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Español, Francés, Inglés

10h00 a 14h00, de lunes a viernes

Ajuntament de  
Barcelona



## EUROPAN 16. LIVING CITIES Needs program

Almendralejo

Alzira

**Barcelona**

Beizama

Esperraguera/Colònia Sedó

Madrid

Roquetas de Mar

## **EUROPAN 16 SPAIN, “LIVING CITIES”**

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 16 national jury. In order to facilitate contracting of the proposals by public administrations participating in EUROPAN Spain as the core of the Competition, the Ministry of Transports, Mobility and Urban Agenda shall call for the Competition in Spain, establishing its Rules by a bidding document that shall comply with the procedure of Juried Design Competitions as provided in section 183 et seq of the LCSP. This will ensure 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 16 Juried Design Competition”, published in the Official Public Tender Platform by accessing the following link:

## **EUROPAN/ESPAÑA NATIONAL COMMITTEE**

President: Ministry of Transports, Mobility and Urban Agenda (Ministerio de Transportes, Movilidad y Agenda Urbana)

Members

General Direction of Urban Agenda and Architecture, Ministry of Transports, Mobility and Urban Agenda (Ministerio de Transportes, Movilidad y Agenda Urbana)/ Consejo Superior de Colegios de Arquitectos de España (CSCAE)

City of Barcelona / City of Madrid / City of Roquetas de Mar / General Direction of Housing and Architecture, Regional Government of Cantabria / General Direction of Architecture, Regional Government of Extremadura / General Direction of Ecological Innovation in Construction, Regional Government of Valencia/ General Direction of Architecture and Housing, Basque Regional Government/ INCASOL

City of Almendralejo/ City of Alzira/ City of Beizama / City of Esperreguera/ADIF

## **NATIONAL SECRETARIAT EUROPAN España**

Carmen Imbernón, General Secretary

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

## **EUROPAN ESPAÑA JURY**

1. Iñaqi Carnicero, architect, EUROPAN Spain President. General Director of Urban Agenda and Architecture of the Ministry of Transports, Mobility and Urban Agenda.
2. Mariona Benedito, architect, teacher. Barcelona [www.mim-a.com](http://www.mim-a.com)
3. Eduard Bru, architect, urban planner, teacher. Barcelona
4. Tina Gregoric (SL) <https://www.dekleva-gregoric.com/profile>
5. Niek Hazendonk. Landscaper. The Netherlands
6. Enrique Krahe, architect. Former winner of European Spain. (Delft/Madrid) [www.enriquekrahe.com](http://www.enriquekrahe.com)
7. Eva Luque, architect, teacher. Almería. [www.elap.es](http://www.elap.es)
8. Rocío Peña, architect. San Sebastian. [www.ganchegui.com](http://www.ganchegui.com)
9. Socrates Stratis. Architect, urban planner, teacher. Membre of the Scientific Committee EUROPAN Europe. Cyprus. [www.socratesstratis.com](http://www.socratesstratis.com)

**Substitute:** Arancha Ozaeta, architect, teacher. Madrid. [www.tallerde2.com](http://www.tallerde2.com)

## **PRIZES**

EUROPAN/España intends to award 7 first prizes and 7 second prizes, in addition to the special mentions. The winner and runner-up teams receive a prize of €12,000 and €6,000 respectively.

## **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 Transports, Mobility and Urban Agenda (Ministerio de Transportes, Movilidad 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**

### **Site Representative**

Jaume Barnada, Coordinator of International Relations Projects. Urban Ecology - Barcelona City Council

### **Actor(s) Involved**

Management of the Chief Architect. Urban Ecology - Barcelona City Council.

### **Profile of the Team Representative**

Architect, Urban Planner.

### **Expected skills regarding the site's issues and characteristics.**

Multidisciplinary team led by an architect or urban planner and with skills in architecture, spatial planning, environment and urban economics.

### **Communication and Publicity**

The Launching of the competition and the Results of EUROPAN 16/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 16 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.

### **Post-Competition Procedure**

Soon after the results announcement, winning teams in the Spanish sites will be invited to a meeting with the site Representatives in order 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 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 the latter case, all the winners (winners and runners-up) must be invited to participate in the negotiations.

### **Commission after Competition:**

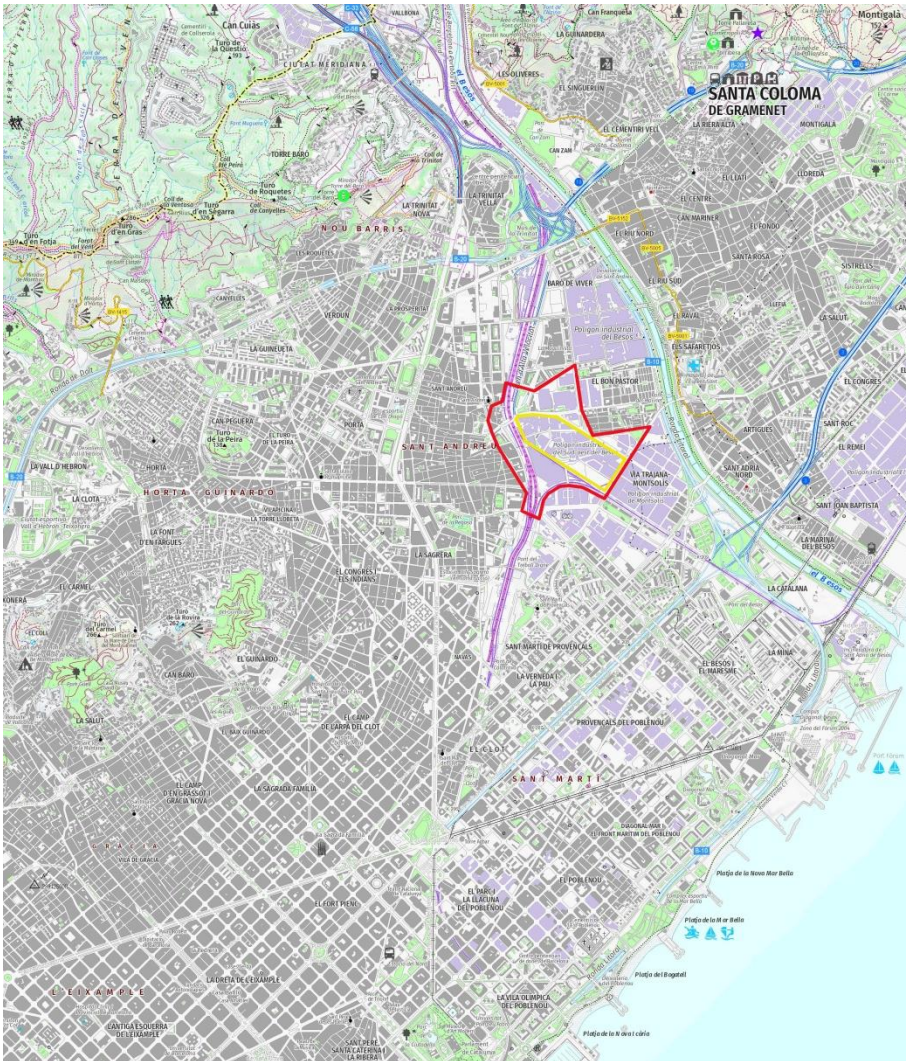
Development of accompanying documents and / or planning criteria. Depending on the winning proposal, the commission of strategic projects of a tactical nature will be evaluated.





