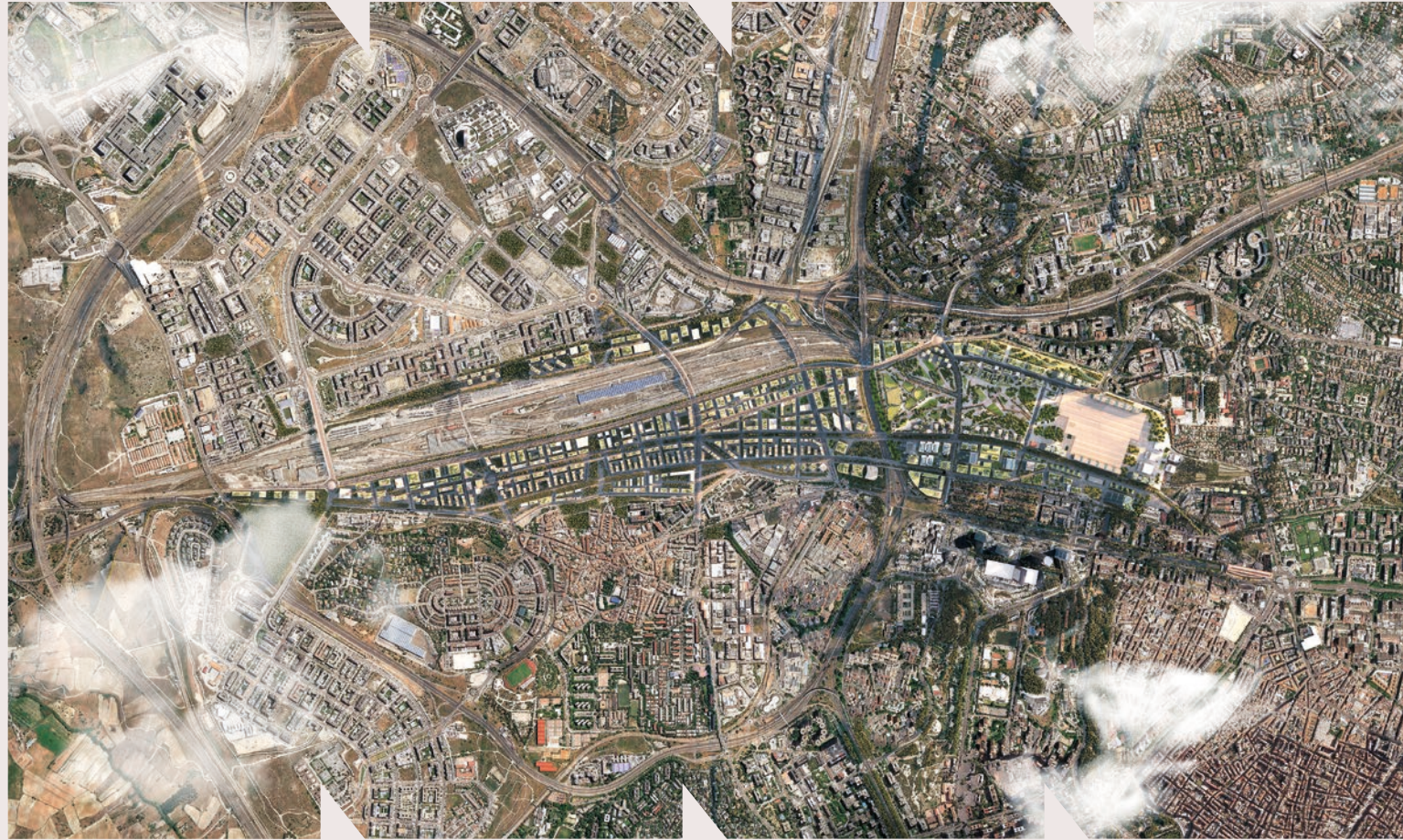




Reimagine Madrid



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1

Introduction and context

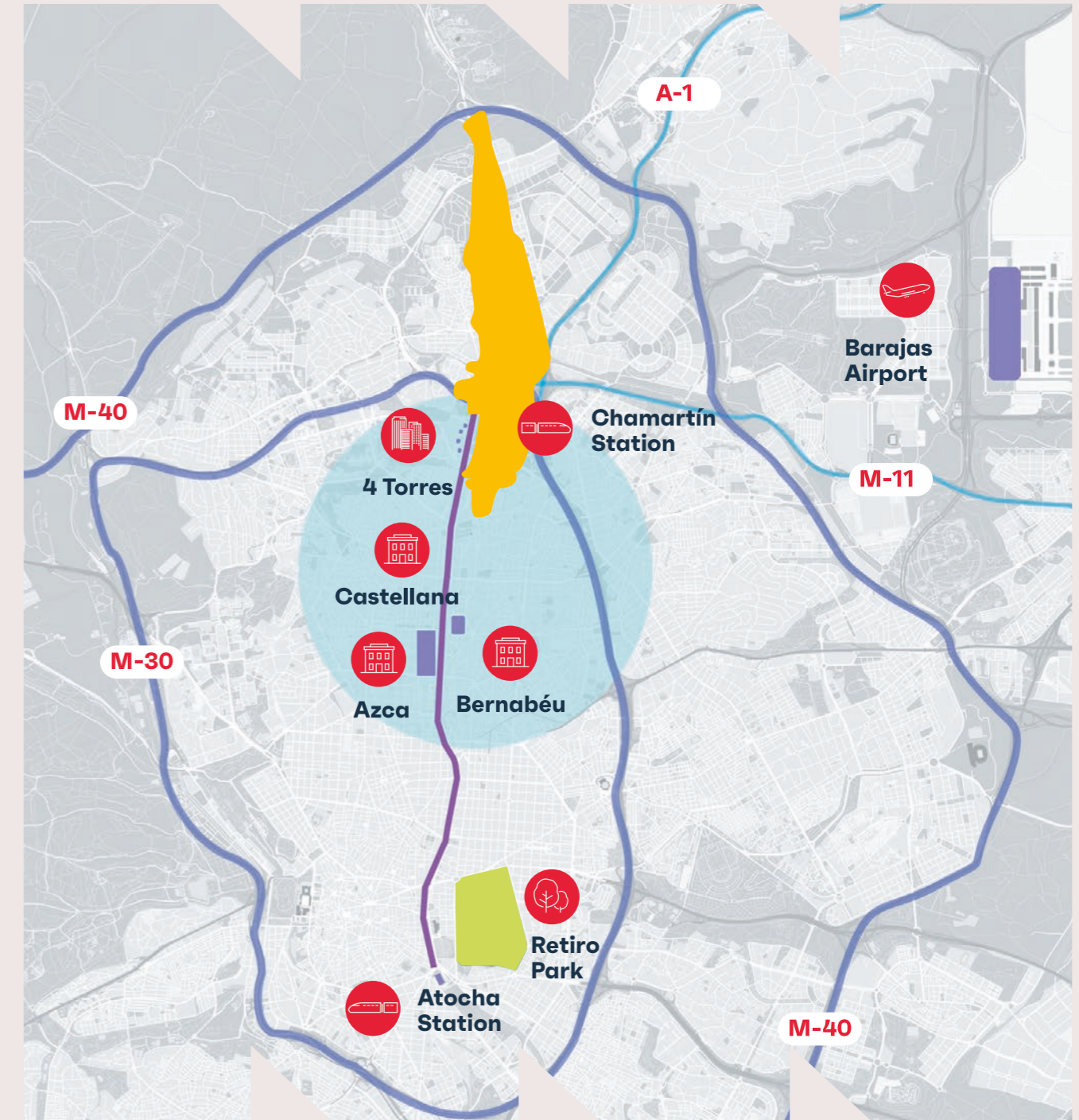
Madrid Nuevo Norte Project is the large-scale **urban regeneration of Madrid**. This project will **improve many people's quality of life** by generating thousands of jobs, creating **new green spaces and quality public spaces**, designing a new model for public transport and building key infrastructures for the city.

The intervention will develop a **large empty urban space** currently occupied by the railway sidings leading out of **Chamartín Station**, forming an old industrial wasteland and brownfields. This big eyesore splits the north of the city in two, divides neighbourhoods and creates serious traffic problems.

The project opts for an innovative city model, based on the **most sustainable town planning standards of the 21st century**.

Madrid Nuevo Norte will provide a solution to the large empty space that splits north Madrid in two

