

Barrio del Aeropuerto, Madrid

Calle de Medina de Pomar

The area is located in the Barrio del Aeropuerto (Airport Neighborhood), district of Barajas, to the north-east of the city of Madrid, next to Madrid Barajas-Adolfo Suárez Airport. It is an area built in the 1960s, which over time and with the construction of the Airport has been isolated from the city, surrounded by infrastructure and industrial buildings.

The planning approved in April 2017 allows for the rehabilitation of buildings with public funding, obtaining municipal ownership of the land and its redevelopment. It includes three re-

qualification actions: the creation of a green area, the implementation of a new residential building to the east and a multi-functional area to the west that houses a plot with residential and commercial uses and another intended for local facilities.

The aim is to create a mixed building for residence and economic activity on the new plot defined by the planning. An innovative project of protected and sustainable housing aimed at new ways of living, with a programme of spaces and collective uses that promote community life. With the introduction of activities on the ground floor that will promote life in the public space.



Expected program: A hybrid building with a residential program of public housing for rent, with multi-purpose spaces that promote communal living, and the introduction of uses of economic activity on the ground and first floor that dynamise the public space.

Site's Owner: Madrid City Council

Plot area: 1,843 m²

Current occupancy and limitations on the release of transfer rights: The plot is within an implementation unit that is being obtained through an expropriation process, with an approved expropriation project. It is expected

to be obtained during 2020, so the plot will be available during the course of 2021.

Type of property transfer intended:

A surface right or any other patrimonial legal business for its exploitation, in accordance with the provisions of the consolidated text of the Land and Urban Rehabilitation Law, the Land Law of the Community of Madrid, the Heritage Law of Public Administrations and its Regulation and Regulation of Assets of Local Entities.

Deadline for the submission of Expressions of Interest: 29 Mayo 2020 before 2pm local time in Madrid (UTC+1)

Presentation of the site and expectations for its redevelopment

Barrio del Aeropuerto, to the south of the Madrid Barajas-Adolfo Suárez Airport, is surrounded by the A-2 motorway. To the west it borders a large road junction, the Eisenhower junction and an area of economic activity arising from the airport's proximity, with several tertiary-use buildings, a hotel and an industrial estate.

Barrio del Aeropuerto was built in the 1950s as a result of the Madrid Social Emergency Plan of 1957, to welcome the large number of workers from the countryside who came to work in Madrid during the period of highest immigration that the city has recorded. In 1970, the developer of the housing processed planning to convert the north of the neighborhood for industrial purposes, giving rise to the current situation: a residential neighborhood of 567 houses that constitutes an urban island surrounded by an industrial estate and road infrastructure, devoid of public facilities and green areas whose transfer to the Madrid City Council never took place. It has a distinctly old population, housing that is more than 40 years old, in a very poor state of construction, without lifts, but it is surrounded by ample open spaces.

The new planning under development proposes an urban development initiative with three key actions: the creation of a green area in the center of the area adjoining the old Arroyo de Rejas stream, the implementation of a new residential building to the east of the area and a multi-functional area to the west that has residential, commercial and institutional uses. It is in this area where the

tender is located, and currently on the land there is a football pitch that will be transformed into a residential plot and facilities.

The implementation of these new uses aims to attract new families, with the dynamism that this would entail for the regeneration and social improvement of the neighborhood. The creation of the new green area will contribute to improving the environmental quality of the neighborhood by transforming a large illegal parking area located in the heart of the neighborhood.

The airport neighborhood is an area of opportunity, which is currently receiving significant public aid aimed at the rehabilitation of the existing buildings.

A residential program is sought that focuses on new ways of living, that attracts new people to the neighborhood and that can regenerate the environment by introducing uses on the ground floor that incorporate activity in the public space. Currently this is a prevailing need in the neighborhood. Furthermore, the use of new construction systems that allow for high sustainability to be introduced into the building's design will be valued positively.

It will be important to include spaces within the building that can promote sustainable forms of mobility (for example, spaces for bicycle storage, electric vehicle charging points) and the integration of the project with the future endowment, proposing guidelines for the implementation of this endowment, which encourage interactivity between both projects.