El Torrent de l'Estadella is an industrial estate within the city of Barcelona that must maintain its productive capacity as an urban value while integrating new uses to generate a more ecological city.





## EUROPAN 16 - LIVING CITIES

### BARCELONA Torrent de l'Estadella Inhabiting industry

Torrent de l'Estadella is an industrial estate located in the northern part of the City of Barcelona, in the Bon Pastor neighbourhood, at the centre of the Sant Andreu District.

Sant Andreu, of agricultural origins, was transformed in the latter half of the twentieth century, due to major industrial and commercial development. Today, it is a district that combines Barcelona's most modern and innovative character with the presence of an old town that is removed from so many changes, the legacy of a politically-aware working class neighbourhood.

The new La Sagrera railway station in Sant Andreu will be one of the two Barcelona stations for the high-speed train network, and signifies a turning point for the district. The changes in urban planning linked to the project have started to shape its new territorial reality. The transformations will affect the lower part of the La Sagrera and Sant Andreu neighbourhoods, as well as the frontier between the latter and the neighbourhoods of Bon Pastor and Baró de Viver, along the length of the Rec Comtal linear park, which will follow the entire route of the train tracks.

Situation of the Torrent de l'Estadella north of Barcelona  
<https://ajuntament.barcelona.cat/santandreu/es>



The neighbourhood of Bon Pastor, a town within the city, lies next to the banks of the River Besòs. The industrialisation of Barcelona, with the La Maquinista and Mercedes Benz factories, as well as industrial estates, have marked the development of a place with an unusual urban-planning structure. Today, the historical residential areas, built through a “cheap housing” social model, is undergoing a process of redevelopment, which will mean the end of their urban isolation.

The land now occupied by the neighbourhood of Bon Pastor is first mentioned in the 12th century, in reference to the boost that the Rec Comtal irrigation channel gave to the milling industry. The Torrent de Sant Andreu stream joined the Torrent de l’Estadella at what is now a part of the Bon Pastor neighbourhood. It was there that Bon Pastor grew in successive phases. The l’Estadella quarter grew on what was then the frontier between the cities of Barcelona and Santa Coloma.

*“I’m glad we are becoming part of the modern world, but I want young people to be aware of all the struggle that lies behind it and what the changes represent”. Antonio Soler*

Aerial image of Torrent de l’Estadella in 1962

<https://www.lavanguardia.com/local/barcelona/20191214/472206407064/besos-industria-medio-ambiente-poligono-bon-pastor.html>





## DEFINING THE LOCATION

Torrent de l'Estadella is an industrial estate located in the northern part of Barcelona. The planned space is rectangular and the parcelling dates back to the former agricultural area. Two major railway lines are located on the periphery. One of them is undergoing transformation, (Sant Andreu - La Sagrera) and represents a new centrality. In regard to mobility, it is a highly accessible place and has good connectivity with its surrounding area, the city and the Metropolitan Area. The site's architecture, within the project area, does not have any heritage features, although some factories may be refurbished and reused. In the surrounding area, there are a wide variety of buildings, including: new-build housing, more industrial estates, the historic centre of Sant Andreu and various buildings of value. In regard to public space, there are two noteworthy areas at the centre of the site, a former stream that lends its name to the location and gives it its physical structure, and the new Rec Comtal linear park covering the railway tracks, which is under construction. It is important to maintain production, and therefore industrial activity must be kept going. However, we believe it interesting to concentrate the transformation operations within the site's limits, especially in the northern end of Carrer de Sant Adrià and the front of the new park.

Photo plan of the Torrent de l'Estadella site and reflection and project areas - E16





The Torrent de l'Estadella is the central axis of the industrial estate and a street that still preserves part of the natural elements as a reminder of its past. It is a space of value that must regain its centrality and give character to the location.

