



COMPETITION BRIEF

EUROPAN 18 / RE-SOURCING

Barcelona-La Font del Gos / **Barcelona-La Verneda** / Getafe / Felanitx / Madrid / Navalmoral de la Mata / Oviedo / Santa Pola / Vitoria-Gasteiz



EUROPAN España.

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

Content

INTRODUCTION.....	¡Error! Marcador no definido.
EUROPAN 18 ESPAÑA, “RE-SOURCING”	¡Error! Marcador no definido.
▪ NATIONAL COMMITTEE EUROPAN 18/ESPAÑA.....	¡Error! Marcador no definido.
▪ SITE PARTICULARITIES	5
2. OBJETIVES.....	7
3. CONTEXT	8
3.1. Synthesis of the context.	8
▪ Objectives of INCASÒL’s public housing stock	8
3.2. Territorial context.....	9
▪ Location and geography.....	9
▪ Urban context	10
▪ Historical context. Urban development.....	13
▪ Socio-cultural and economic context.....	23
4. PROGRAMME	27
4.1. Territorial area.....	27
4.2. Reflection site	28
4.3. Project site	30

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.

EUROPAN 18/ESPAÑA NATIONAL COMMITTEE

Presidency

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

Members

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 Naval Moral de la Mata / City of Barcelona / City of Santa Pola / City of Vitoria-Gasteiz / ADIF.

NATIONAL SECRETARIAT EUROPAN España

Carmen Imbernón, 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 EUROSPAN 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

Site representative

Institut Català del Sòl (INCASÒL), Regional Government of Catalonia

Actors involved

Barcelona City Council

Profile of the Team Representative

Architect with professional degree

Expected skills regarding the site's issues and characteristics

The team must have the competence and capacity to draw up housing construction projects and to direct works. The team must also be competent to draft the urban planning for the redevelopment of the area.

Commission after competition

Special urban plan, preliminary project and basic project for the building and development of the free space of the plot on the site of the competition.

The Special Urban Plan will include among the plot's authorised uses the one for public housing, in addition to its urban development and planning parameters.

A modular or **industrialised** architecture project is required for this competition. Given the characteristics of **industrialised** architecture projects, it will be necessary to carry out the executive project in coordination with the construction company that will carry out the project, allowing for the possible extension of the commission of the executive project and the **supervision of the works**.

COMMUNICATION AND PUBLICITY

The Launching of the competition and the Results of EUROPAN 18/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 18 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.

2. OBJECTIVES

INCASOL proposes for EUROPAN'S 18th edition a site in the city of Barcelona located at Calle Santader Street in la Vereda District, aiming to **promote 60 housing facilities at least, together with public equipment.**



The plot that constitutes the project area is classified as a facility and is located in a transitional position between two very different urban fabrics. On the one hand, it is surrounded by high-rise social housing buildings from the 1960s and, on the other, bordering the Prim Sector, an area of conversion from industrial to residential use. The future Sagrera Intermodal Station and its linear park, currently under construction, will have a great influence on the project area as they will reconfigure mobility both on a local scale and on an urban and interurban scale, will allow the union of neighbourhoods historically separated by the railway wall, as well as the urban recovery of the railway and industrial land.

Currently, according to the municipal barometer poll for the second half of 2024, the problem of access to housing is the number one concern for Barcelona residents. This housing need in Barcelona extends to a more or lesser extent throughout Catalonia. The constant increase in housing prices in recent years has not been proportional to the improvement in family incomes, a disproportion that has created serious difficulties for families to meet the costs of housing. To increase the supply of public housing, the Government of Catalonia is promoting the 50,000 Plan, a public housing programme that plans to increase public housing by 50,000 units by 2030.

At the same time, as a public administration and housing development agency of the Catalonia Regional Government, INCASÒL is aware of the current climate and environmental crisis, and of the environmental footprint caused by the construction process and its subsequent life cycle.

In this background are set the following **strategic targets**:

- a. The competition's plot is **to be planned** taking into account its strategic position as a link between two clearly differentiated neighbourhoods, from **the positioning of the buildings to the planning of free areas** on the site, destined for public use as an **element of social and urban integration**.
- b. It is to be designed in a way that **housing adapts to current ways of living**, both spatially and functionally.
- c. To propose and design construction systems that allow for **minimal execution timing** in its development.
- d. **To minimise the environmental impact** of the site, both in its construction phase and throughout its life cycle.

3. CONTEXT

3.1. Synthesis of the context.

INCASÒL is the public company of the Regional Government of Catalonia that promotes the housing of the public housing stock. Faced with the current housing emergency, the Regional Government of Catalonia is promoting the Affordable Rental Housing and Accommodation Programme with the aim of tackling the dynamics of residential exclusion linked to the tension in the housing rental markets and making effective the right of citizens to have access to decent and adequate housing and to meet their residential needs. This programme aims to act in municipalities with a proven demand for rental housing, where the market requires an extra effort from citizens to access these dwellings.

The municipality of Barcelona has a strong and accredited demand for housing, in a tense area of the rental price market. According to data from Barcelona Provincial Council, there is a high financial effort on the part of families to access rental housing in the city, quantified at 44.25% (2021), which is considerably higher than the acceptable limit of 30%.

The site is classified as an equipment and has been the property of INCASÒL since 1985, when its ownership was transferred by the Delegación Nacional de Sindicatos by means of the resolution of RD 1009/1985 transferring the functions and services from the State to Catalonia Regional Government in matters of building and public housing promotion.

- **Objectives of INCASÒL's public housing stock**

Given that the public residential stock being built now will be a legacy for future generations, emphasis must be placed on the durability of the buildings, with a long-life cycle and a diversity of family types that will make use of them.

INCASÒL's approach to housing development seeks to ensure sustainability from three perspectives: social, environmental and economic:

- **Social sustainability.** New housing must respond to this challenge by being durable, flexible and versatile, adaptable to the changing needs of society and to the new habits of current and future family units. With this ambition as an objective, INCASÒL carries out housing developments taking into account the gender and care perspective, giving priority to non-hierarchical spaces as opposed to spaces with specific uses.

From a community perspective, the system of housing aggregation is relevant, with special emphasis on the functionality of the common spaces that are configured, the circulation that takes place in them and that accessibility to housing and common spaces avoids conflicts of coexistence. Access lobbies, staircases and any spaces on the ground floor or first floor for communal use must be designed so that they really have a collective use that prevents them from being "nobody's space" or that, on the contrary, they can be appropriated for improper uses.

- **Environmental sustainability.** New building projects should consider the environmental footprint generated in the building process and throughout the building's life cycle, from the procurement of materials through construction and use to the end of the building's life.

In the same line, improvements will have to be implemented to increase energy efficiency, which will have an impact on health in terms of thermal and social comfort, lowering energy costs. In this way, the cost of energy will be more affordable to reach the set thermal comfort temperature. Fully airtight and technified systems that only prioritise energy efficiency will be excluded, in order to avoid deficiencies in the quality of the indoor environment.

