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The role of planning in the evolution of Barcelona

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PHOTOGRAPHS CONTAINED IN THIS VOLUME

1. The Central Walkway of the Ramblas, looking towards the port from Plaza Cataluna. The Ramblas is the central axis of the old city and dates from medieval times. Today it is one of the most important commercial streets in Barcelona.
2. Rambla Cataluna, the upward extension of the Ramblas into 'ensanche'. This road, running parallel with and left of the Paseo de Gracia was not planned by Cerda and is regarded by many as one of the few improvements to have been made on the original plan. As in the Ramblas there is a central pedestrian walkway.
3. Avenida de Jose Antonio; Primo de Rivera, or more simply the 'Gran Via', the main cross-town road of the city. As in most of the 'ensanche', the streets (and central walkways where they exist) are lined with trees, as Cerda intended.
4. The Paseo de Gracia, looking towards Plaza Cataluna. This street is the main commercial/tertiary centre of the 'ensanche' and also one of the widest (sixty metres). As is the case in most streets of the 'ensanche', the traffic system is one way.
5. Calle Aragon, the main cross-town throughroad for south and west bound traffic.
6. Pasaje de Permanver and
7. Pasaje de Mendiz Vigo, two of the more picturesque passageways dividing 'manzanas'. Only a handful of these remain in the city and are the nearest thing left to the open spaces and gardens planned by Cerda in the interior of most 'manzanas'.
10. Calle del Carmen in the old city, an area of low quality, largely 19th century housing with shops and workshops occupying most of the ground floor area. In the Plan Cerda, three new roads were planned to cross the old city; of these, the cross-town road in particular has been relocated in subsequent plans of reform in the old city. In one of these (the Plan Darder of 1916), this road was relocated to follow the course of Calle Del Carmen, which was to be widened. Although very little of the plan was ever realized, one section of the road was rebuilt in the 1930's at a new width (20 metres). The rest of the street however, remains as before and this widened section (on the right in the photograph) is now used as a parking place.
11. Plaza Nueva, outside the Cathedral in the old quarter is one end of the largest existing section of Cerda's proposed new road across the old city. But as so little of the rest of the road was built its use by traffic is small. Today it is used as a public square and a parking area.
12. Via Layetana, looking up the street from just off Plaza Nueva. This road is the only one of Cerda's three proposed new roads to be built in the old city.
13. The Mercado (market) of Santa Catalina, built after the destruction of the monastery on that site in the up-risings of 1835. The adjoining road is 20 metres wide and represents part of Cerda's Via C, which should have continued straight through the buildings (in the background of the photograph) in Calle Ajedrez Castro. Again, much of the road is used as a parking area.
14. The 'Iglesia (church) de la Concepcion' in Calle Aragon (30 metres wide), now set back from the road because it was constructed when the street had its original width of 50 metres.
15. The 'Mercado (market) de la Concepcion' in Calle Aragon, one of several markets in the 'ensanche' not contained in the Plan Cerda.

16. The 'Mercado de San Antonio', designed by Rovira i Trias, the only market in the 'ensanche' built according to the Plan Cerda.
17. The 'Mercado del Born', one of Barcelona's oldest market places. Half the market area was lost when the Citadel was built in 1717-18. The present market dates from the 1870's and was designed by Fontserè i Mestres, as were the rows of houses around it. The market is now boarded up and its future remains uncertain, although great efforts have been made (notably by C.O.A.C.B.) to ensure its conservation.
18. The 'Templo de la Sagrada Familia', in the 'ensanche' near Diagonal. The church, originally designed by Gaudí almost 100 years ago, is still in construction and there is much debate about whether building should continue when many of Gaudí's designs are unknown.
19. and 53. The 'Hospitales de Santa Cruz y San Pablo', designed by Domenech i Montaner and built in the first decade of this century. The hospital, occupying an area equivalent to about six 'manzanas', is the nearest thing we have to three hospitals planned by Cerda on the periphery of 'ensanche'. Architecturally, the buildings are typical of the 'modernism' of the early years of this century.
20. The 'Arco de Triunfo', near the Citadel park, was one of the 'monumentalist' creations built in the area in preparation for the Universal Exposition of 1888.
21. Part of the complex around the 'Arco de Triunfo', including the 'Palacio de Justicia' to the right.
22. The 'Plaza de Toros (bull-ring) de Arenas', near Plaza de España, on the left border of 'ensanche'. The bull-ring was built in the second half of the last century and is one of two in Barcelona, the other being the 'Monumental' near the church of the 'Sagrada Familia'.
23. The 'Palacio Albeniz' on Montjuich near Plaza España. The Palace was built in the 1920's as part of the preparations for the Universal Exposition on Montjuich in 1929. Its design owes much to Puig y Cadafalch and is typical of his grandiose creations.
24. The 'Escuela Industrial', occupying four of Cerda's 'manzanas', was built in the early years of 'ensanche' but was not included in the Plan Cerda.
25. The 'Hospital Clínico', adjacent to the 'Escuela Industrial' on the left side of 'ensanche'. In front is one of the few public open spaces that remain within the 'ensanche'.
26. Plaza Universidad, on the 'Gran Vía' just above the old city. This is now the 'Literary University', including only certain arts faculties. The remainder are now situated in a far larger complex at the extreme westward end of Diagonal beyond Plaza Calvo Sotelo.
27. Plaza Tetuan, at the intersection of 'Gran Vía' and Paseo de San Juan. Cerda planned this plaza to be surrounded by open 'manzanas' with no buildings immediate to it. But, as in the rest of 'ensanche', the 'manzanas' have been built on and the 'plaza' is today encircled by buildings, including the 20 storey 'Edificio Tetuan'.
28. Plaza de España, on the left margin of 'ensanche', on the 'Gran Vía'. The area was urbanised in the 1920's as part of the preparations for the Universal Exposition on Montjuich in 1929. The photograph looks down the 'Gran Vía' towards the centre of 'ensanche'. On the left is the bull-ring 'de Arenas' and on the right the two towers mark the entrance to the 'Palacio Albeniz' (formerly 'Palacio Nacional'), which is further to the right on Montjuich.

