to work every day by road or rail, together with mobility inside the municipality, are among the needs to be resolved at a regional and local level.

Programme. Reflection site

The urban growth of Navalmoral is conditioned by several parameters. Topographical elements, such as Los Cerros hills, and artificial barriers, like the line of the Madrid-Lisbon highway and the railway, limit urban growth to the south. To the north, land use (predominantly industrial) together with areas liable to flooding, condition the expansion of the municipality. To the west, growth is not feasible because of the Campo Arañuelo Hospital and a pocket of open land for public use. The most likely option for urban growth is therefore towards the east of the municipality.



Illustration 0-7. Area for reflection (own creation)

The **“Parque Industrial Norte de Extremadura” Project of Regional Interest**, finally approved by Decree 185/2008, of 12 September 2008, is intended to reclassify and organise the land in the “Las Mojedas” area for use as an industrial estate. This industrial estate will cover approximately 337 hectares. The location of a lithium battery gigafactory will pose a new challenge for the city, as it will have to accommodate the population increase foreseeably caused by its opening. This will also involve the construction of housing, infrastructure, shops, open spaces, facilities and equipment.



Illustration 0-8. Infographic on the new gigafactory. (motor16.com)



Photograph 3. Expacio Navalmoral industrial estate (sando.com)



Photograph 4. Poster advertising Expacio Navalmoral (canalextrmadura.es)

Meanwhile, the latest proposed amendment to **Los Viñazos PIR**, dated October 2024, proposes a total of 768 homes to help meet the new needs.



- U RESIDENCIAL UNIFAMILIAR
- B RESIDENCIAL COLECTIVO
- DOTACIONES, ZONAS VERDES Y TERCARIO
- T TERCARIO
- D EQUIPAMIENTOS
- V ZONAS VERDES

Illustration 0-9. Los Viñazos PIR. Zoning

single-family residential, ochre / collective residential, purple / facilities, green areas and tertiary, white / tertiary, orange / facilities, grey / green areas, green

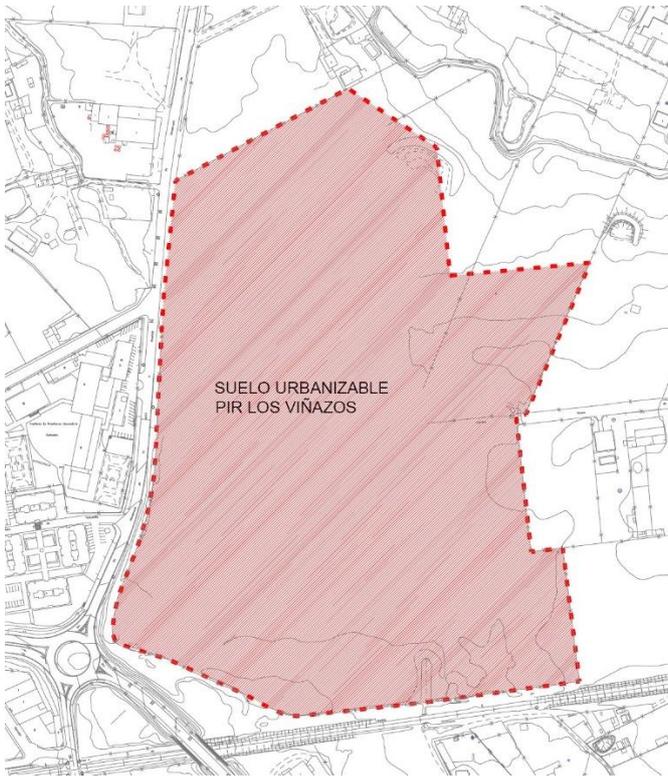


Illustration 0-10. Los Viñazos PIR. Classification



Photograph 5. Orthophoto: current situation of Los Viñazos PIR

Furthermore, the conversion of the railway into a **high-speed line** even where it passes through the town and the creation of underpasses, some for pedestrians and others for vehicles, will further condition the continuity of the different types of routes.

Issues. Project site

Proposals will be focused on the space between the railway line and the old national highway, and, by extension the Los Viñazos PIR area. It will involve **classifying the empty spaces generated after different interventions**, as well as the latest ADIF layout now being implemented, to integrate them as open spaces, recreational areas, etc. acting as strategic features or points of interest in the development. A **study of mobility between the areas of residential growth (Los Viñazos) and the new industrial zone** will also be needed.