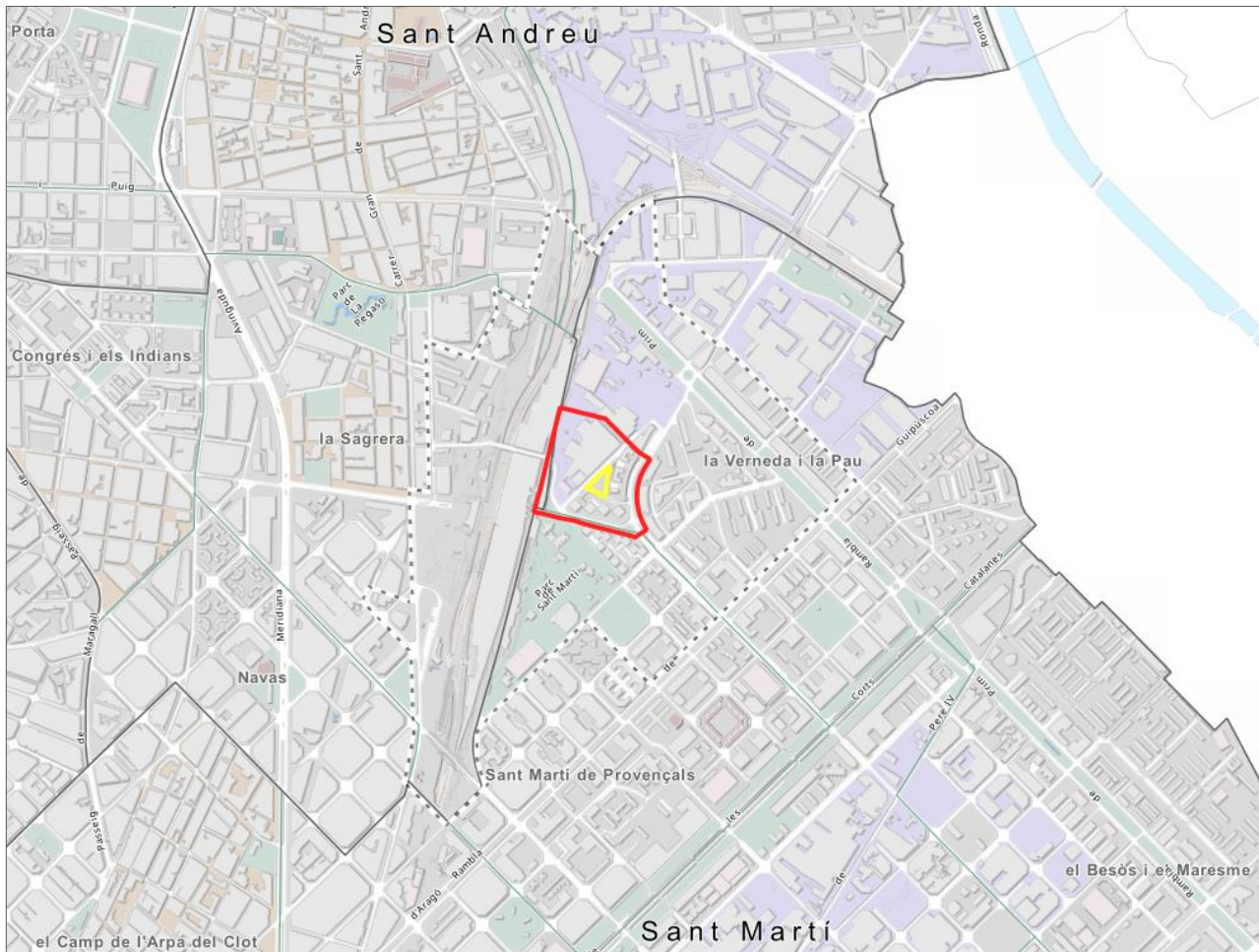
- **Economic sustainability.** Public responsibility requires that the projects it develops optimise the limited resources available to public administrations, with special emphasis on long-term maintenance and the construction process.

3.2. Territorial context

- Location and geography

The project area is located to the east of the city of Barcelona, to the north of the Sant Martí district, a recently developed area, with a predominance of industrial use and currently undergoing an accelerated process of transformation to residential use.

Specifically, it is located in the district of La Verneda i la Pau in Barcelona, but adjacent to the neighbourhood of Sant Martí de Provençals and the neighbourhood of La Sagrera (the latter in the district of Sant Andreu), very close to the future Sagrera Intermodal Station and the linear park that will cover the railway tracks.



- Urban context

Current planning of the project area: General Metropolitan Urban Plan (Plan General Metropolitano-PGM 1976)

The current planning of the site is the General Metropolitan Urban Plan (PGM), approved by the Barcelona Provincial Urban Planning Commission on 14 July 1976. The purpose of the PGM is the urban planning of the territory that made up the former Barcelona Metropolitan Municipal Entity, which comprised a total of 27 municipalities. This planning establishes the classification of the project area as a system, specifically as existing facility (7a).



Classification: 7a (existing facilities)

According to the current planning, the PGM, the plot is classified as an existing equipment (code 7a), yet without any given specific use. In order to specify the type of facility or to modify its current concerted use, according to article 215 of the PGM regulations, a Special Urban Plan (PEU) must be elaborated. The PEU to be drafted will have to define the uses of the facilities as set out in the **Modification of the NNUU of the PGM in relation to the regulation of the system of community equipments of 2023** (MPGM 2023 onwards).

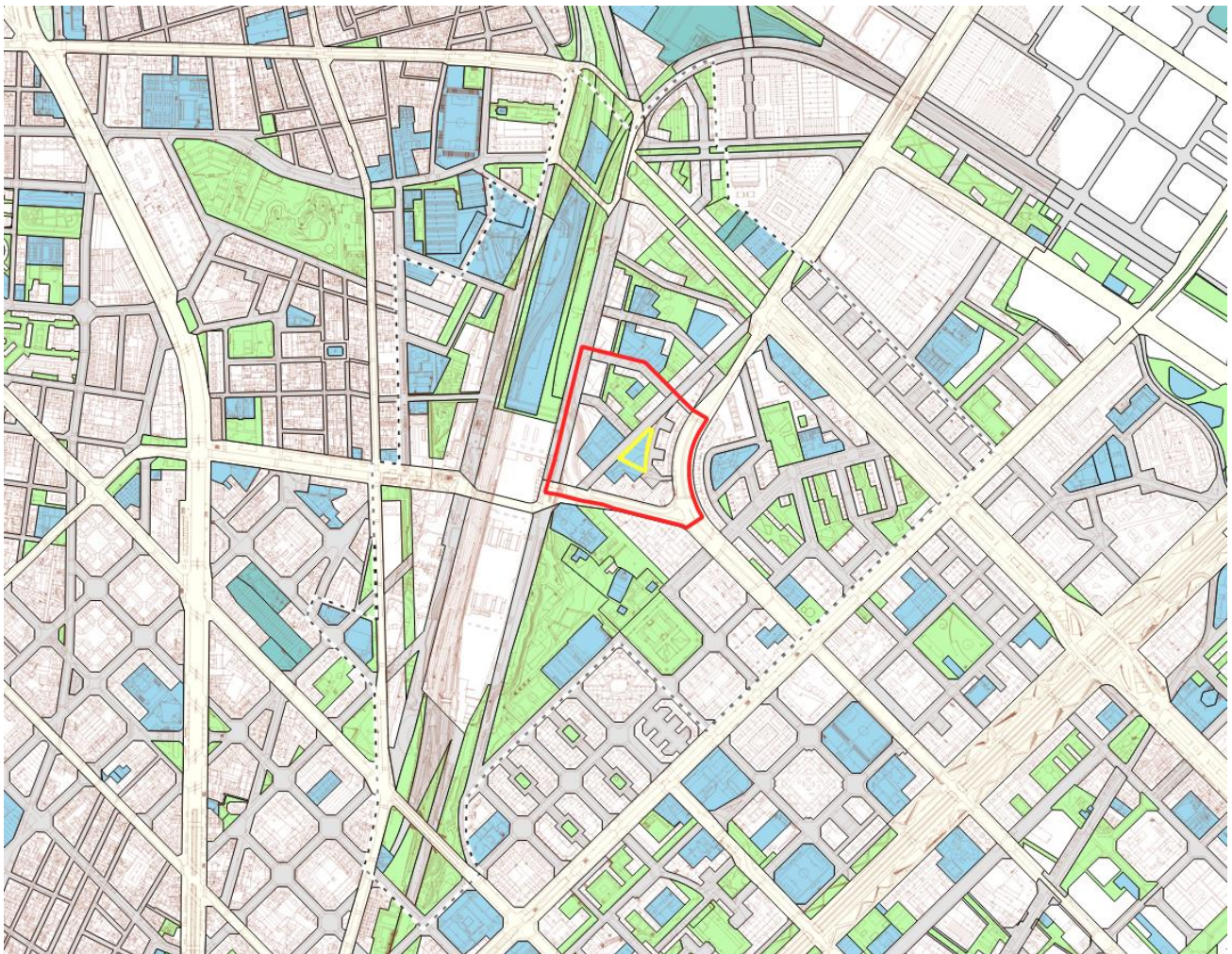
Article 212.f of the MPGM 2023 establishes that plots of land classified as social equipments can be used for public or social interest uses such as **housing facilities**: centres designed to meet the temporary housing needs of people as defined by current urban planning and housing regulations. The regulation of plots of land classified as facilities will be developed and specified through the processing of special plans (Art. 214 MPGM 2023).