One strategic location



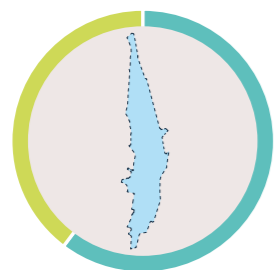
2 Scale of the project

The scale of the development is a good example of the great opportunity Madrid represents. The grounds on which the project will be developed stretch along an elongated strip that is **5.6 kilometres long and 1 kilometre wide**. It cuts across the north of Madrid, from Calle Mateo Inurria, next to Plaza de Castilla, all the way up to the M-40. This is the same distance as from the Fountain of Neptune to Plaza de Castilla.

In total, it covers an area of 3.356.196 m², of which only 2.364.825 m² will be developed, after deducting the space occupied by the railway tracks and the M-30.*

*Unconsolidated gross area and urban land area estimated in the Specific Modification of the City Plan (hereafter referred to as 'the SMP').

Development

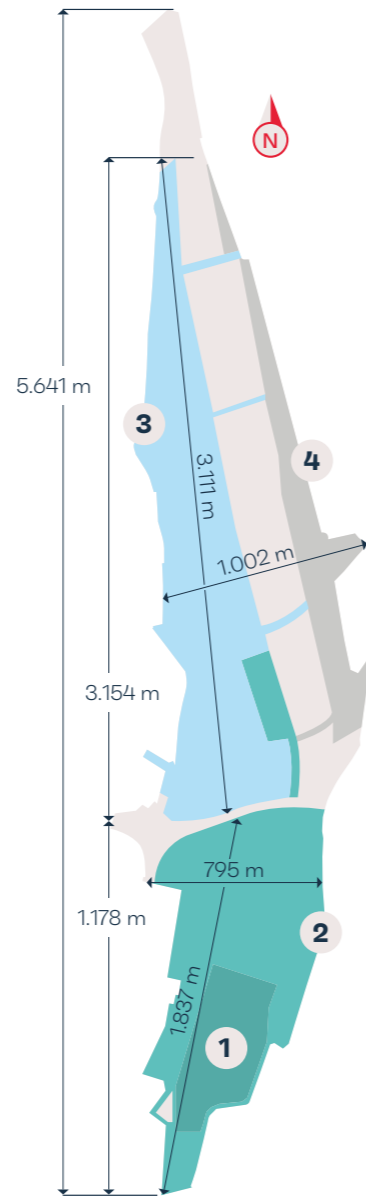


● **Commercial use**
1.608.778 m²e

● **Residential use**
1.048.535 m²e

Developable total
2.657.313 m²e

Source: Overall Report of the SMP.