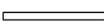
Illustration 0-11. Project site (own creation)

These spaces will not only improve residents' quality of life but will also act as rest areas for those using these routes on foot, on bicycles or on other means of transport. Parks and gardens should be designed strategically, not only with the aim of offering leisure areas, but also as elements for CO₂ absorption, contributing to the well-being of the population and the mitigation of climate change.

This is an opportunity to resolve the problem of the physical barrier generated by the high-speed railway line, seeking additional permeability solutions to those included in the ADIF project through strategies based on landscaped pedestrian paths, with a desire to innovate and offer exemplary responses, considering the railway line on the surface cannot be changed.



Illustration 0-12. Identification of zones in the Action Area (own creation)

	P.S. PASO SOBREELEVADO RODADO	O.V. OVERPASS FOR VEHICLES
	P.I. PASO INFERIOR RODADO	U.V. UNDERPASS FOR VEHICLES
	P.I. PASO INFERIOR PEATONAL	U.P. UNDERPASS FOR PEDESTRIANS
	TRAZADO VIARIO RODADO	ROAD LAYOUT (VEHICLES)
	FERROCARRIL	RAILWAY
	ZONAS VERDES CONSIDERADAS ADIF	ADIF OPEN SPACE CONSIDERED
	ZONAS A CONSIDERAR	AREAS TO CONSIDER

- | | |
|-------------------------------------|-------------------------------|
| 1 Vacío PS-13.7 SUR | 8 Parque C/Pablo Ruiz Picasso |
| 2 Vacío PS-13.7 NORTE | 9 Vacío C/Colector |
| 3 Vacío Mercado | 10 Vacío Ermita de San Isidro |
| 4 Vacío C/Garganta Minchones | 11 Parque C/Luis Cuenca |
| 5 Vacío Consejería de Agricultura | 12 Vacío Arroyo de Las Casas |
| 6 Parque Municipal Don Casto Lozano | 13 PIR "Los Viñazos" |
| 7 P.I. 12.7 | 14 IES Zurbarán |

The identification of the zones in the Project site is not intended to be anything more than a non-exhaustive compilation of deteriorated spaces, or those thought suitable to be considered for inclusion in project area by the proposals. They may be expanded, corrected or adjusted.

