ABSTRACT

URBAN, SOCIAL AND ECONOMIC IMPACTS OF BADALONA’S HARBOUR

The new harbour is a historical demand of Badalona, as the city has always been connected with the sea in matters such as sea trade, fishing, nautical sports, etc. Along 20th century, there have been some projects for the port, but the one that has finally been accepted is the project of Solà-Morales and the works have begun in 2002. When the industrialization of Badalona took place, many factories were placed in the coast of the city, but the later crisis of the industry and the present importance of services has allowed to build the new harbour and to urbanize the coast of Badalona.

It is a nautical and fishing harbour, placed in the south of Badalona and it has an extension of 31.5 hectares. The harbour works will be executed in two phases; the first one includes the construction of the nautical and fishing docks and in the second one, a sailing canal will be built into the Gorg district. The port will offer 795 moorings for nautical boats and 84 for fishing ones. The urban impact of the port includes the port itself and all its elements: fish market and a building for the fishermen guild, the captain building, some restaurants, a shopping mall, a hotel, a dry marine, a sailing school and a bridge to allow the train to cross over the canal.

The harbour of Badalona has produced the change of its surroundings and has also enabled to renew 1.82 km of coast of the 4.72 km that exist in the city. The total area that will be urbanized because of the construction of the port is about 58 hectares (apart from the area of the harbour itself) and includes the urbanization of the coast between Sant Adrià de Besòs and the center of Badalona, the renovation of Gorg district around the new sailing canal and the creation of new buildings for companies. Since the construction of the new port, in the areas where old industries were placed, many residential buildings, facilities and shops will be build. There will be 3.952 new dwellings. The urban impact means a creation of a new center axis, defined by the new harbour, the canal, the Gorg Park and the project of European Capital of Basketball. The port and its urban consequences can be considered as a piece of the transformation of the metropolitan coast.

The construction of the harbour costs about 83 million €, but the cost of the harbour and the urbanization of its surroundings together is about 641 million €. The economical impact of this outlay will increase the brute added value of Catalunya and Badalona in 581 and 11 million € each one until 2008, when all works will finish. It will have a high effect in the construction industry and a lower effect in trade, industry and services. During the harbour and urbanization works, the jobs will increase in 17.089 people in Catalunya and 543 in Badalona. Between 3.000 and 3.500 new works will be created in the city when the whole project will have finished.

As the project includes a marine and a sailing canal, the soil of this area (which comes from the delta of Besos river) has had to be dredged. In addition, 600 meters of Mora beach will disappear because of the new harbour. The harbour construction works have removed the contamination of the lands in which were placed chemical industries. During the works there will be pollution in the water, the air and sound. The salty water of the docks can damage the underground water and the boats can contaminate the sea. The effects on the animals and plants will be low because they don’t have a high ecological value. The areas that will be urbanized have some historical elements, and most of them will be preserved. The new harbour will not damage the sand movement because the breakwater has low inclination, it is an inside harbour and a bypass will be build. The pollution of the beaches around the new port will not increase.

I have analysed the public transportation around the harbour and the distances to the stations are not acceptable. I have analysed different options and I have finally proposed to lengthen the T4 tramway line as far as the center of Badalona and the T5 tramway line as far as the harbour along Ponent Street. The distances to walk to a public transportation should be reduced in the port and in the new residential areas with the new tramway.