Source: created in-house

Four domains

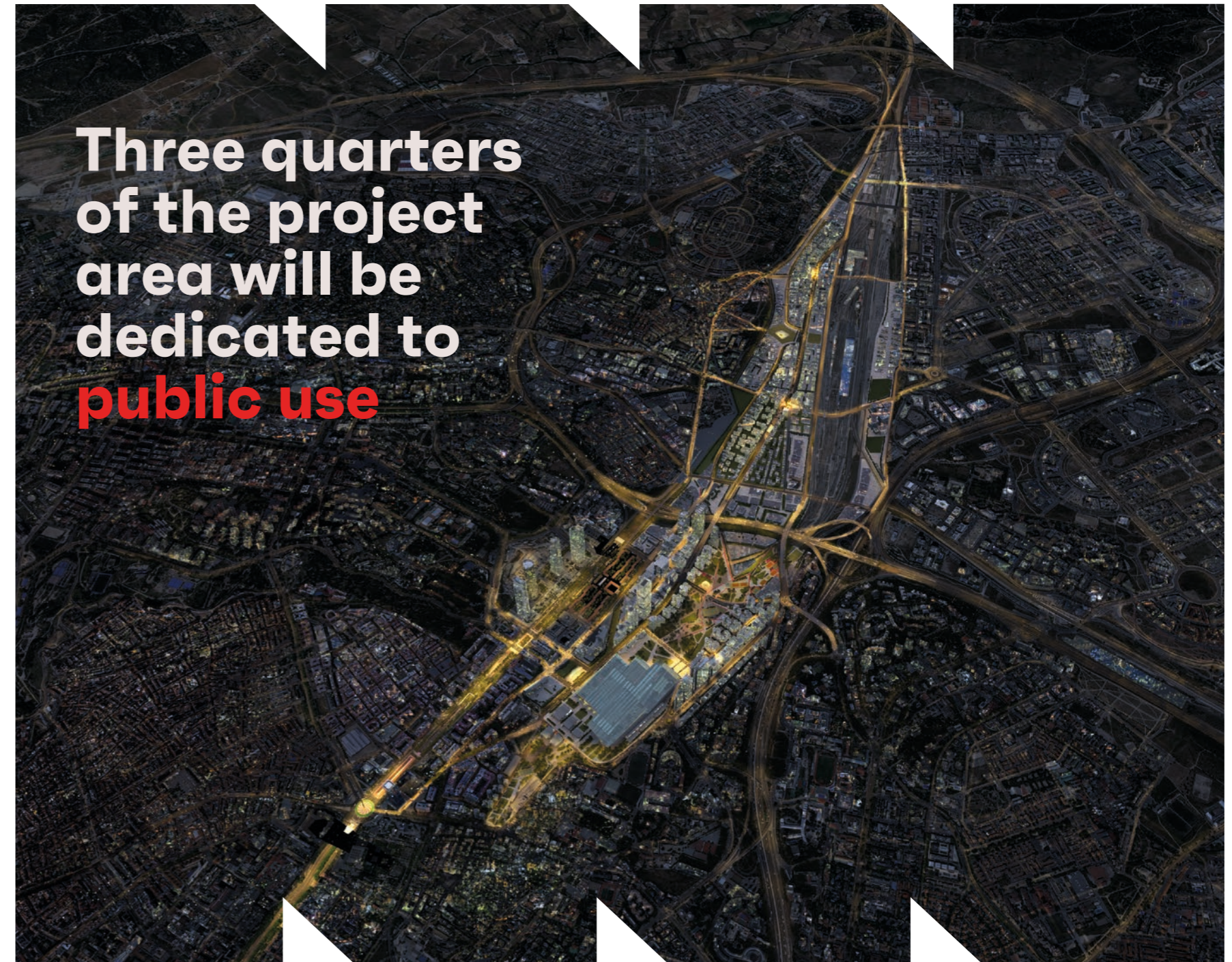
● **1. APR.05.10.**
Chamartín Station
236.324 m²

● **2. APE.05.31**
CBD
793.878 m²

● **3. APE.08.20**
Malmea - San Roque - Tres Olivos
1.029.647 m²

● **4. APE.08.21**
Las Tablas Oeste
304.976 m²

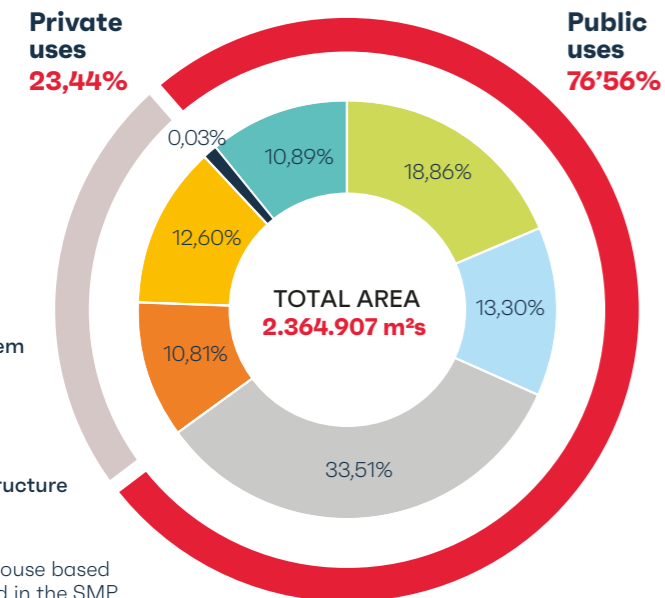
Source: Overall Report of the SMP.