Tender's plot



Location of the future green area



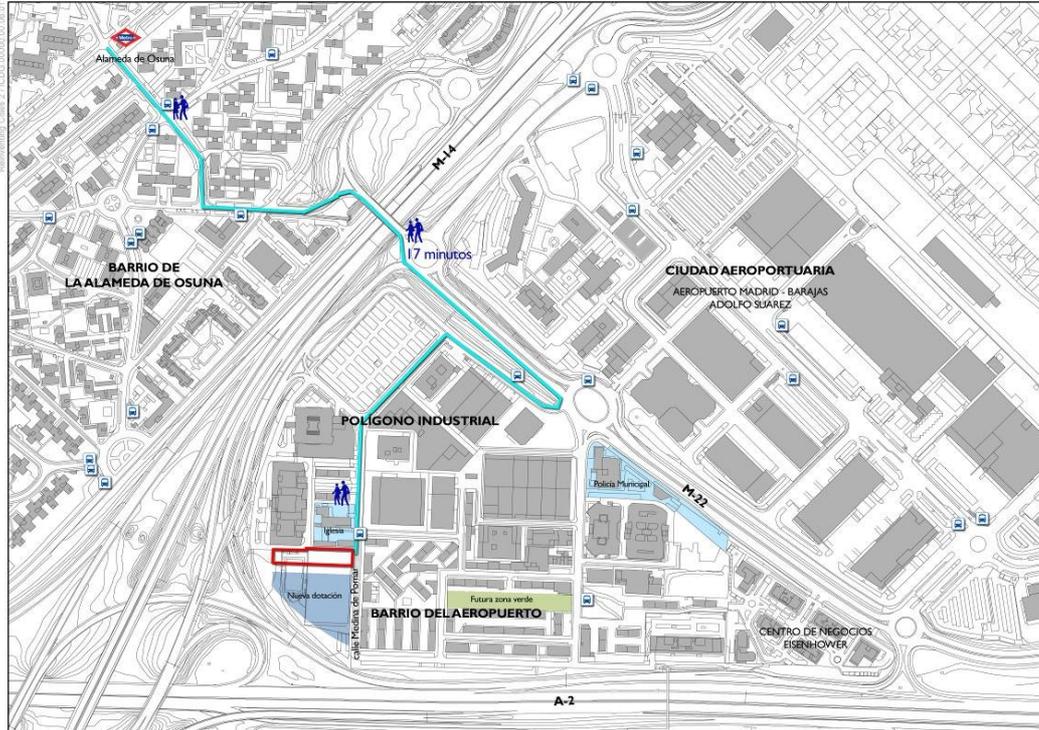
Housing in the airport neighborhood



Area use classification map



Area location map



Accessibility to public transport

Specific planning rules and regulations regarding site development

The plot has a mixed ordinance: Publicly protected collective residential housing - Commercial (according to the classification of the Community of Madrid). With the qualified use on the ground and first floors being commercial-tertiary, with a buildability of 2,569 m², the residential use is applied on the floors above the first with a buildability of 5,404 m². The planning allows the development on the ground and first floor of a mixture of uses such as offices, accommodation, recreation, other tertiary and institutional services or even craft industries, home workshops and business services.

The maximum occupancy of the plot above ground will be that derived from the application of the parametric conditions of the building's position, and a 100% occupancy of the plot underground is allowed.

The maximum height will be 8 floors and 30 meters of crest height in the area that can be built on to the west of the plot and 5 floors and 18 meters of height in front of calle Medina de Pomar. The 8-floor building will be separated

at least 15 meters from the ridge on Calle Medina de Pomar.

The minimum height per floor will be 3.10 m for the ground and first floors and 2.85 m for the floor of housing.

The regulations lay down sound insulation requirements for houses that are projected close to the road with the highest traffic intensity, which must comply with the conditions laid down by the noise protection standards.

With regard to the building's design, although the regulations do not establish a maximum facade length, it is recommended that the building projects promote discontinuity of the built front through setbacks of the building, different heights of the floors and a maximum height, variation in materials, color or texture of the enclosures, etc. The main walls must have a design similar to that of the main fronts, if the dividing walls were to remain uncovered. The roofs shall preferably be flat and passable, in order to accommodate the existing environment and to accommodate outdoor community uses on them, or green roofs.

Specific climate risks and environmental challenges

With the recognition of the climate emergency situation and the support of the Global Green New Deal by the Madrid City Council at the World Mayors Summit on climate change, which took place in October of this year in Copenhagen, the commitment of the Madrid City Council to the fight against climate change and the commitment to a sustainable, green future that is free of pollutant gas emissions was made clear. Consequently, all the urban planning initiatives that are being implemented in the city of Madrid have as their starting point and conceptual framework the idea of mitigating and adapting to climate change, which in practice can translate into increasing the production of renewable energy at the local level and improving its distribution, support towards energy efficiency and smart energy management in public infrastructure, and moderation in the demand for heating and cooling; these all apply in this urban intervention, with the main goal of

reducing the adverse effects of climate change.

The inclusion of measures aimed at the reduction of pollution in the city of Madrid, the implementation of nature-based solutions and sustainable drainage techniques, the protection and increase of biodiversity, the mitigation of noise pollution mainly from road traffic from the A-2 service road, although currently it has noise barriers installed for its attenuation. In relation to air traffic, the airport neighborhood is not affected either by the airport's footprint or noise easement. Promoting sustainable mobility are basic elements that the project needs to address. In summary, a comprehensive project is expected, with an efficient building integrated into the environment that optimizes its energy use, using renewable energies that do not generate pollutant emissions, taking full advantage of sunlight, as well as natural ventilation. Use of recyclable or

environmentally friendly materials that extend the useful life of the building and pollute less, the adaptability of the building to a varied housing program, seeking the comfort and

well-being of users. Green roofs and facades with the possibility of including common uses or urban gardens.

Provisional Timeline

- **Submission of expressions of interest:** 29 May 2020
- **Selection of finalists:** July 2020
- **Submission of final proposals:** January 2021
- **Announcement of winning projects:** April 2021

Language Requirement

All Expression of Interest documents must be submitted either in English or in Spanish (up to the bidding teams)