



**CATEGORY** urban/ architectural

**LOCATION** Reus Matet entre vies

**POPULATION** 104 850

**STUDY SITE** 11,37 ha **SITE OF PROJECT** 11,37 ha

**SITE PROPOSED BY** Government of Catalonia

**OWNER(S) OF THE SITE** Private, expropriation management envisaged by Incasol (Catalonia Land Institute)

**COMMISSION AFTER COMPETITION** Collaboration in the urban planning documents elaboration, and project design and building supervision in one of the resulting construction units (approx. 50 dwellings)

### CHANGE TO OPERATE

B14 Matet Entre Vies is north-west of Reus city. It is currently interface land, without any possible access on account of two railway lines to the north and the south of the site, a ravine and a high tension power line to the east. It will soon be possible to develop the site when the now obsolete railway line to the north is dismantled and the Reus North ring road is extended. The challenges posed by this new development sector are: 1) to provide continuity and cohesion to the consolidated Sant Joan district. 2) to use an urban green belt to establish a transition zone between the existing high-speed railway line and the new residential zone. 3) to create a new frontage on the eastern side, in direct connection with the cemetery.

The competition is aimed at CONVERTING THE WHOLE ZONE INTO A NEW RESIDENTIAL DISTRICT WITH A CHARACTER OF ITS OWN, providing a solution to the geomorphological features of the site.

### CITY STRATEGY

The city of Reus, together with Tarragona and Salou, is the second largest metropolitan area in Catalonia. The installation of a high-speed railway line has enabled the existing infrastructure fabric (airport, harbour and suburban trains) to be stitched together, and enabled new urban growth areas to be created on the basis of the dismantlement of urban areas previously occupied by obsolete infrastructure.

Reus is also an important focal point for business and culture. The city's origins date back to the 12th century, although its growth was insignificant until the 18th century, when it became the second largest city in Catalonia thanks to the liquor trade. Later, in the 19th and 20th centuries, large modernist buildings were constructed which can still be admired today, configuring Reus as a city with an outstanding architectural heritage





## SITE DEFINITION

The site is in the north-eastern part of the city. It is currently unconsolidated land, set in a primarily rural area with low-density single family dwellings. North of the site is Sant Joan district, also a low-density area composed entirely of single family dwellings. On either side of Sant Joan there are two residential sectors, currently under development. Together with Matet Entre Vies, they will provide a new central focal point for Reus.

The overall programme primarily envisages the development of residential uses, including the design of 500 dwellings for the entire sector, with a minimum density of 50 dwellings per hectare. The purpose of this competition is to design an overall residential urban plan for the whole area according to the established urban parameters.

## NEW URBAN MOBILITY

Matet Entre Vies currently has just one means of access to the city centre, an underpass beneath the Zaragoza-Barcelona railway line. The master plan, however, envisages the completion of the entrances with an extension of the North Ring Road and the construction of a link road on the eastern side towards the cemetery. This new infrastructure can only be developed when the Lleida-Tarragona railway easement to the north of the site becomes disaffected.

## NEW SOCIAL LIFE

With a view to providing social cohesion and preventing the territorial segregation of the citizens on the basis of their income, this sector should facilitate the development of at least 500 dwellings, 30% of which will be placed on the open market, 30% will be social dwellings under a general scheme and 40% will be made available under a contracted scheme.

The latter will be a new type of housing using a module midway between social housing and the open market. The different types of dwelling are expected to have a mixed, flexible distribution in blocks.

## NEW ECOLOGY

The ensuing project should test the practical application of the premises of eco-efficiency in buildings in one of the operation units, continuing the process of social change underway in today's society, in the way that the buildings are conceived, designed, built and used. These eco-efficiency parameters should be grouped into four areas: water saving, energy, materials, construction systems and waste. As a general premise, the resulting construction project should integrate criteria, building systems, technology and measures which facilitate sustainable development.





Axonometrical view of the site and Sant Joan residential area





A- View from the ravine an high tension path  
C- Dismantled old line seen from Sant Joan residential area

B- Old bridge from the dismantled railway line  
D- View of an old farm to be demolished