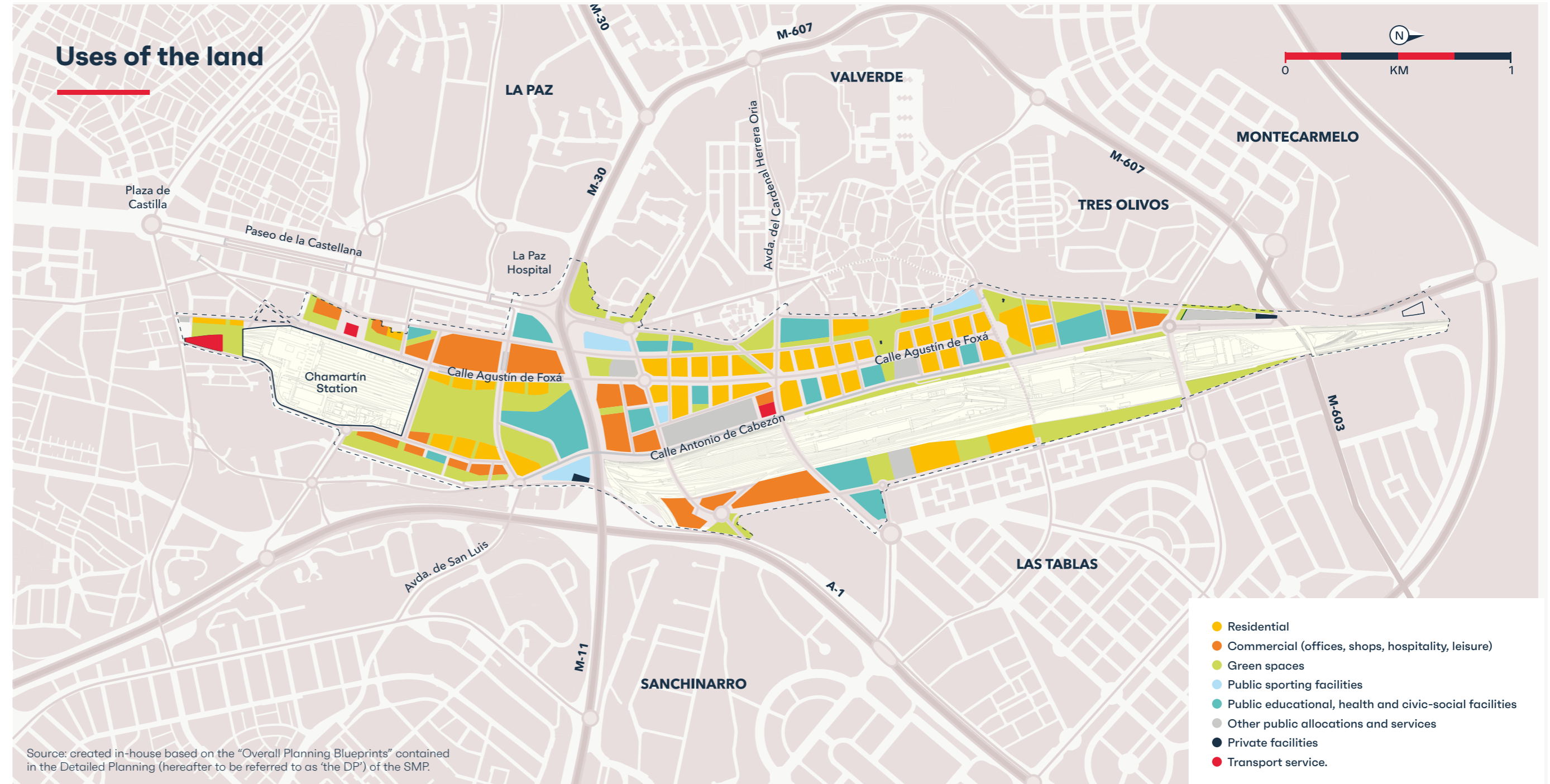
3

Uses of the land

Madrid Nuevo Norte is firmly opting for mixed usage and aims to create a city that is bursting with life. In this new space, housing, offices, commercial premises, public facilities, green spaces and public transport will complement each other so that activity is carried out twenty-four hours a day, seven days a week. This will prevent it from becoming a commuter town.



Source: created in-house based on the data obtained in the SMP.



Source: created in-house based on the "Overall Planning Blueprints" contained in the Detailed Planning (hereafter to be referred to as 'the DP') of the SMP.

4

Railway station and public transport

Chamartín Station is the infrastructure that brings the whole project to life. The Ministry of Public Works will act through its Railway Infrastructure Manager, Adif, to build a new station, integrating it into the urban fabric, expanding its capacity, and turning it into the main operations centre for Spanish High Speed trains, significantly improving the region's commuter network.

Madrid Nuevo Norte will coordinate a powerful and innovative public transport network from this station, which will not only service the new neighbourhoods that are created, but will also significantly change the way that people get around in Madrid.



The new public transport network will have:

- One new underground line with three stations. (CBD / South Fuencarral / North Fuencarral).
- One new commuter train station in the south of Fuencarral.
- One completely renewed commuter train station (Fuencarral).
- One new Bus Rapid Transit (BRT) line with high capacity, reserved platforms and traffic light priority.
- Two new hubs (Chamartín and La Paz).
- Two above-ground hub areas at Fuencarral (nodes).

Transport hubs and nodes

1



Chamartín hub

The large hub to be built next to Chamartín Station will be a **unique four-level underground infrastructure**, allowing people to access city and intercity buses, the underground, commuter trains and the High Speed network, as well as the airport, in less than 15 minutes.