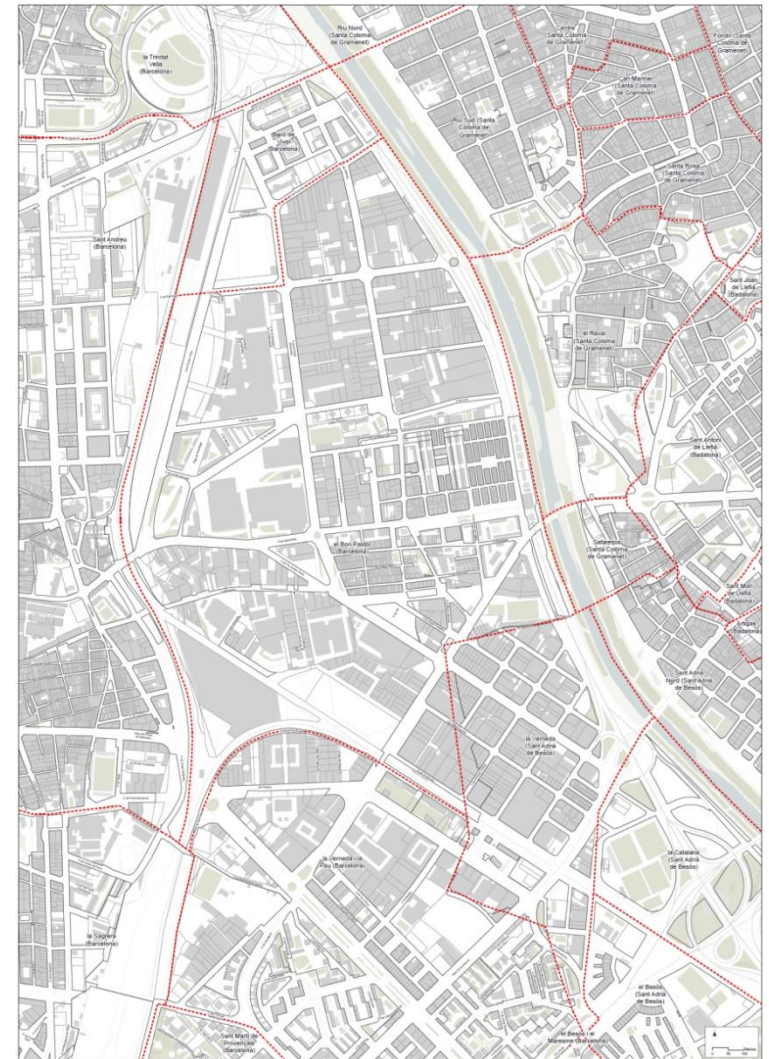


## THE MORPHOLOGY OF OCCUPATION

The occupation of the land forming the Bon Pastor neighbourhood is linked to its agricultural past, its industrial transformation and the residential enclaves of Baró de Viver, Bon Pastor and Enric Sanchís. The location is delimited to the east by the River Besòs and to the west by the railway lines, forming a wide corridor filled with the City of Barcelona's internal productive and commercial activities.

The neighbourhood of Baró de Viver lies to the north of the area. This is a peripheral residential area that has recently been remodelled, with a configuration of buildings that form a small grid in some enclosed blocks. To one side, there is the new La Maquinista shopping centre, which is perhaps the city's biggest shopping area and takes the form of an open space with its own streets. In the central part, there are the residential areas of Bon Pastor, currently undergoing redevelopment, and to the south, a small triangular area corresponding to Enric Sanchís. Between these areas, there are the industrial estates of Bon Pastor, Torrent de l'Estadella and Monsolís, to the south of the neighbouring city of Sant Adrià del Besòs.

What characterises the place above all is the presence of the urban industry that is essential for ensuring the city's economic activity and diversifying available work places. Today, if we wish to have an active city, we must value industry as a factor that should be protected, renovated and made compatible with residential areas in the city and their facilities. We have to “inhabit industry”.



Occupation morphology

<https://ajuntament.barcelona.cat/santandreu/es/el-distrito-y-sus-barrios/el-bon-pastor/historia-del-bon-pastor>

## THE INDUSTRIAL FABRIC

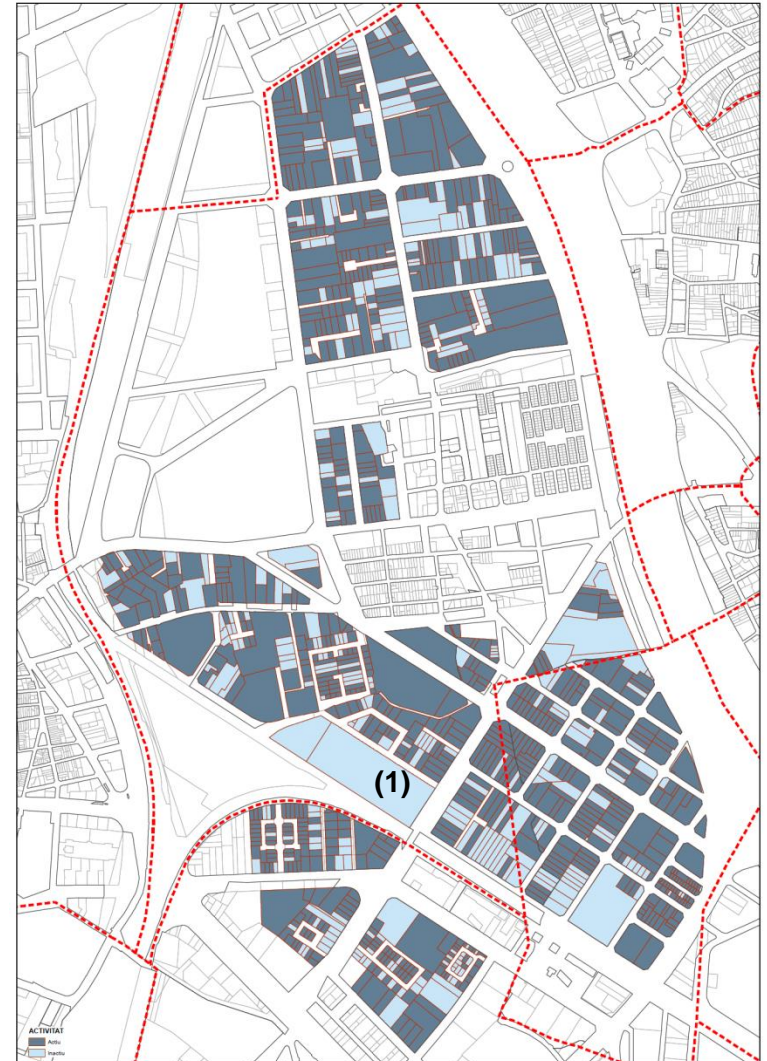
The neighbourhood's industrial heritage is something to be proud of and perhaps one of its most relevant characteristics. From the end of the 1960s, Bon Pastor became the hub for much of the city's industrial power, consolidating its production in the El Besòs industrial estates, including Torrent de l'Estadella. Nowadays, the city's efforts are focused on new technologies and non-polluting industries, as well as on making industry compatible with residential areas.