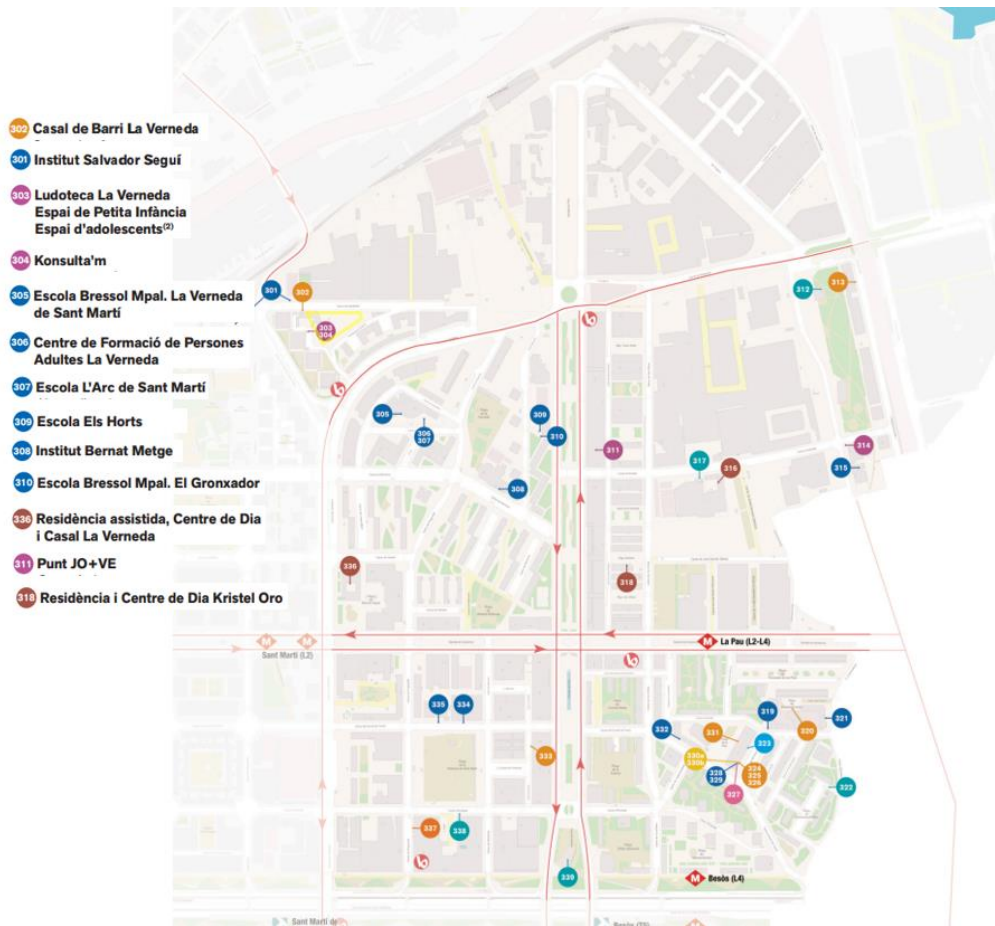
Consequently, the Special Urban Plan to be drafted by the winning team of this competition, will have to include the use housing among its permitted uses, together with the establishment of the planning parameters of the plot.

Equipment and green spaces in the surrounding area:

Although the neighbourhoods of La Verneda and La Pau, as well as the Sagrera neighbourhood, have a reasonable supply of green areas and equipments, it will be the transformations around the future Sagrera station that will increase these resources with the construction of the Camí Comtal Park, a large linear esplanade 4 km long and covering an area of 40 hectares that will link the two neighbourhoods. In the same sense, the urbanisation of the Prim sector will increase the green areas by 55,952 m² with a central free space in the neighbourhood around the Masía de Can Riera, also on the Rambla Prim promenade, connecting it with the Parc del Camí Comtal, and the extension to at least 25 m of Calle Santander Street.

The equipment located in the reflection area are the Casal de Barri de la Verneda and the Salvador Seguí secondary school; and in the territorial area the Verneda adult education centre, the l'Arc de Sant Martí and Els Horts schools, the Bernat Metge secondary school, and the La Verneda de Sant Martí and El Gronxador municipal nursery schools, as well as the Kristel Oro residence and day centre. But it will also be with the materialisation of the Prim sector that the existing equipment will increase, making it possible to extend the Salvador Seguí secondary school, adding a new nursery, a new school, a civic centre with a library in the Can Riera farmhouse and its surroundings, a residence-day centre, a primary care and social affairs centre, as well as a sports facility.





Location of the neighbourhood's facilities

- **Historical context. Urban development.**

This geographically strategic territorial area is within the Barcelona area, located between the neighbourhoods of La Verneda and La Sagrera. It is known as “the step”(because it is located on the geological line of intersection of the rocky foothills of the Sierra de Collserola mountains and the alluvial plain of the Besós delta. The singularity of this natural unevenness has meant that throughout history the main access infrastructures to the city have been located at this point, such as a Roman aqueduct or the medieval Rec Comtal; a Roman road which later became the road to Ribes, one of the main accesses to the Barcelona of the Enlightenment; and the second railway line to Barcelona, coming from Granollers, the route of which is practically the same as that of the high-speed train.



This “ideal” line of access to the centre already prefigured the urban-agricultural sea-mountain duality until very late in the 20th century, and urban-industrial until today.

The plain where the project site is located and which extended to the outskirts of the city walls of Barcelona, was known as Sant Martí de Provençals, a large, almost uninhabited area.

La Sagrera was the sacred space around the consecrated chapels and the former sacred space occupied by the area around the chapel of Sant Martí (a chapel now located in the district of La Verneda), which gives its name to the present-day district. The name La Verneda, for its part, referred to one of the trees that grow along the banks of rivers, the ‘verns’(alders).

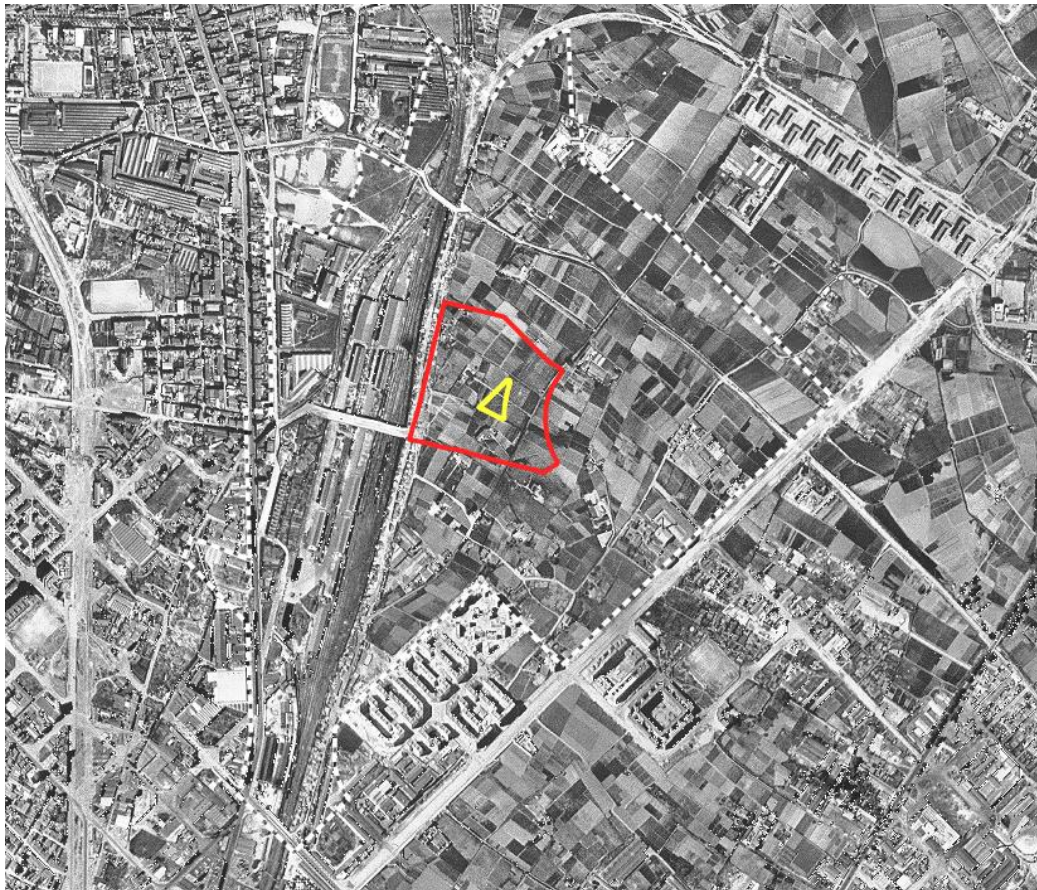
The strong demographic growth of the city of Barcelona during the 19th century enabled the city's agriculture, which until then had been basically subsistence farming, to be incorporated into the commercial circuits. The beginning of industry in Sant Martí came about as a result of the prohibition by the Barcelona City Council in 1846 to build more factories inside the walled city. Many immigrants arrived in Sant Martí, attracted by the jobs generated by agriculture and textile manufacturing, and the area became the second most important industrial centre in Catalonia.