Pictures of works in progress



Photo 6. Works to adapt crossings



Photo 7. Newly built elevated walkway



Photo 8. View of tracks below an overpass



Photo 8. Newly built elevated walkway



Photo 9. Works to adapt crossings



Photo 10. View of train tracks from an overpass



Photo 11. Works on the railway tracks and overpass

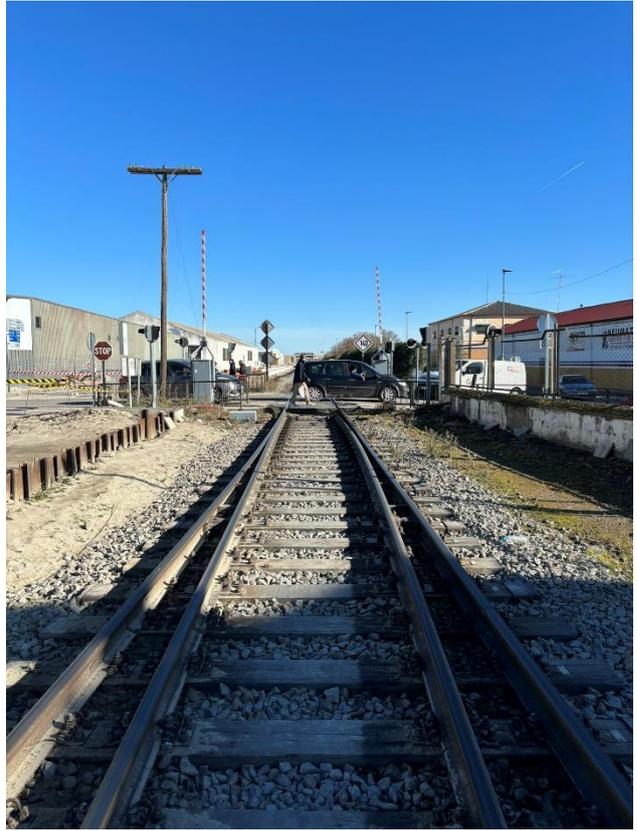


Photo 12. Train tracks and level crossing



Photo 13. Overpass above the railway track

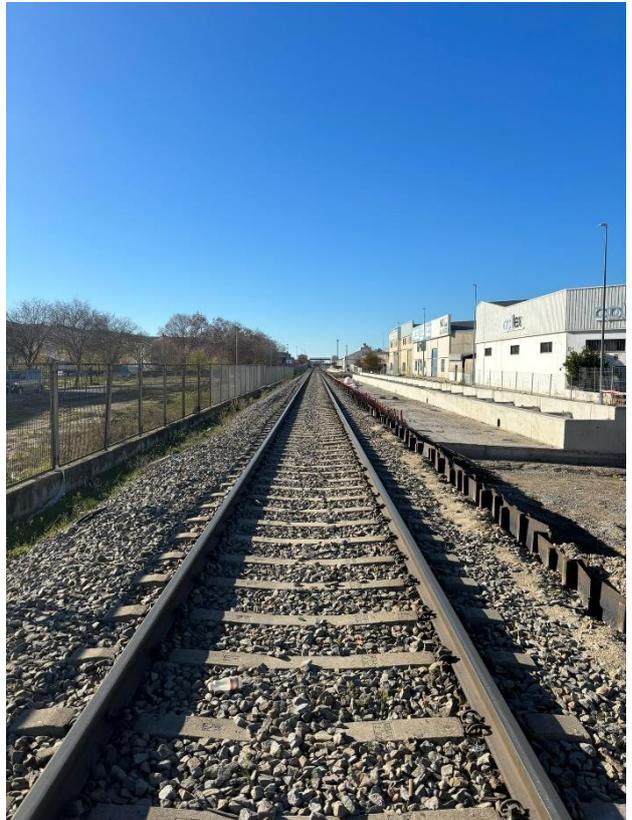


Photo 14. Train tracks passing through the municipality

Extract from ADIF documents



Illustration 0-13. ADIF infographic



Illustration 0-14. ADIF infographic



Illustration 0-15. ADIF infographic