*"We don't want to lose the industrial estate, but we are working on its organisation". Paquita Delgado.*

*"This neighbourhood is proud of its industrial heritage and its magic". Luis Fernández.*

For this reason, the aim is to strike a balance between working-class tradition and the new La Maquinista shopping centre, the operations concerning the high-speed train project, etc., reconciling the neighbourhood with the dynamics of the city while also ensuring its own way of life. We want to inhabit industry.

The attached plan shows the occupation of areas with industrial activity that are active (dark blue) or inactive in Bon Pastor's various industrial estates. The area occupied by La Maquinista can be seen in the centre of Bon Pastor, on the left hand side, opposite the new railway line. In the bottom part of the plan there is a large rectangle marked as an inactive area. A project is currently being undertaken at this location, and it should therefore be considered as a consolidated industrial area (1).



The Industrial Fabric  
Active and inactive industrial activity zones

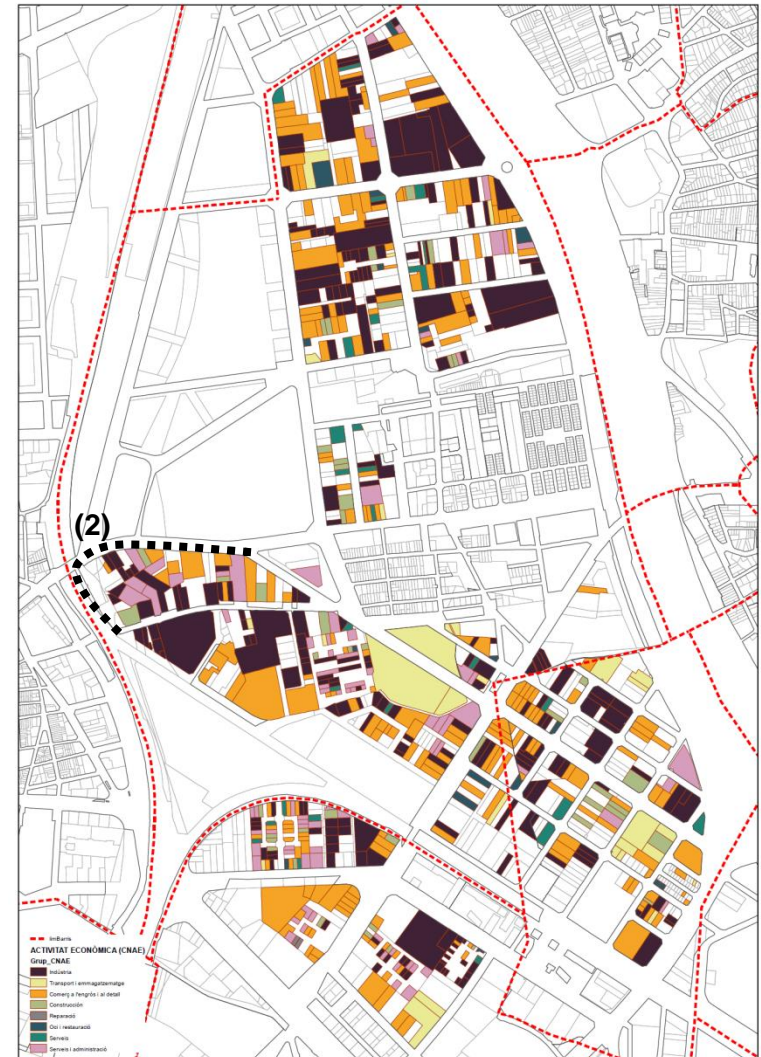


## INDUSTRIAL AND COMMERCIAL ACTIVITIES

The industrial and commercial activities of the Torrent de l'Estadella industrial estate complement each other and ensure its survival. Having productive areas inside cities represents significant wealth for the urban fabric and for Barcelona. Today, we have to improve these places by providing them with better urbanisation and making them more mixed and diverse. The inclusion of residential buildings should generate an active habitat that will complement the area's current uses, doing away with the enclosed space and opening the place up to the city. At this point, it is especially important to find a sustainable balance that adapts the area and defines an innovative urban model.

Above all, the new residential activities should be located outside the industrial estate, leaving the interior part as a productive area. In this regard, it is worth highlighting the opportunity to transform and interconnect, if action is taken around the new Rec Comtal park and on Carrer de Sant Adrià (2).

The current activities, shown on the plan, include: industry, transport and storage, commerce, construction, repairs, leisure, catering, services and administration.