Industrialisation led to the urbanisation of the rural areas and accelerated the process of population growth in Sant Martí, with the consequent construction of new housing for the workers near the factories. Farmers, fishermen,

hunters and stockbreeders were gradually replaced by the working class, which grew with workers coming, first from Barcelona and the surrounding area, and later from the rest of Catalonia and Spain.

In 1897 Sant Martí de Provençals lost its administrative autonomy as a municipality when it was annexed to Barcelona.

Until the 1950s, the territory was mainly occupied by farmland and a few farmhouses (Can Planas, Ca l'Arnó, Can Riera, Can Cadena).



Aerial Photography, US flight (1945/46)

Development in the 1950s

It was from the 1950s onwards that major industrialisation and immigration changed the scenario. The pressure of immigration combined with accelerated industrialisation meant that the territory grew in a disorderly manner, following some of the developments of the Regional Plan in terms of housing, but without detailed planning for the establishment of industry.

Consequently, the current neighbourhood originated in the 1950s, is a result of the great demand for housing generated by the massive arrival of immigrants since the previous decade, coming from other Spanish regions as a consequence of Franco's regime and the civil war, with a high density of buildings and population and, at that time, a total lack of facilities and services. The first group of housing facilities was promoted by the Municipal Housing Board in the 1950s in the Vía Trajana area.

Until the 1970s, La Verneda i la Pau was a dormitory neighbourhood in the sociological sense of the term, a place where there were no schools or health centres, where residents returned to sleep after work. Thanks to the continuous demands of the residents, the neighbourhood improved its situation, with the arrival of street lighting, sewage systems and traffic lights through the collection of signatures. With the first democratic municipal elections in 1979, the first city governments implemented facilities such as schools and institutes, bringing better living standards to the neighbourhood.

General Metropolitan Plan (PGM) of 1976

The aim of 1976 PGM is to regulate land use in a precise manner, accepting the pre-existence, but seeking to establish spaces for equipments and green areas. Although this was a great step forward, the PGM of 1976 laid down urban road solutions which, over time, have gradually disappeared in a more peaceful urban planning for its inhabitants. In this period the housing estates of La Verneda were completely renovated.



Neighbourhood activism

Community activism in the neighbourhood began in the 1970s and can be divided into three stages: from 1975 to 1992, from 1992 to 2017 and from 2017 to the present.

At the beginning it was articulated through the Asociación de Vecinos de la Verneda Alta (La Verneda Alta Neighbourhood Association), following the demands of a typical neighbourhood association of a peripheral neighbourhood at the time. To begin with, in 1976 the Plaza de la Verneda Square was symbolically inaugurated, after campaigning to prevent the construction of ecclesiastical buildings in the Plaza, which at that time was a plot of land.



Through open neighbourhood assemblies and putting pressure on the administration, other buildings were achieved, such as the Salvador Seguí Secondary School, which was fought with demonstrations and assemblies for 10 years to prevent the construction of the site where it is located; the day care centre for the elderly in 1995 in the Plaza Ram del Agua Square; or the construction in 1992 of most of the facilities in the neighbourhood.

Billboard intervened by the neighbours

After the Olympic Games, local activism lost a lot of strength, as most of the objectives have been achieved in order to have a functional neighbourhood that is not only residential.

However, there were still important things to be done, such as an underground station, which was achieved in 1997 after many years of delay, and an upgrade of bus lines 36 and 40. Nevertheless, the neighbourhood movement became much weaker from 2000 onwards and no major changes were achieved in the neighbourhood, nor were there any mobilisations as important as those of the 1980s.

La Perona

One of the most important elements of the neighbourhood fight was the struggle against slum settlements. Since the 1950s, the slum settlement of La Perona had been located in what is now Parque de San Martín. In the previous decades it had not caused many problems, but the constant neglect of the administrations and the marginalisation of the neighbourhood meant that, at the beginning of the 80s, the situation with crime and traffic in the neighbourhood was unsustainable, and La Verneda had a very bad social reputation as a result.



La Perona was one of the last large slums to disappear from Barcelona. It was located right where the future Sagrera AVE station is planned. It was born in 1947 and was one of the largest slum areas in Barcelona. Until 1966 the number of shacks did not exceed 200, but the disappearance of the Somorrostro and Montjuic slums increased its population, reaching 1,000 shacks and 5,000 people by the end of the 1970s. In the 1980s, Barcelona undertook major urban planning changes in preparation for the Olympic Games, and in 1989 the last slum settlements in the city, Carmel and La Perona, were demolished.

Future plans: La Sagrera

The PGM of 1976 had maintained industrial activities on either side of the railway. In December 1996, the modification of the PGM of San Andreu - Sagrera was finally approved, which foresaw a large space for a central linear park as a result of covering the railway line. This modification of the PGM also advocated the transformation of the arterial road reserves into urban roads and the incorporation of new uses for the remodelling of the sector.

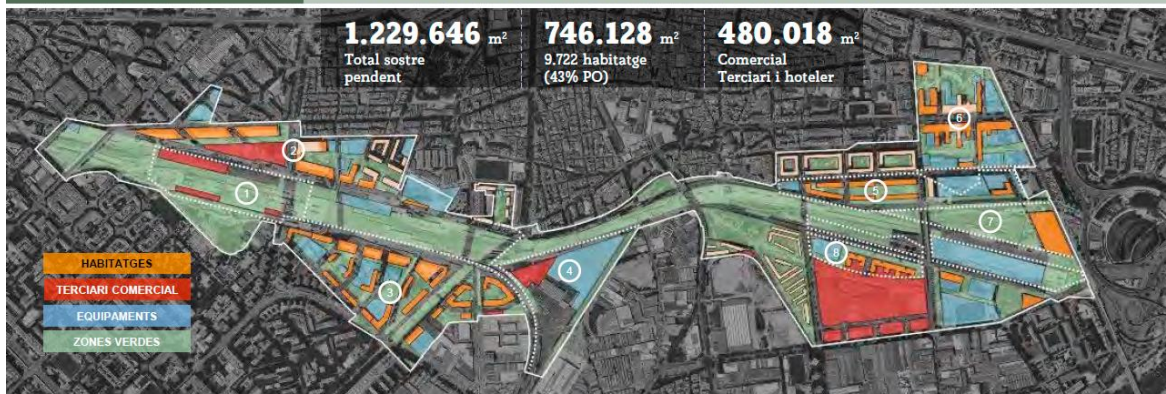
In 2004, the change in the railway solution made it necessary to draft a new Modification of the Sant Andreu-La Sagrera General Plan and, on the other hand, sectors included in this Modification that required a more complex transformation process, such as Prim, also required a subsequent modification of the existing PGM in order to be carried out.

The new intermodal station at La Sagrera where the underground, suburban and high-speed train networks will converge, is a key element in consolidating one of Barcelona's major transformations: the urban recovery of the railway and industrial land, with the construction of a large park that will unite neighbourhoods historically separated by the railway wall. The Sagrera station and linear park project is, therefore, not only an infrastructure project, but also a project to create a city.

The objectives pursued in this project are to connect the neighbourhoods of Sant Martí and Sant Andreu (historically separated by the tracks), the creation of a large green space, the promotion of a diversity of uses and economic activities in the surrounding area, the revitalisation of the social and urban space, and the promotion of a new development model based on sustainability.

The Sagrera project is the most important and far-reaching urban transformation in the city today, with the main modal hub for interurban transport and the equivalent of a future new resident population of up to 24,000 inhabitants.

This action will cover 38 hectares of railway surface, the largest coverage in Europe. This means, on the one hand, integrating the neighbourhoods separated by the tracks until now: a border of 3.7 kilometres, located between Calle de Espronceda and Nudo de la Trinidad and, on the other hand, a major urban transformation of 164 hectares around this great central infrastructure corridor. It will be possible to build 1.7 million square metres of roof space. Its maximum accessibility around what will be Barcelona's central station will mean a new model of economic growth, with the appearance of new green areas, the development of new streets and cycle lanes, more equipment, housing, shops, hotels and offices.