2



La Paz intermodal area

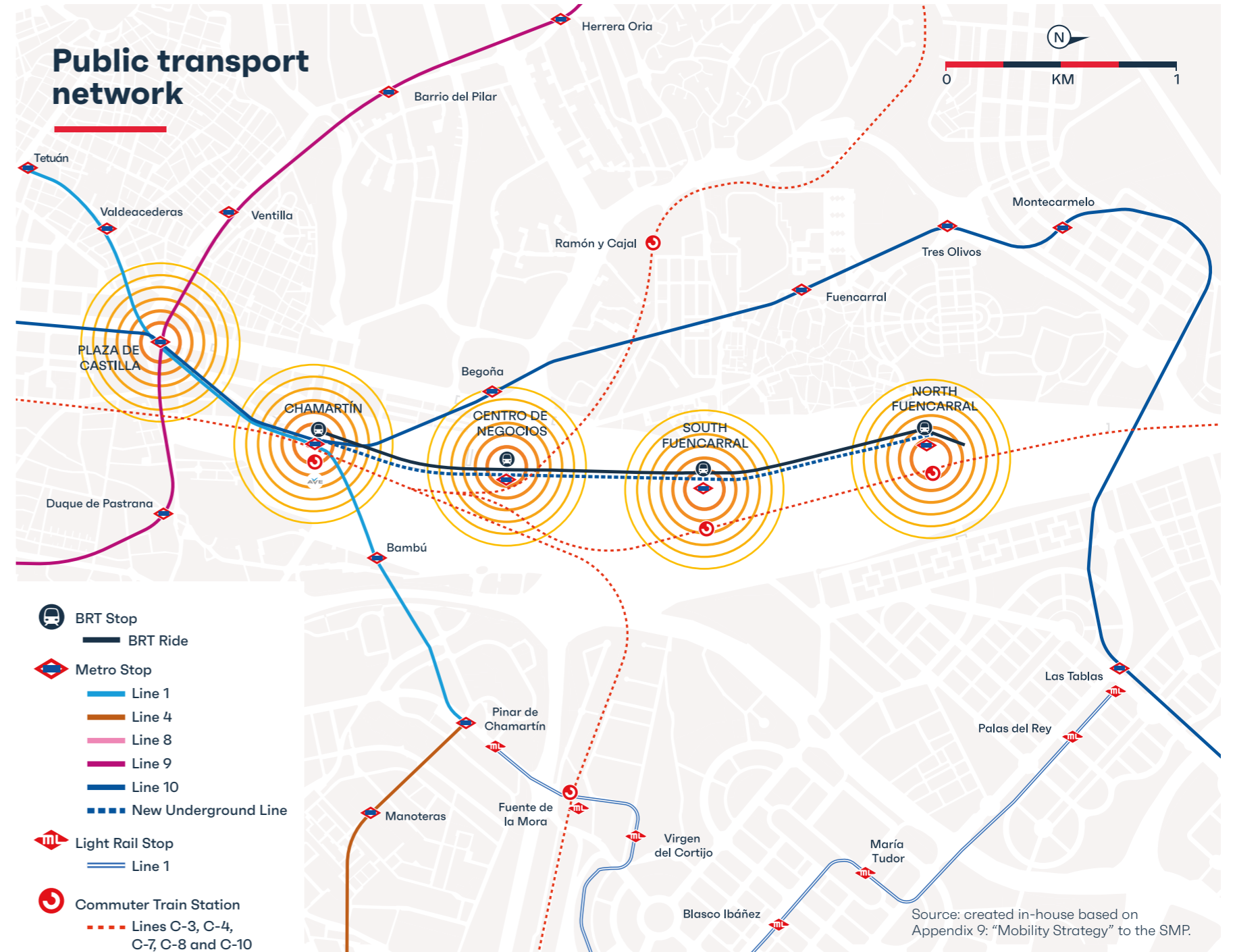
The Intermodal area of La Paz will commission the operation of around **40 intercity bus routes**, which currently congest Paseo de la Castellana. The current Begoña underground station and the future Central Business District underground station can be easily reached from this spot.

3



Above-ground hub areas (nodes)

In the northern part of the area, the public transport stations will be located so as to create two large **above-ground hub areas**, which will generate neighbourhood centres bursting with activity. The two new Fuencarral underground stations on calle Agustín de Foxá will coincide with some of the bus route stops (including the BRT) and the commuter train stations.