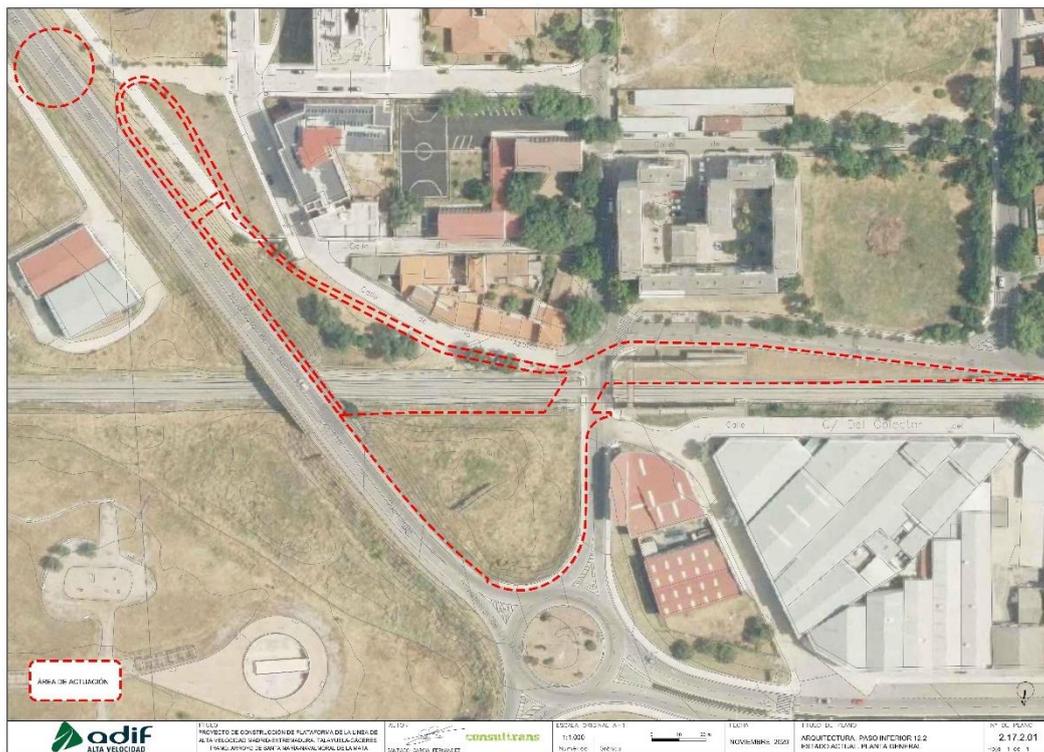


Illustration 0-16. ADIF Overlay



Illustration 0-17. ADIF Overlay

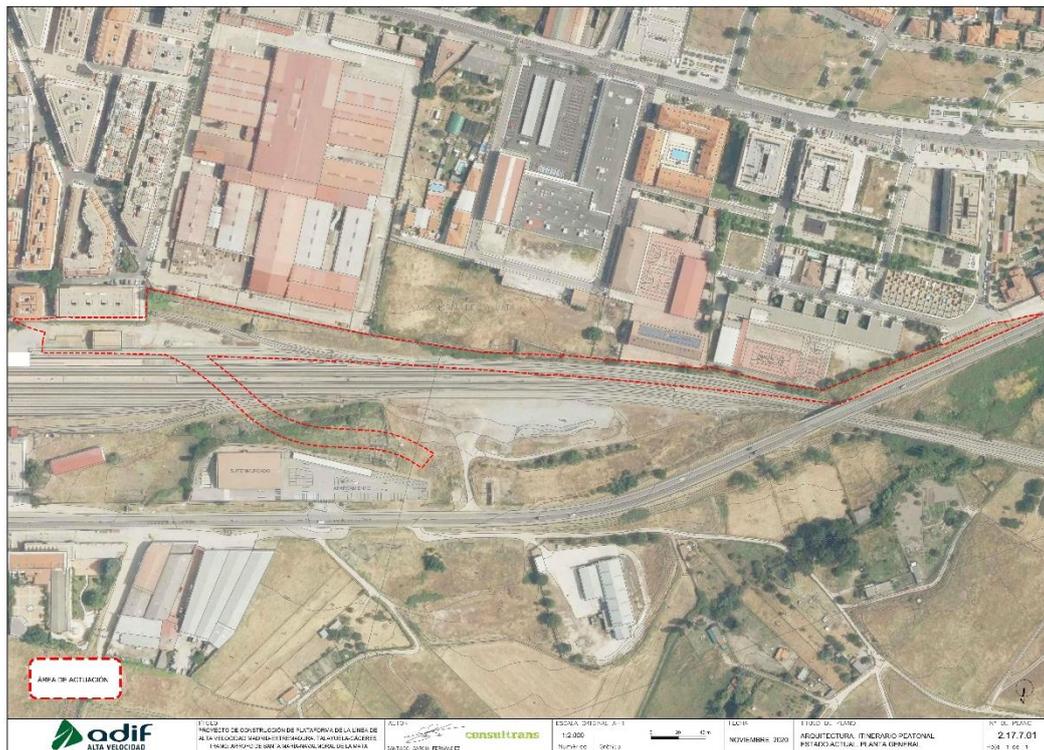


Illustration 0-18. ADIF Overlay

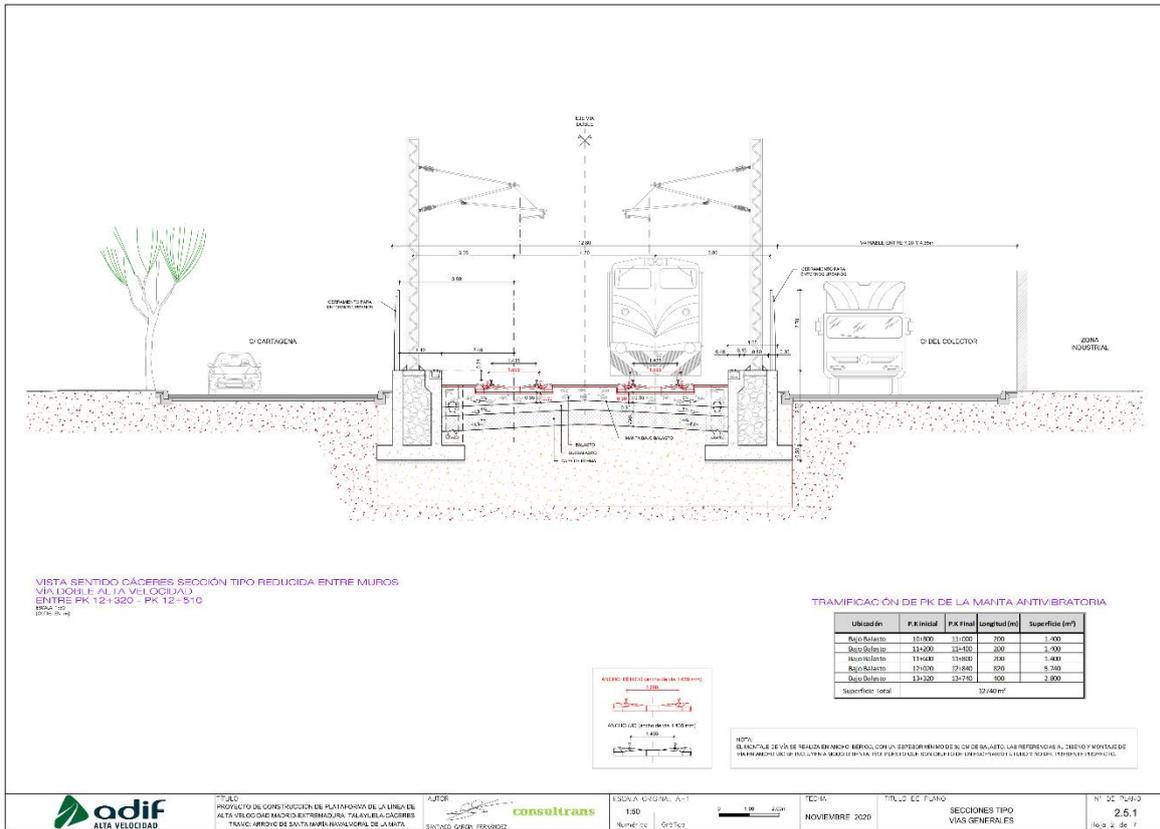


Illustration 0-19 Standard section

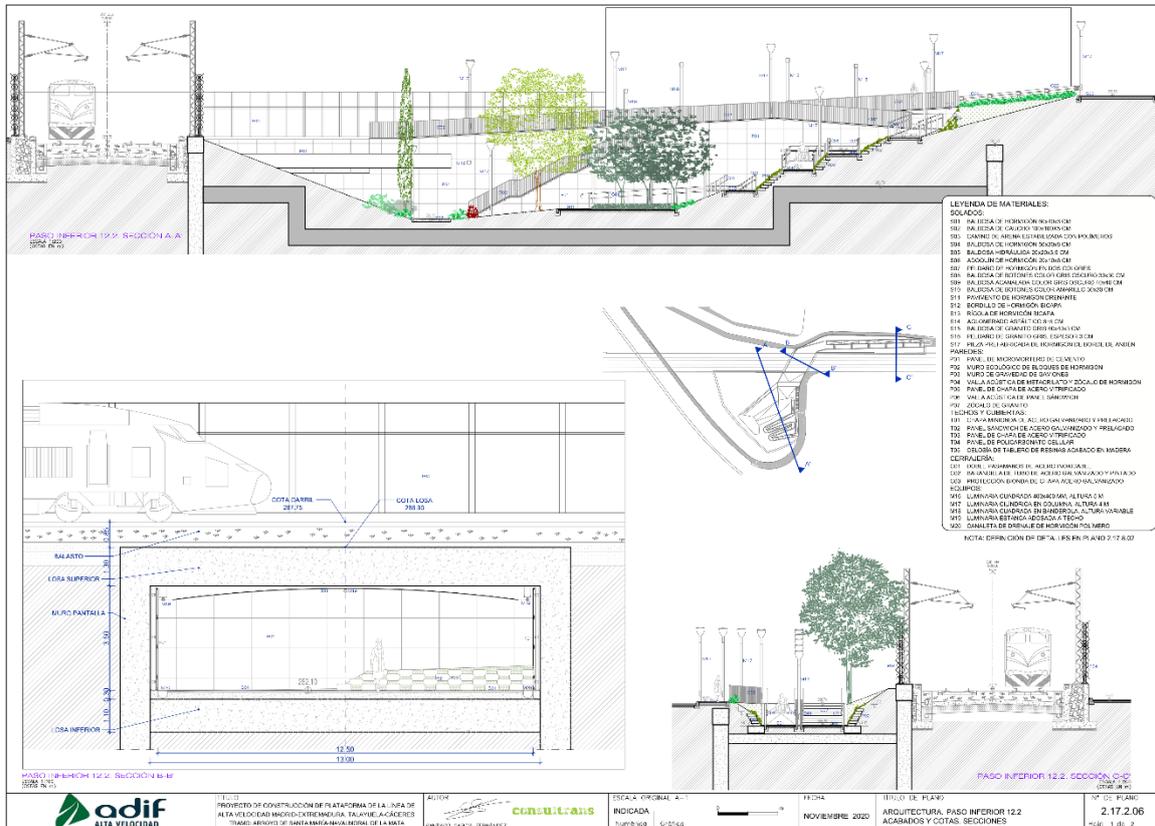


Illustration 0-20 Section of an underpass