Sectors pendents d'execució

1. SAGRERA ESTACIÓ		2. ENTORN SAGRERA		3. PRIM		4. TRIANGLE FERROVIARI	
Edificació terciària	150.000 m ²	Sostre habitatges (35% PO)	158.477 m ²	Sostre habitatges (54% PO)	267.969 m ²	Edificació terciària	90.000 m ²
Edificació hotelera	30.000 m ²	Número d'habitatges	1.980 u	Número d'habitatges	3.550 u	Equipaments	23.271 m ²
		Comercial, terciari i hoteler	112.933 m ²	Comercial i terciari	29.785 m ²		
		Equipaments	56.991 m ²	Equipaments	25.133 m ²		
5. COLORANTES SA.2		6. CASERNES SANT ANDREU (pendent)		7. RENFE-TALLERS		8. LA MAQUINISTA (pendent)	
Sostre habitatges (35% PO)	81.351 m ²	Sostre habitatges (60% PO)	130.603 m ²	Sostre habitatges (33% PO)	67.760 m ²	Sostre habitatges (49% PO)	65.000 m ²
Número d'habitatges	1.014 u	Número d'habitatges	2.020 u	Número d'habitatges	847 u	Número d'habitatges	1.011 u
Comercial i terciari	9.039 m ²	Comercial i terciari	11.730 m ²	Comercial i terciari	19.531 m ²	Comercial i terciari	27.000 m ²
Equipaments	3.997 m ²	Equipaments	35.603 m ²			Equipaments	5.498 m ²

Specific modification of the General Metropolitan Plan in the Prim Sector (MPGM Prim 2021)

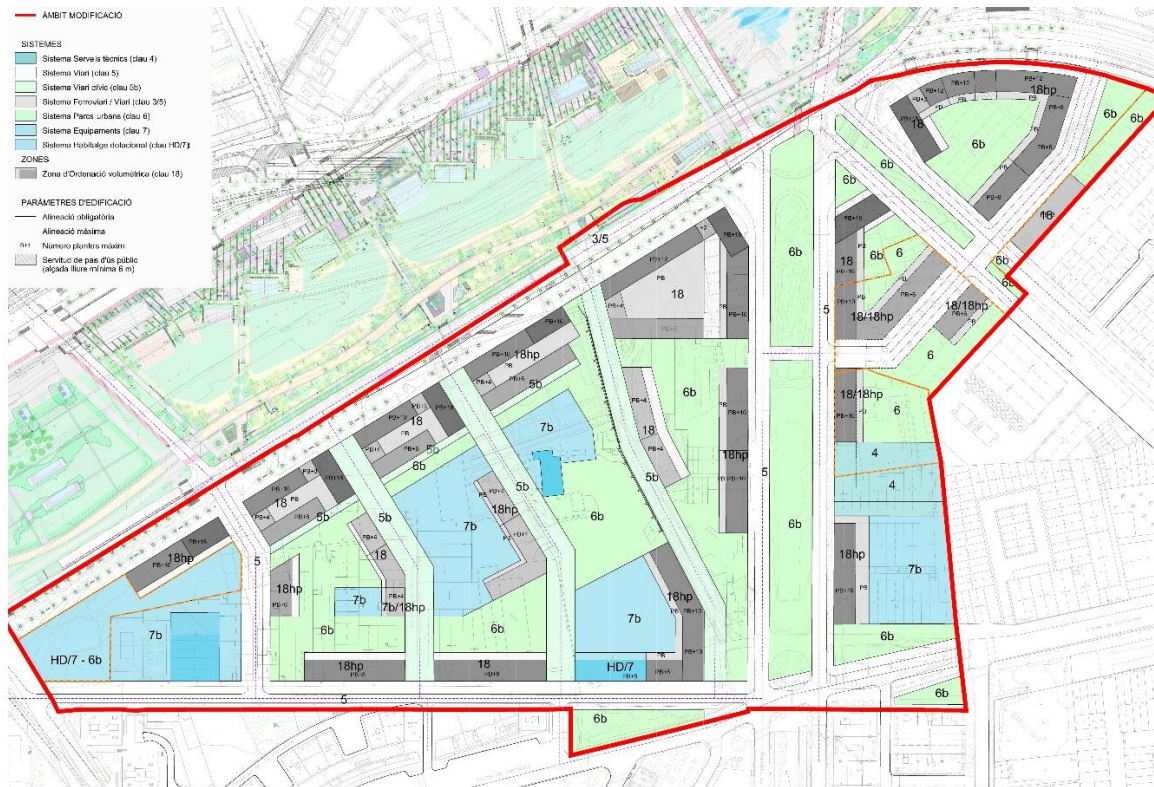


Indicative building layout of the new Prim Sector

The Prim sector is part of the urban transformation area in the north-east of the city around the San Andreu-La Sagrera railway project. It is located in an obsolete industrial area which will be transformed to create a mainly residential area, with the necessary equipment and green areas.

The 'Modification of the General Metropolitan Plan for the Prim sector' was definitively approved by the Urban Planning Subcommittee of the municipality of Barcelona at its meeting of 25 February 2022, and its proposal foresees a buildable area of 267,969 m² for residential use, 51.44% of which will be for subsidised housing.

In general terms, it maintains the permeability through pedestrian roads between the Camí Condal Park and La Verneda, the solution adopted in the area around the Horta stream and the Can Riera farmhouse, the creation of a built front to the Sant Martí ring road and Santander Street and the creation of a linear free space connecting the IES with the new neighbourhood centre.



EDIFICABILITAT PROPOSADA MPM 2018	
ST. HABITATGE LLIURE	
ST. HABITATGE PO RC	
ST. HABITATGE PO RG	
COMERCIAL TERCIARI	
TOTAL SOSTRE PROPOSTA	

	% per usos	% repartiment habitatge
130.124		48,56%
35.489	90,00%	13,24%
102.356		38,20%
29.785	10,00%	
297.754		



Diagram of green areas and proposed facilities.

(F) Residence/day centre, CAP, social services centre and part of the housing facilities.

(E) Civic centre and library at the Can Riera farmhouse and its surroundings.