5

Streets and connections

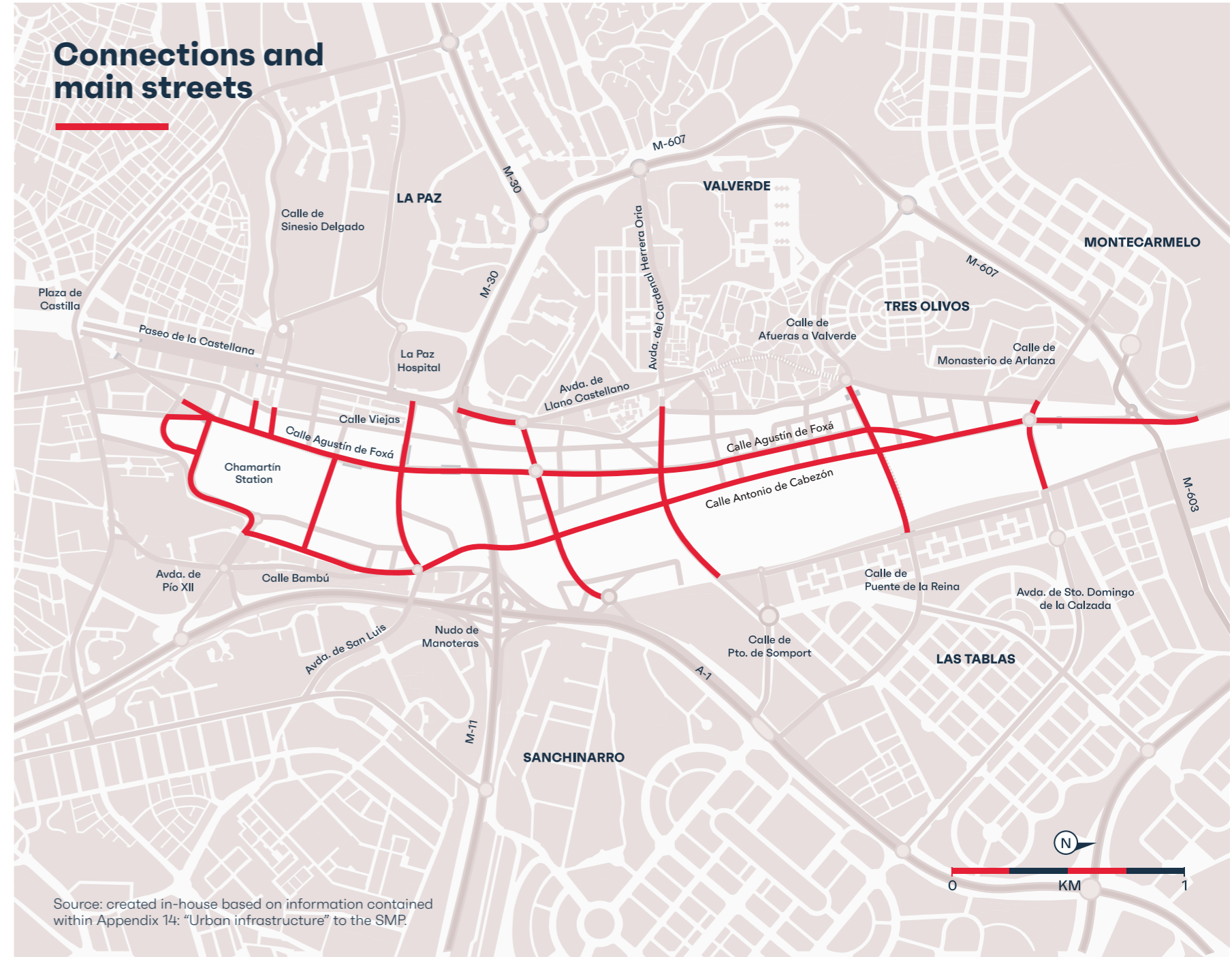
La Castellana won't be extended. Instead, one of its arteries will rise over the M-30 ring road and **become a large green walkway** leading up to the hills of El Pardo.

Agustín de Foxá will be the main artery for the North-South project. Meanwhile, **Calle Bambú** will extend down to **Antonio de Cabezón**. Both arteries will have bridges, which will cross over the M-30, and the current Mauricio Legendre bridge will be widened.

South of the **M-30**, the **railway sidings will be covered**. **Avenida de San Luis** will be extended to join up with **Calle Viejas**.

Two streets will surround Chamartín Station on the north and the south, and they will link up to **Sinesio Delgado, Monforte de Lemos and Pío XII**. **Three bridges**, a road **traffic tunnel**, a **pedestrian footbridge**, and **cycleway** will be built to the **north of the M-30**.

Agustín de Foxá street will be the main artery of the project



This puts an end to
decades of isolated
neighborhoods
in the north

6

Green areas

The more than **400,000 m²** of Madrid Nuevo Norte's green spaces will form an extensive network along with parks that already exist, and they will centre around two unique developments:

1 **Parque Central** is the new **unique green space** that will be created on top of the Chamartín railway covering. With a **13-hectare area**, this will become one of the city's iconic spaces. In addition to boasting a **special design and landscaped garden**, its location, surrounded by the Business District and next to the new Chamartín Station, will give it a unique character.

2 Another hugely important element is the **green artery**, made up of a **network of parks** that connect to each other and to the existing parks in the neighbourhoods. This is the continuation of the city's main artery (Prado - Recoletos - Castellana) and will be the city's **natural connection to the hills of el Pardo**.