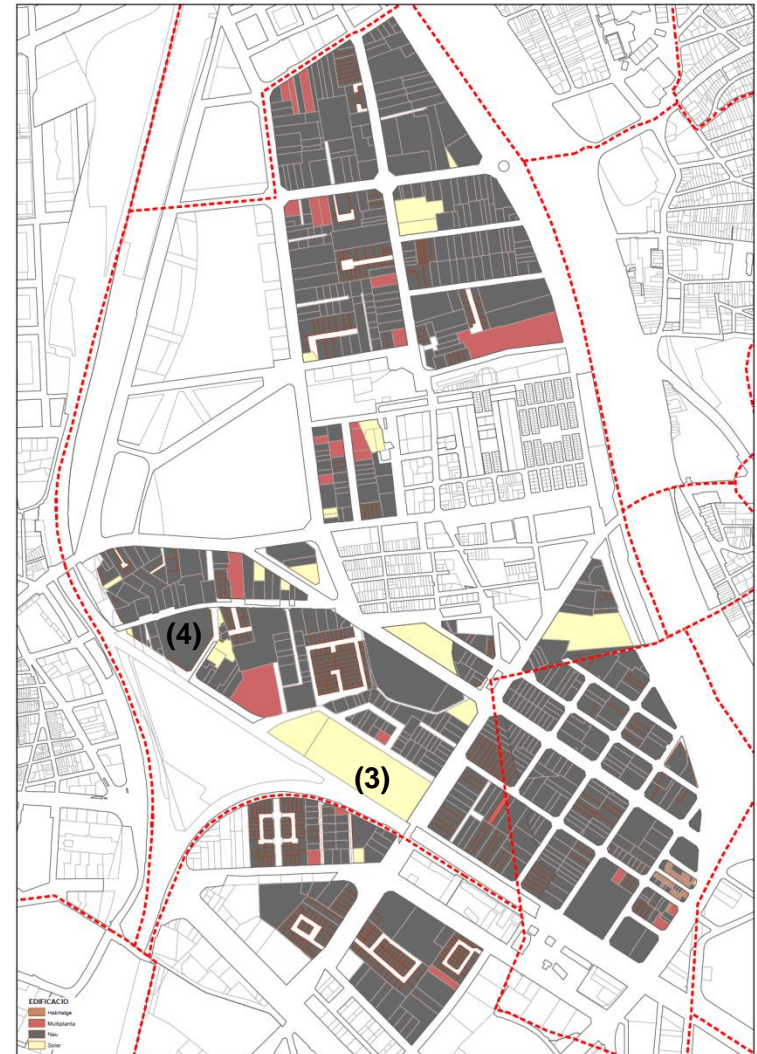
Industrial, transport, storage, trade, construction, leisure, restaurant, service and administration activities

## CONSTRUCTION OF THE INDUSTRIAL AREAS

The Torrent de l'Estadella industrial estate shows a significant consolidation of industrial buildings. The existing buildings can be classified as single-storey industrial premises and multi-storey industrial buildings, as detailed on the plan. Furthermore, there is an empty building plot. You will recall that in the lower part of the plan, there is a large, rectangular building plot, but this is currently the site of a project, and it should therefore be considered as a consolidated industrial area (3).

The consolidation of this location gives rise to three questions:

- Maintaining the current industrial buildings is possible, and opting for a gradual transformation over time is a correct system. This means that project phases and priority actions should be proposed.
- There are no heritage buildings inside the project area. There are some of architectural interest (4), but action can be freely taken in them.
- The public area should be an engine for revitalisation, creating synergies with the new Rec Comtal park or revaluing the interior hub of Torrent de l'Estadella.



The construction of industrial areas

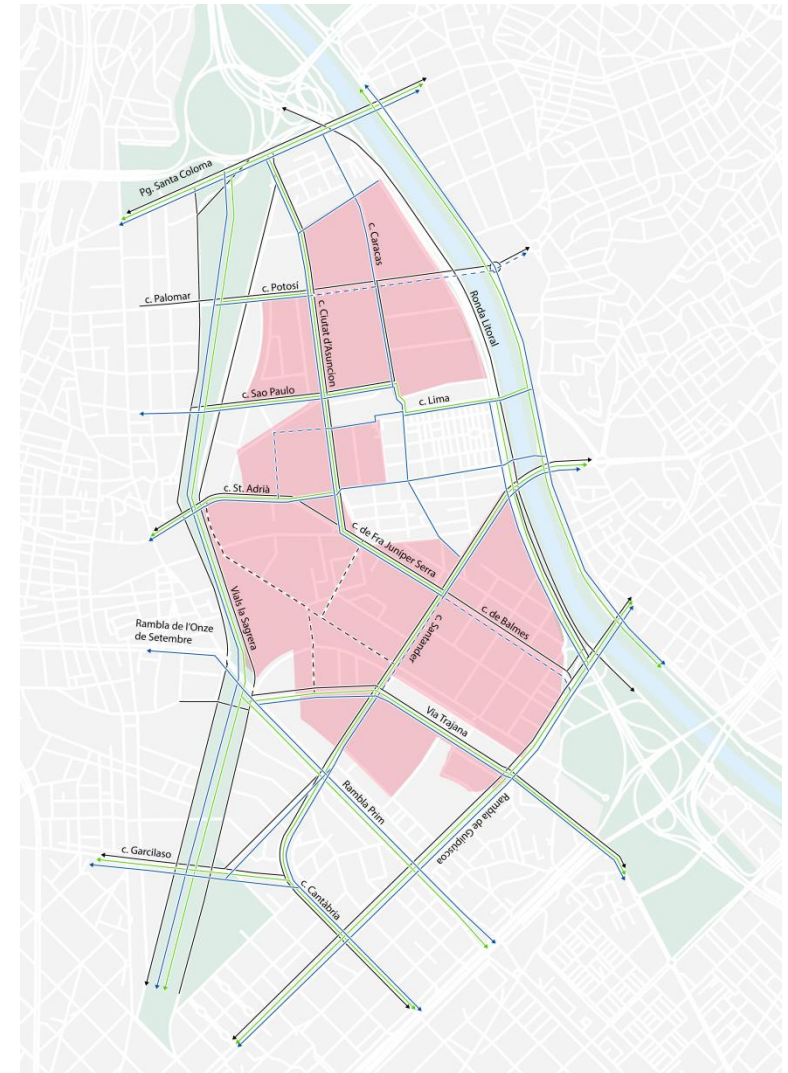


## MOBILITY

The Bon Pastor neighbourhood has a good internal mobility system and excellent city and inter-city connectivity. If something needs to be improved, it is not its structural network capacity, but rather its size, which is often designed for an industrial area while forgetting about residential areas. Adapting this infrastructure is one of the key factors for the transformation, and especially for the main objective that defines the project: inhabiting industry.