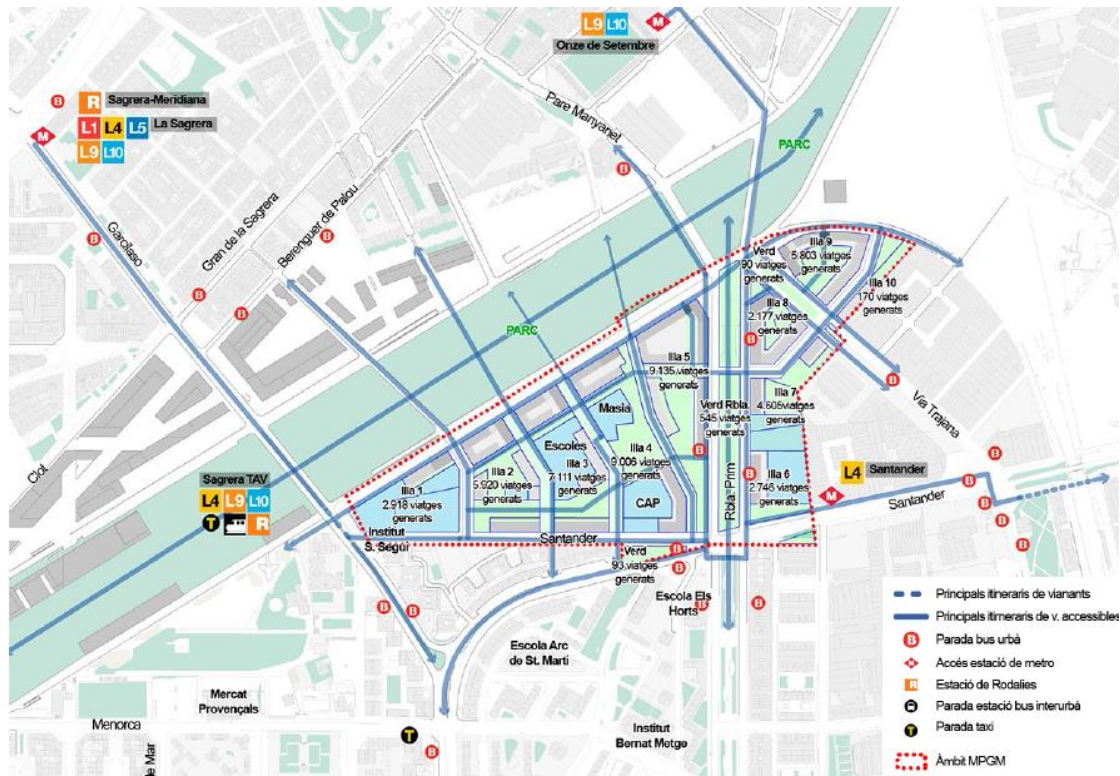
(D) PRIMARY SCHOOL

(C) Nursery school

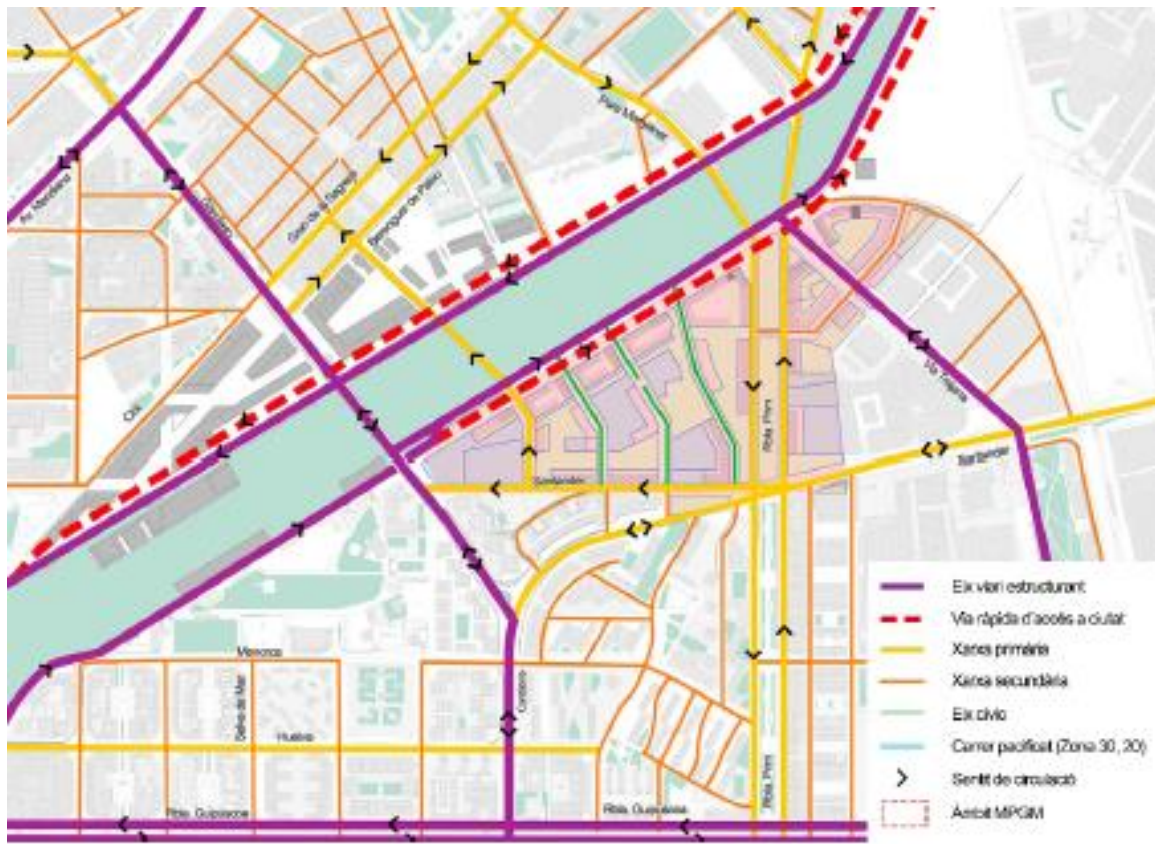
(G) Sports facilities (located on the perimeter of the area as it generates a large built-up volume compatible with the industrial uses of La Verneda).

(B) The Salvador Seguí Secondary School is maintained. The southern street has been moved some 27 metres, qualifying it as social infrastructure to allow for a small extension of the IES to eliminate the existing party wall and create new access and façade through the new free space that is generated.

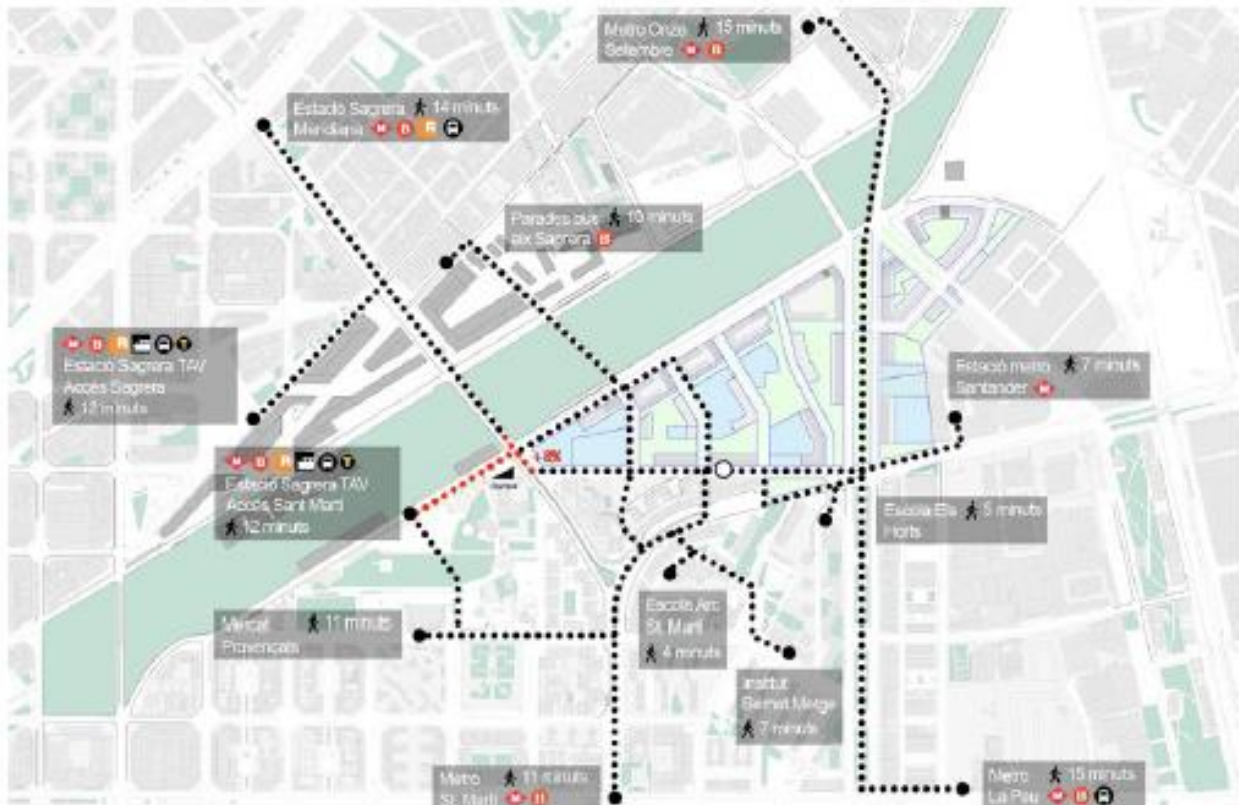
(A) The rest of the housing facilities are located on the corner between Ronda de Sant Martí and Carrer del Pont del Treball Digne, on land that will have to be regulated by an improvement plan.



Mobility map generated by the proposed planning



Road hierarchy foreseen with the new zoning plan



Main future walking routes

- **Socio-cultural and economic context**

La Verneda and La Pau present a very high net population density: 717 dwellings per residential hectare, but this is below the average for Sant Martí, which is the district with the highest net population density in the whole city (841 dwellings per residential hectare, much higher than the city average of 619 dwellings per residential hectare).

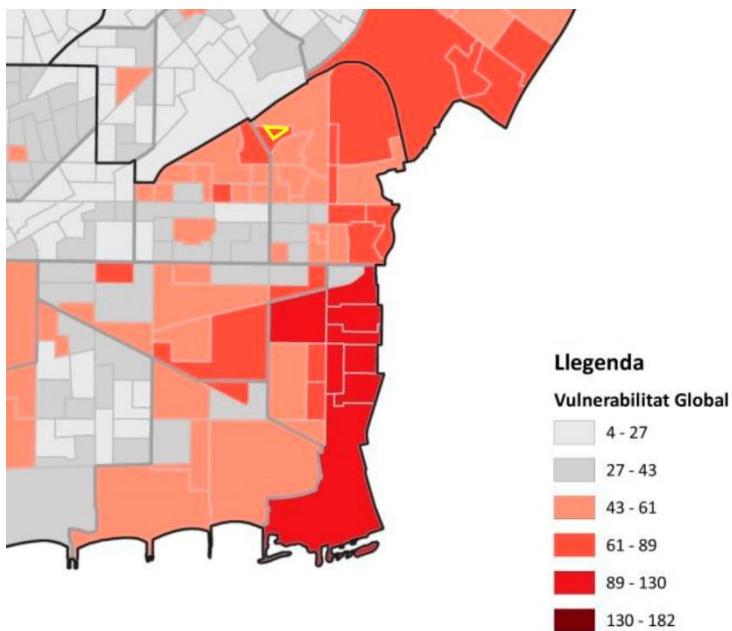
86.5% of the dwellings in the neighbourhood were built between 1960 and 1980 and only 0.4% of the total were built after 2005.