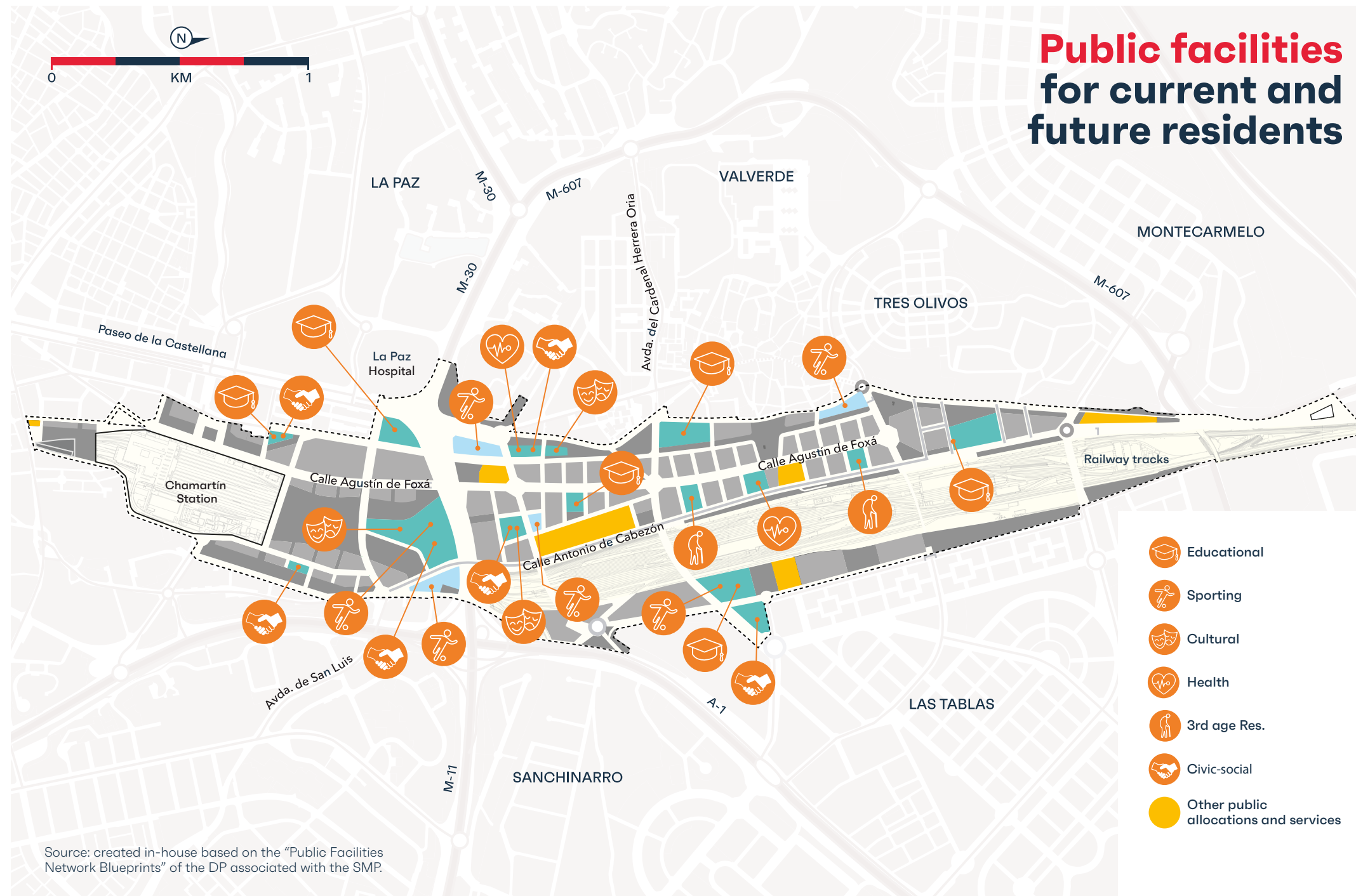
Source: created in-house based on the data obtained in the SMP.



Public facilities

To put the project in context, the more than 250,000 square metres of land all located to public use are based on a very clear premise: not only does the land need to **meet the needs of the new residents who come to live in the area, but above all, it needs to meet the historic demands of Madrid's adjacent neighbourhoods**, which have experienced a shortage of sufficient public facilities.

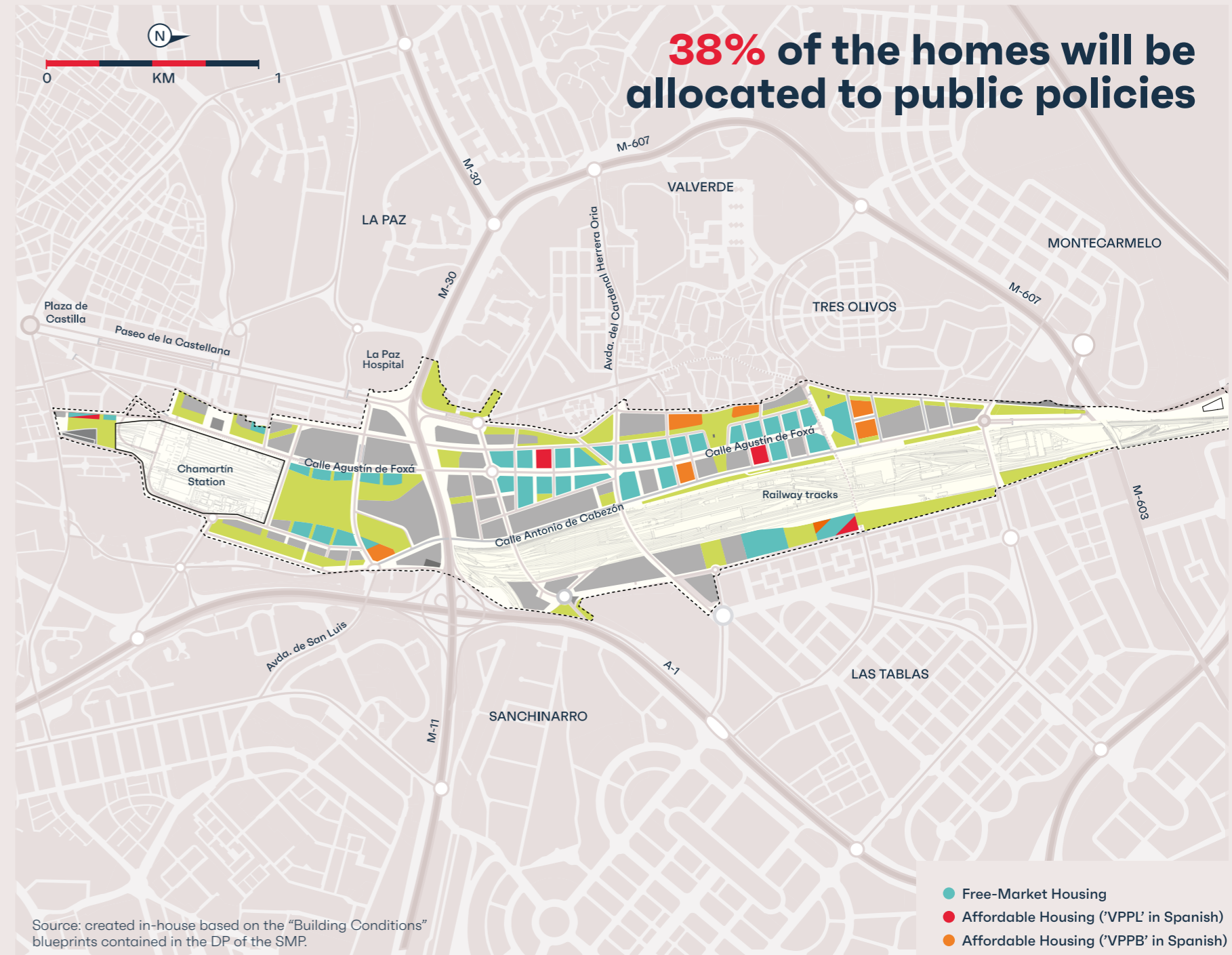
Therefore, comprehensive studies of each domain have been carried out to define where the health centres, retirement homes, schools and sporting facilities need to be located, and **local residents' opinions have been taken into serious consideration.**