While the road network provides the site with proper access, the peripheral rail networks have historically always been obstacles to its development and to a close relationship with its surrounding area, making the place a peripheral location. The recent actions in regard to public transport, facilities and new residential buildings have initiated a process of improvement that must be completed with work on the industrial estates. The potential of covering the high-speed train line and the construction of a large linear park should be a motive for analysis in this project, and should be treated as an essential value.

An urban system capable of containing diversity and facilitating a contemporary, mixed public space should be proposed for the interior of Torrent de l'Estadella. Furthermore, transportation in the surrounding area should reflect the proposed changes and new uses.



Bon Pastor mobility system

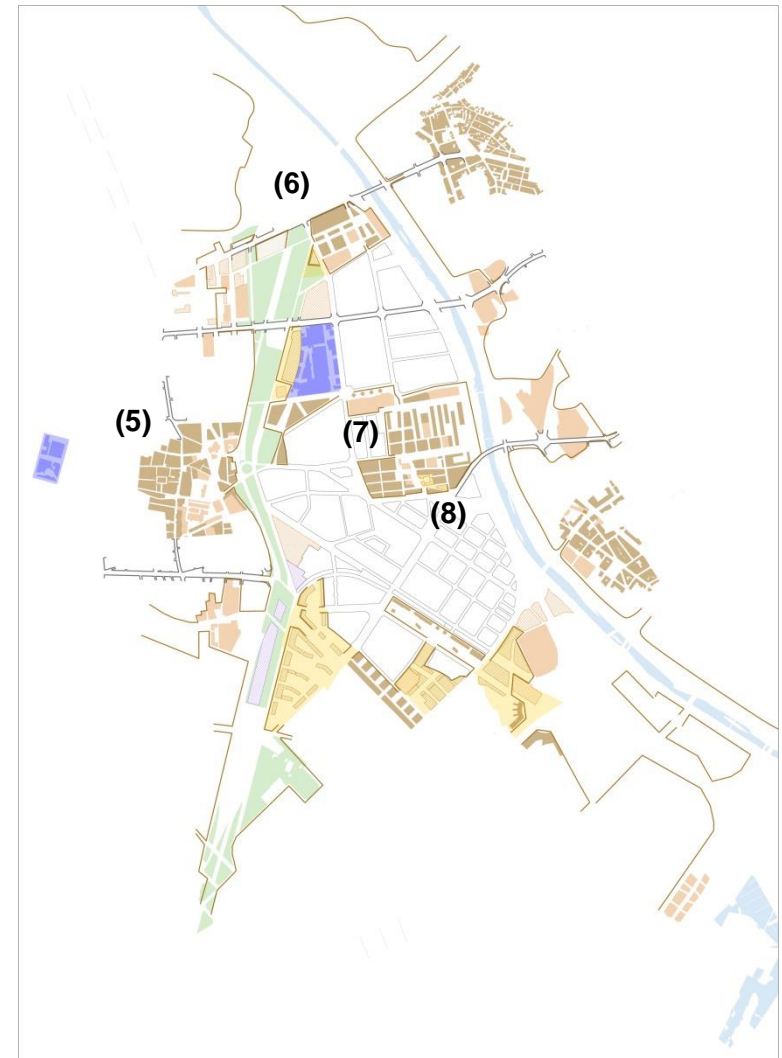
## HOUSING

The old part of Sant Andreu is the most important consolidated historical part of this site (5); it is only a few metres away from the place and is easy to get to. In the centre and upper part of the attached plan are the neighbourhoods of Baró de Viver (6) and Bon Pastor (7), along with the Enric Sanchís residential area (8), which were originally Municipal Housing Trust cheap-housing neighbourhoods, built from 1926 onwards, and which are now undergoing renovation.

In the surrounding area, there are various listed heritage buildings, including residential and industrial buildings, such as Fabra i Coats. La Casa Bloc, Mercedes Benz, etc. These can be found in the Catalan Architects' Association's Modern and Contemporary Catalan Architecture Digital Space, which in its first phase focuses on the modern and contemporary architecture planned and built between 1832—the year the first industrial chimney was built in Barcelona, which we have established as the beginning of the modern era—and the present day.

The actions carried out in industrial sectors and the new urban developments should make this neighbourhood more complex and complete as an innovative, sustainable area.

<https://www.arquitecturacatalana.cat/>



Residential areas of Sant Andreu and the surroundings of the Besòs river





Urban link between the Torrent de l'Estadella and the city center of Barcelona and the railway line on which the Rec Comtal park will be built. Both the morphology of the site and the architectural configuration of the industrial buildings in the project area can be observed.