The diagnosis carried out in 2014 within the framework of the 'Salud a los Barrios' programme defined mental health in adults and young people as one of the most important problems in the neighbourhood. The second health problem was the consumption of psychostimulant substances in young people, and the third problem is care for the elderly, in a neighbourhood that contains one of the oldest populations in the city and with an upward trend.

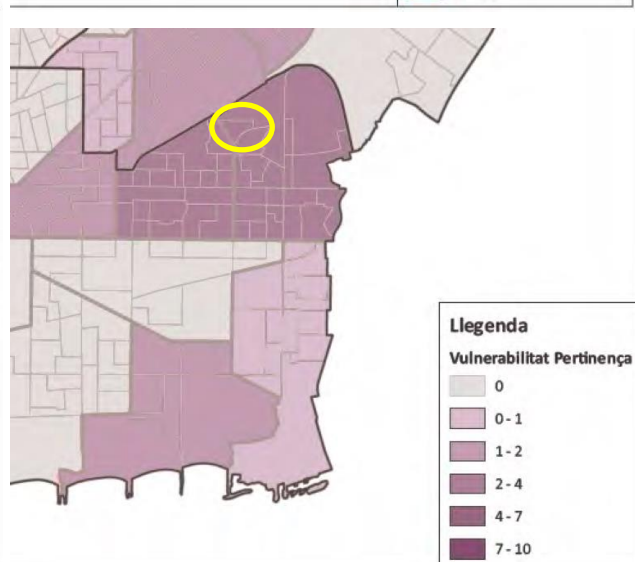
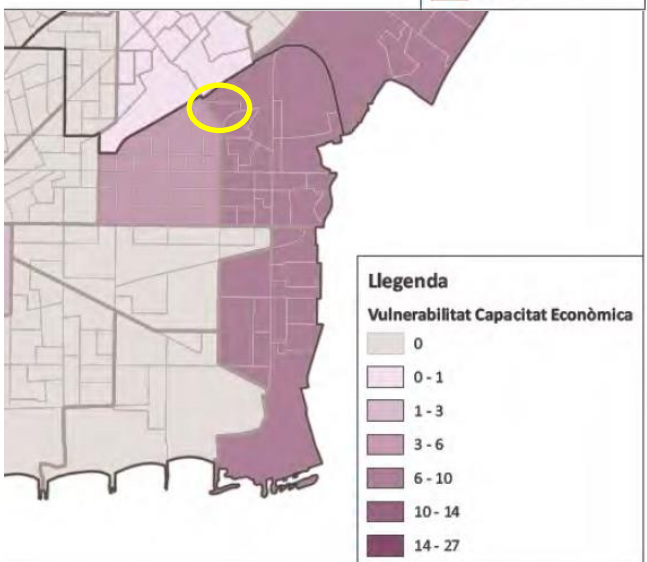
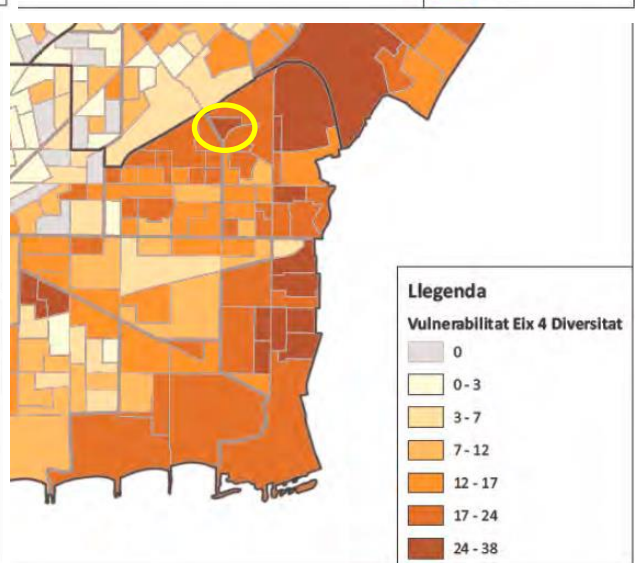
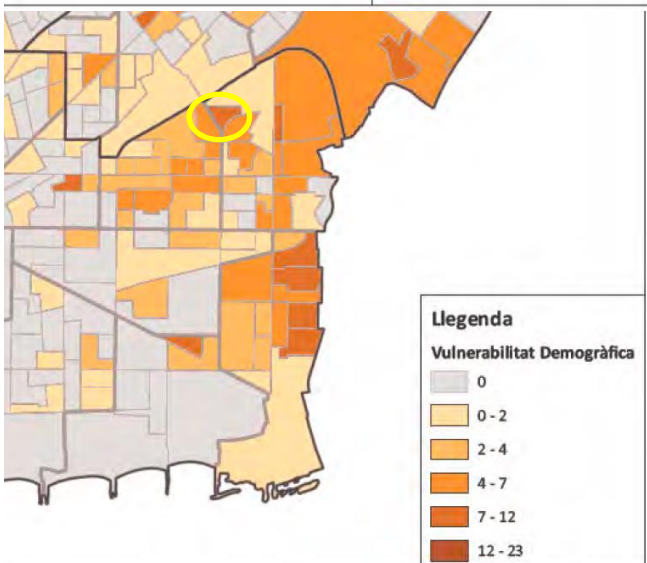
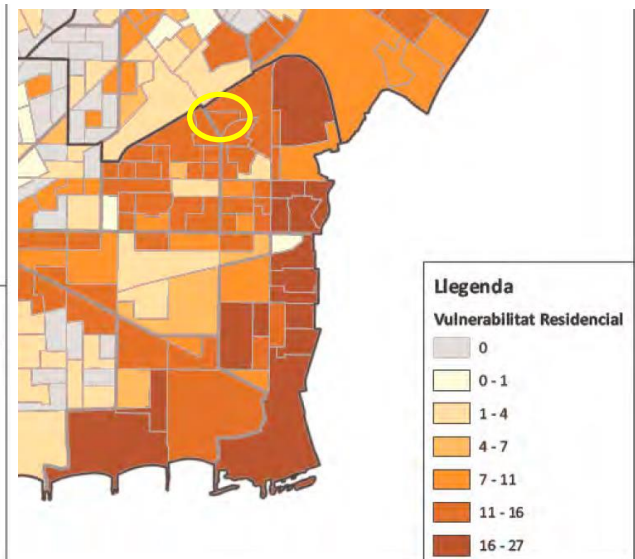
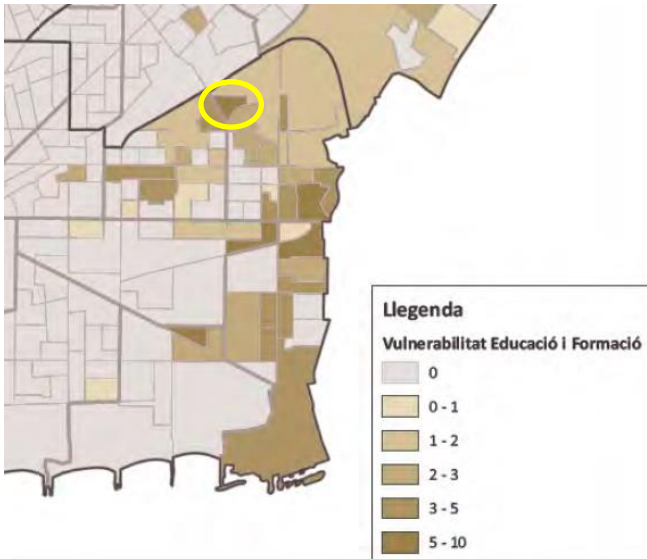


Aerial photograph of the Verneda i la Pau neighbourhood.