7 Housing

Roughly 10,500 new homes will help satisfy the capital's housing needs. A well designed, **high quality residential development** with the **highest energy standards**, which will co-exist with

complementary uses, such as offices, facilities, and local shops. **38% of the new homes** built in Madrid Nuevo Norte will **be linked to the local government's public policies** on housing access.



8

Central Business District

To **compete on a global scale**, Madrid needs a **next-generation centre of economic activity**, situated beside a first-rate transport hub, with range of quality offices to address the current demand from large companies and the role the capital should play in the world.

In the design process, a study was conducted of the main international financial districts. As a result of this analysis—which demonstrated that the conventional business district model composed entirely of offices has become

obsolete—the decision was taken to **prioritise quality public spaces and the wellbeing of residents**, opting for a space in which **offices, homes, and shops coexist**.

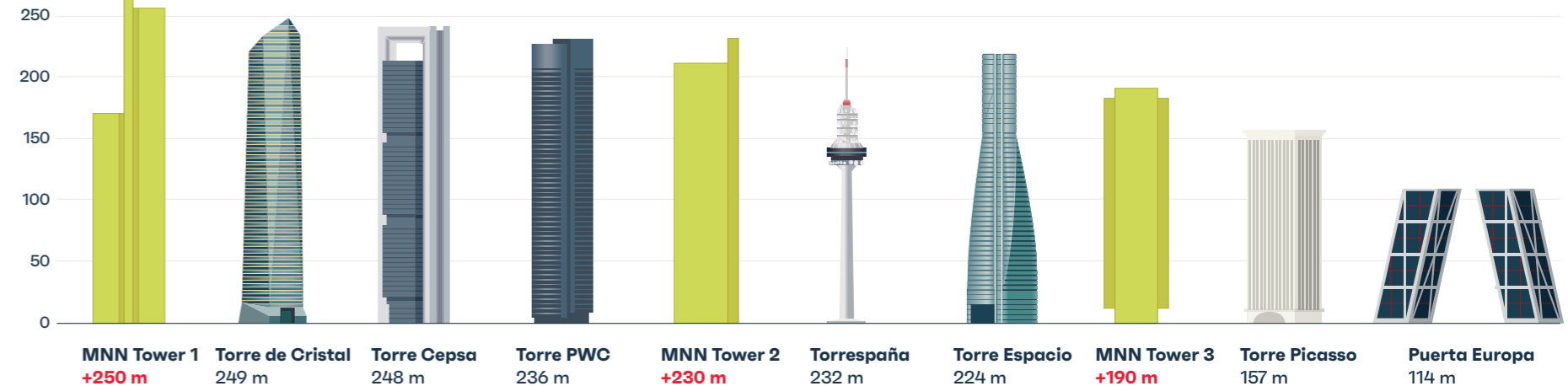
This large-scale, easily-accessible business district, which will be the most important in southern Europe, **will promote quality employment**. In turn, the availability of affordable housing and the attractive urban environment will be instrumental in attracting talent.

Madrid Nuevo Norte Skyline

Height proposal based on the building conditions set out within the Detailed Planning of the SMP.



Madrid's tallest buildings



A next generation Central Business District that will generate thousands of jobs



9

Consensus

Madrid Nuevo Norte is a **consensus-based project** stemming from the **dialogue between all stakeholders involved**. The Madrid City Council, the Regional Government of Madrid, the Ministry of Public Works, ADIF Railway Infrastructure Manager and CreaMNN came together to achieve a **shared goal: give Madrid and its people the best city project to improve their quality of life and face the future**.

This enables Madrid Nuevo Norte to **enjoy the greatest consensus** that an **urban development project in Madrid** has ever achieved. The acceptance of the residents and the political consensus among **all the public administrations** involved in the process has culminated in approval of the project thanks to a unanimous vote in favour from **all political parties represented in local government** and the subsequent ratification of the Madrid regional government, granting **final approval to Madrid Nuevo Norte**.

Following approval, institutional consensus continued when all Administrations and public companies involved in the project **signed a framework agreement to coordinate Madrid Nuevo Norte's key infrastructures**.

A wide-angle photograph of a city skyline at sunset. The sky is filled with soft, orange and yellow clouds, with the sun low on the horizon. The city buildings are silhouetted against the bright sky. The text is overlaid on the right side of the image.

A legacy for new generations, for a city that is more sustainable, more modern and with more opportunities.



CREA MADRID NUEVO NORTE

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