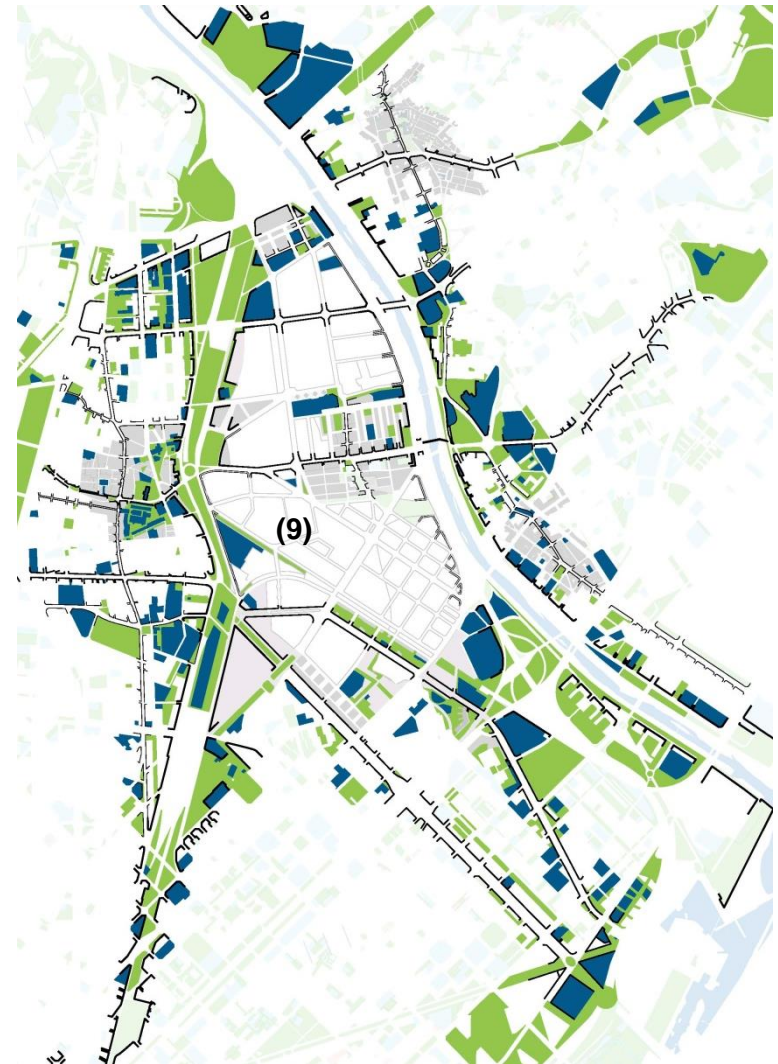
*Photography © Barcelona Sagrera Alta Velocidad, S.A.*



## FACILITIES AND GREEN SPACES

In terms of facilities and public spaces, the neighbourhoods around Torrent de l'Estadella are well-equipped and structured. The recuperation of the banks of the River Besòs and the future Rec Comtal park are city features that will reinforce the location's habitat. In the interior of these systems, we find the industrial estate, which is up for tender as an indeterminate site that must be completed and, more importantly, interconnected with the existing urban structures. For this reason, it is essential to establish a process of open-ended projects that can be reviewed, rather than a single, closed project.

The new facilities and public areas should improve the area while completing the urban fabric by reinforcing its more systemic aspects. Starting to take action on these fronts is important, as this approach ensures the process and its momentum over time.



Equipment systems and green spaces





Aerial view of the ongoing works of the Sant Andreu - La Sagrera railway line, Rec Comtal park and new neighborhoods

<http://barcelonasagrera.com/>

Photography © Barcelona Sagrera Alta Velocidad, S.A.





## **SANT ANDREU - LA SAGRERA**

The project is part of the redevelopment initiatives for eastern Barcelona. The construction of the high-speed railway and La Sagrera station provide an opportunity for recovering industrial areas and surface areas allocated to railways and infrastructures. This means integrating neighbourhoods that have been separated by railway tracks, along with a 164 Ha urban-planning transformation. It is possible to build 1,7 million m<sup>2</sup> of residential buildings for nearly 24,000 people, hotels, offices and shops that could lead to 30,000 new jobs, 44 Ha of new roads, 48 Ha of urban parkland and 20 Ha for new facilities.

The creation of a 4 km-long park on the platform that will cover the infrastructures is part of a design that goes beyond normal urban planning. On a city-wide scale, it forms a diagonal that will link metropolitan green areas with the city centre. On a local scale, it will create centres of attraction that will complement the urban centres. The project places a lot of importance on vegetation, with the planting of over 10,000 trees, combined with areas formed by shrubs and grassland, as well as paved surfaces that are not very absorbent.

<http://barcelonasagrera.com/la-transformacion-urbana/>

<http://barcelonasagrera.com/wp-content/uploads/2020/07/QUADERN-2020.pdf>

<https://barcelonasagrera.com/wp-content/uploads/2015/04/1271.pdf>





Aerial view of the Torrent de l'Estadella site and its urban surroundings. Reflection Area and Project Area  
*Photography © Barcelona Sagrera Alta Velocidad, S.A.*



## HOW ARE METABOLISM AND INCLUSIVENESS RELATED IN THE SITE?

Work on the city must be carried out with new tools. Metabolism, defined as a set of physical reactions, must ensure that the essential features of the area are maintained and include what is needed to create a new habitat. And it must do so while maintaining the structures that respond to its morphology. By this means, we can overcome the enclosed enclaves and provide the city with new, more sustainable forms. This open framework facilitates a systematic analysis of the improved urban ecology, economic competitiveness and quality of life. This approach is based on the idea of incorporating urban structures such as telecommunications, materials, water, energy, mobility and nature into the redesigning of the city's cultural models. Dynamics that are inclusive and, above all, equitable, allows us to move towards a social justice that brings the territory together. We will tackle inequalities by optimising the way the city works and facilitating access to rights as a common good. This should be planned in present and future actions and ensure continuity in the results of the regeneration, in addition to continual transformation. Planning a process is not only an architectural challenge, but also a social, economic and ecological one. We have to find a way of organising the proposal that satisfies our needs and expresses a new potential that will endure over time, while also generating a shared ecosystem and affecting all levels of urban organisation, from architecture to people. To achieve all of this, we must define new and varied scales of action.





## URBAN STRATEGY

We propose reflection by means of making industrial activity more complex, containing new residential uses. Torrent de l'Estadella is a case of urban recycling. Breaking away from the ghetto effect, or the mono-thematic neighbourhood, is the main objective of a transformation that will determine the actions needed to find solutions. A secondary objective is establishing a debate between urban planning and contemporary habitats. We hope to create a renovated landscape where it is possible to find economic opportunities and synergies, and to offer services with added value. And which also exemplifies urban-planning codes that will help us to define a more habitable city.