In July 2020, the Institut Municipal d'Urbanisme of Barcelona City Council prepared a diagnosis of the vulnerability of the quality of life in the city, within the urban regeneration programme of Barcelona, where we can see the following conclusions regarding the study area:



In the image above, we can see the overall vulnerability of the quality of life in Barcelona (March 2020), which includes the quality of the urban environment (environmental issues, public space, building and housing stock), the efficient use of resources (energy and territory), social cohesion and well-being (right to housing, education, training, social involvement, safety and coexistence, health and ageing and social inclusion), functional and social diversity (residential, demographic and economic) and territorial integration and balance (economic capacity, attractiveness, connectivity, mobility and belonging).



INDICADORS SOCIOECONÒMICS 2019	BARRI	DISTRICTE	BARCELONA
Població	28.878	241.691	1.666.530
Superfície (km2)	1,1	10,4	101,4
Densitat (hab/km2)	25.619	23.270	16.443
Població per sexe			
Dones	15.171	125.269	874.423
Homes	13.707	116.422	792.107
Població per edat (en %)			
0-14	11,8	13,1	12,3
15-24	9,1	9,1	9,4
25-64	52,8	57,4	57,2
65 i mes	26,4	20,4	21,1
Població per lloc de naixement (en %)			
Barcelona	48,3	50,2	49,3
Resta Catalunya	6,2	6,8	7,2
Resta Espanya	25,3	17,3	15,7
Estranger	20,2	25,8	27,8
Població per nacionalitat (en %)			
Espanyols	85,3	79,6	78,3
Estrangers	14,7	20,4	21,7
Principals nacionalitats estrangeres			
	Xina	Itàlia	Itàlia
	755	5.674	39.863
	Itàlia	Xina	Pakistan
	265	4.476	22.749
	Perú	Pakistan	Xina
	227	4.181	22.477
% Titulats superiors i CFGS (1)	15,1	28,4	33,4
Taxa natalitat / 1.000 hab.	6,1	7,7	7,7
Població de més de 65 anys que viu sola (%) (2)	21,8	24,3	25,7
Índex de sobreenvelliment (3)	55,1	51,8	53,4
Turismes (persones físiques) / 1.000 hab (4)	301,3	271,6	263,5
Motos (persones físiques) / 1.000 hab (4)	81,9	97,1	119,8
Ciclomotors (persones físiques) / 1.000 hab (4)	24,4	21,8	25,0
Nombre d'aturats registrats (5)	1.461	10.862	69.047
Renda familiar disponible per habitant (2017)	57,0	88,1	100,0
Índex Barcelona=100			

Notes: Les dades de població corresponen a la lectura d'1 de gener del any 2020. (1) Estudis universitaris-CFGS grau superior / població de 16 i més anys. (2) població >65 anys viu sola / població >65 anys. (3) població >75 anys/ població >65. (4) A partir de l'any 2018, s'exclouen els vehicles en situació de baixa temporal i/o transferits a un altre municipi anys*100. (5) Estimació pròpia barris a partir de dades facilitades pel Departament d'Empresa i Ocupació.

4. PROGRAMME

4.1. Territorial area

The proposed territorial area incorporates one of the largest areas of the city currently undergoing transformation, the future Sagrera Intermodal Station that, together with the linear park that will cover the railway tracks, will reconfigure mobility on local, urban and interurban scale. The integration of important transport nodes into the park itself, such as the Sagrera High-Speed Railway Station, Sant Andreu Comtal Station, metro and bus stations, combined with intense collective uses, will generate poles of attraction that will complement and interweave the urban fabrics that are currently discontinuous due to the interposition of the railway equipments.

Along the linear park that will generate the covering of the tracks, a set of urban sectors will be developed, generating a new fabric that will act as a transition to the existing city. One of these sectors is the Prim Sector, adjacent to the project area that is the object of this competition. This sector plans to transform the current industrial use into residential uses with the construction of 3,350 new housing units, 51.4% of which will be subsidised, 29,785 m² of land for commercial-tertiary use, and 15,000 m² for public equipment uses. This transformation will lead to the creation of a new urban fabric, changing the existing mobility structure, directly influencing the project area of the competition.





In relation to the territorial area the proposal should include the following objectives:

- **To analyse the new mobility generated by the urban transformation** of the territorial area and its effect on the project area, and how the design of the equipment can contribute to solving the accessibility problems of the area, taking into account its relationship with both current and planned urban axes.
- **To reflect on how to link the existing city of the 20th century and the new one of the 21st century**, and how the new building has to be located on the plot for optimal integration with the surroundings.

4.2. Reflection site

The proposed reflection site incorporates the spaces that have a direct urban and social impact on the resolution of the project site. This is the most immediate urban environment, where the project site is positioned as a node connecting different urban fabrics.

Specifically, the following are incorporated:

- The area of the Prim Sector closest to the project area. As stated above, the development of this sector will have a major urban and social impact on the area. The sector closest to the project area is into the reflection area as a new urban axis of communication between the historic centre of San Martí and the high-rise residential estate adjacent to the project area.
- The high-rise, high-density multi-family blocks from the 1960s and the interstitial space between them.
- The existing social infrastructure of the Casa de Barri de la Verneda, a municipal public equipment run by the neighbourhood, which happens to be the façade of the west front of the proposal. This building, with a ground floor and three upper floors, has its main entrance on Santander Street, but some of the windows look out onto the project area. It has a sports court adjacent to the site of the competition.



In relation to the reflection area, the proposal should include the following objectives:

- **To connect the proposal to the most immediate urban environment**, both the new neighbourhood resulting from the urbanisation of the Prim sector, and the existing residential environment of multi-family blocks. In this sense, to propose the urbanisation of the free space of the plot as a space for public use and a connecting and integrating, urban and social element.
- To reflect on the integration of the new building with the existing Casa de Barri de la Verneda.

4.3. Project site

The project site is a plot of 2,369 m² of land, classified as social infrastructure, owned by INCASÒL. This plot is currently mostly in disuse, although part of it is being used on a provisional basis by a neighbourhood organisation.

On the plot there are some plant elements of a certain size and some urban furniture. The ground is practically flat, although it should be noted that, due to the slope of the surroundings, its northern boundary with Calle Santander is formed by a retaining wall that bridges a difference in level of approximately three metres. On the southern front, on the other hand, it borders the Passatge de la Ferradura at the same level. The entire plot is delimited by walls or metal fences, except for part of its western front, which is formed by the façade of the equipment building of the Casa de Barri de la Verneda. This building, which has a ground floor and three upper floors, has its main entrance on Santander Street, but some of the windows look out onto the project area.

INCASÒL proposes to go beyond the programmatic, functional and regulatory requirements of the building. It expects to have a proposal for the development of the plot, taking into account the urban transformation of its surroundings. It calls for different scales of proposal, both urban planning and building, while considering it also necessary to adapt to the new imperatives of sustainable development and alternative social needs, as well as complex projects involving urban restructuring and reconversion of the environment.

The proposal should include the following objectives:

- **To order the plot** of the project area taking into account its strategic position as a nexus between two clearly differentiated neighbourhoods, from the **positioning of the building** to the **urbanisation of the free space** of the plot, with the possibility of it being allocated for public use, as an **element of social and urban integration**.
- **To design the ground floor as an integrating element of the surroundings**, assigning it uses that meet the social or assistance needs of the neighbourhood.

It is of special interest to integrate the social equipment building of the Casa de Barri de la Verneda into the public uses of the new equipment building for the whole neighbourhood.

- **To explore new housing typologies with modular or industrialised architecture**, adapted to the needs of new lifestyles and sustainability criteria, favouring the recycling and reuse of materials.
To provide reflections on the spatial organisation of an innovative and flexible functional housing programme.

In concrete terms, the functional programme of the competition is defined as follows:

- **Proposal for the layout and overall volumetry** of the building on the site located at 12, Santander Street in Barcelona, with a net buildable area of 2.60 m²t / m²s (6,160 m²t).
It will be an isolated building on a plot of 2,369 m². A number of floors appropriate to the surroundings will be proposed, up to 8 floors: ground floor (PB) and 7 upper floors (PP).
- Proposed planning and urbanisation of the free building space on the plot for public use.
- **Residential programme:** a minimum of 60 units of approximately 60 m² of usable floor space, with a programme of 2 double bedrooms, kitchen, full bathroom and separate laundry area. The programme for residential use will have the corresponding surface area of 85 m²t (including common spaces) for each dwelling.
- **Public equipment programme:** planning of a maximum area of 800 m² for public equipment located on the ground floor of the new building.