## SITE DATA

SCALE: L (urban)

DESIRED PROFESSIONAL PROFILE OF PARTICIPATING TEAM: Architect, Town Planner

LOCATION: Torrent de l'Estadella, District of Sant Andreu, Barcelona

POPULATION: Barcelona 1,620,343 inhabitants, Sant Andreu 148,232, Bon Pastor 12,594.

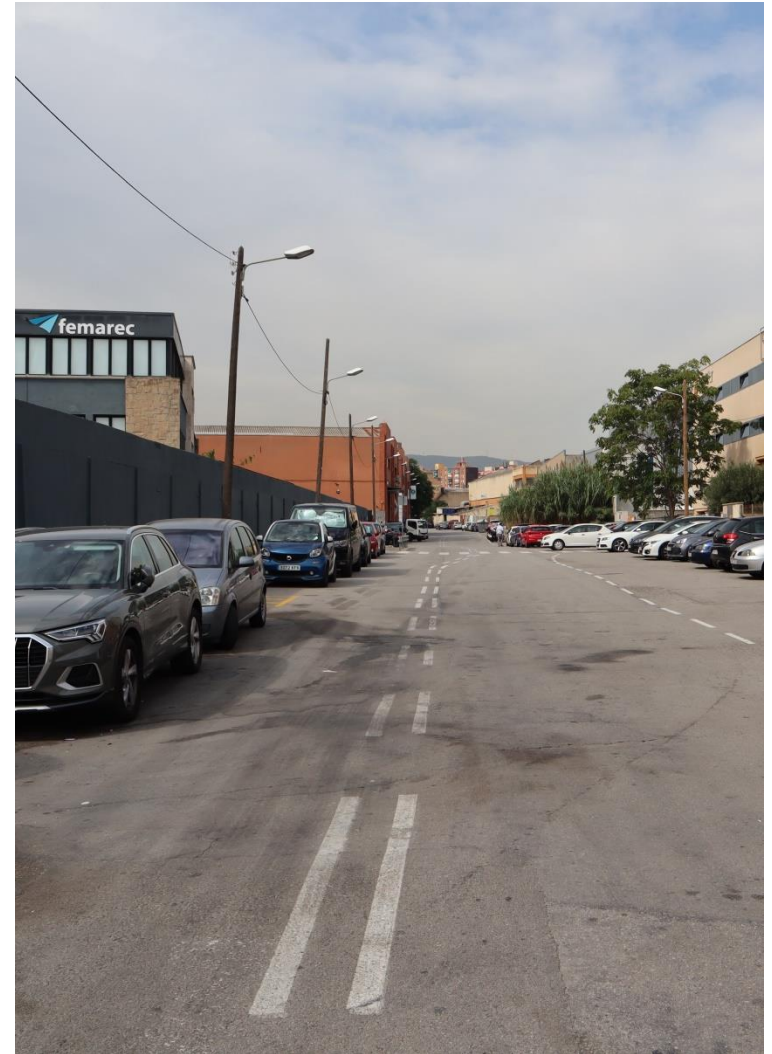
AREA OF STUDY: 80.5 Ha

PROJECT AREA: 29.0 Ha

SITE PROPOSED BY: Barcelona City Council - Area of Urban Ecology

STAKEHOLDERS INVOLVED: Area of Urban Ecology

LAND OWNERS: Public-private



## PROGRAMME

Within the project area, a maximum is established for:

LAND FOR REDEVELOPMENT (25 % of the area = 7.25 Ha)

This land for redevelopment is preferably located within the perimeter of the project, in the streets that connect it with its surrounding area and, above all, on the front formed by the Rec Comtal park and Carrer de Sant Adrià, which are the places in closest contact with existing residential areas. Therefore, this does not include the central areas, where interventions can also be carried out, for productive uses.

The following parameters are determined for the redevelopment land:

Approximate maximum construction: 75,000 m<sup>2</sup> (housing, production and facilities).

Number of new residential buildings; 250 to 350. 25.000 m<sup>2</sup> construction, 50% of which will be for community housing.

Production: 25.000 m<sup>2</sup>. Tertiary, industrial compatible with housing, crafts, artistic and commercial spaces.

Facilities and installations: minimum of 25,000 m<sup>2</sup> related with industry and with leased housing.



The use of the “Manual d'urbanisme de la vida quotidiana” will be valued. Urbanism with gender perspective ”.

[https://bcnroc.ajuntament.barcelona.cat/jspui/handle/11703/112461file:///C:/Users/AM22384/Downloads/Manual\\_UrbanismeVidaQuot.pdf](https://bcnroc.ajuntament.barcelona.cat/jspui/handle/11703/112461file:///C:/Users/AM22384/Downloads/Manual_UrbanismeVidaQuot.pdf)



## PROGRAMME

Within the project area, a minimum is established for:

LAND FOR MAINTAINING INDUSTRIAL - ECONOMIC - PRODUCTIVE ACTIVITY (75% of the area = 21.75 Ha)

Maintaining the surface area of industrial land at 75% of the land classified as industrial.

The industrial estate must maintain the maximum amount of productive activity, but it is possible to propose mixed uses at the perimeters.

Between 35 and 40% of the project's total surface area will be allocated to systems, roads, green areas and facilities (including possible leased public residential buildings).

## COMMISSION COMMITMENT AFTER THE JURY'S DECISION

The contracting body is Barcelona City Council's Area of Urban Ecology.

Development of accompanying documents and/or planning criteria. Depending on the winning proposal, the commissioning of strategic projects of a tactical nature will be evaluated.



The use of the "Guia de Criteris de Sostenibilitat Urbana" will be valued.  
[http://www.ajsosteniblebcn.cat/guia-valoracio-criteris-sostenibilitat-urbanisme\\_130212.pdf](http://www.ajsosteniblebcn.cat/guia-valoracio-criteris-sostenibilitat-urbanisme_130212.pdf)



**EUROPAN 16. LIVING CITIES**

**Barcelona**



**Europan ES**