29. Plaza Cataluna, the main central square of the city, at the head of the old quarter. The square, in fact, was not part of the Plan Cerda, but was one of the first approved modifications to the plan in the early 1860's.
30. Plaza Letamendi in Calle Aragon. Like Plaza Tetuan, the open spaces that were to surround the Plaza have been built up, leaving only two small triangular free space areas, both now used as children's play area.
31. Calle Ribera, running along one side of the Born Market. These houses, like the market, were designed by Fontserè i Mestres, who played a leading part in directing the early 'ensanche' in the years 1860-80.
32. Plaza Cerda, the commonly used name for the intersection of Calle Lauria and Calle Consejo de Ciento. It is thought that these houses, built in the early years of 'ensanche', were designed by Cerda himself.
33. Via Layetana; to the right the architectural style is typical of the 'Masters of Works' architecture, in striking contrast to the 'Banco Condal' on the left.
34. Calle Trafalgar No. 25, built in 1874, showing typical frontage design of the masters of works.
35. Calle Trafalgar Nos. 49-55 Nothing has yet been found in Cerda's writings that specifically states how he foresaw building typology in the 'ensanche', but to many, the galleries of wood and iron that are often found in the interior of the early houses of 'ensanche', designed by the masters of works, best represent the intentions of Cerda.
36. Calle Doctor Dou No. 4; the house, built in 1875, is a fine example of masters of works architecture, particularly in the iron and wood galleries overlooking the street.
37. Plaza Real, in the old city, built in 1848 in the grounds of a convent, burnt to the ground in the riots of 1835. The Plaza was designed by Daniel Molina but the iron street lamps are Gaudi's and represent one of the few pieces of his pre-modernist work to remain in the city.
38. Calle Doctor Dou No. 2 Although this street is in the old city, the architectural style is typical of the Masters of Works architecture of the early 'ensanche'. Apart from the fine frontage design, the building also offers a splendid example of an iron gallery (above the 'Tintoreria')
39. Calle Fernando, in the old city. Built in the years 1823-48, the frontage design is by Mas y Vila.
40. Pasaje Bacardi and
41. Pasaje Credito, two of the passageways opened around Plaza Real and in Calle Fernando in the second half of the last century.
42. The 'Fuente Monumental' in the Citadel Park, built in the 1880's, and in the right background a modern housing block.
43. The 'Umbraculo' - the shaded plant house in the Citadel Park, built in the 1860's and designed by Fontserè i Mestres.
44. Paseo de Colon, running along the bottom of the old city. Columbus (Colon) points out over the port towards the Americas. In the left background, the customs offices ('Aduanas'), designed by Garcia Faria and in the centre background, Montjuich.
45. Calle Joaquin Costa in the 'Arrabal' (left side of the old city). It was houses such as these that Baixeras planned to save at the expense of the ancient 'Hospital de Santa Cruz' today regarded as an historic monument.

46. Calle Caputxes in the old city, which Baixeras and later Domenech i Muntaner planned to destroy to build a road from Via Layetana to the 'Iglesia de Santa Maria del Mar.'
47. The 'Iglesia de Santa Maria del Mar' in the barrio de la Ribera, which contains some of the oldest buildings in the old city. The street is Calle Flateria, once lined almost exclusively by silversmiths' shops.
48. Calle Montcada, in the barrio de la Ribera. Baixeras planned to destroy many of these ancient houses so that the house frontages could be realigned in a straight line. Today the street is an important tourist attraction and includes the Picasso Museum.
49. 'Casa Batllo' and
50. 'La Pedrera', both in the Paseo de Gracia and designed by Antonio Gaudi.
51. House in Diagonal, like those of Gaudi, typical of the 'modernist' period of the 1900's.
52. 'Les Puntxes', in Diagonal. Designed by Puig y Cadafalch and completed in 1916.
54. and 56. Two houses in Calle Launia, built in the final years of the last century. They represent the more ornate architectural style that followed the masters of works architecture and preceded the more flamboyant 'modernist' creations.
58. The Cathedral, dating from the 13th century, taken from Calle Joaquin Pou.
59. The 'Capilla (chapel) de Santa Agueda', dating from the 14th century and in the foreground the 'Plaza de Berenguer el Grande' created in the early years of this century in conjunction with the opening of Via Layetana.
60. The 'Iglesia de Santa Maria del Pino' (on the left in the shadow) and two of the three small plazas created in the early 19th century around it.
61. The old city from over Barceloneta in the 1920's. In the right foreground is the 'estacion de Francia' and the bull-ring, now destroyed. In the old quarter, the Ramblas, running left to right, is just visible but the new buildings lining the then recently opened Via Layetana are more obvious. Between the two, the Cathedral and the 'Iglesia de Santa Maria de Pino' are clearly visible. To the top left of the picture, an empty space in the 'ensanche' can be seen. This was urbanised at the end of the 1920's and is today Plaza de España. Note the contrast between the cramped appearance of the old city and the more open impression given by the 'ensanche' in the background.
62. The old city from over Montjuich in the 1920's. In the foreground is what is today called Pueblo Seco (formerly San Beltran and Poble Sec) where atmospheric pollution is greater than anywhere else in the municipality, largely because of the coal burning power station visible in the centre right foreground. The two main roads running across the photo (left to right) are Marques del Duero (nearest) and the Ramblas. The three roads running between these two are San Pablo (curved), Union and Conde de Asalto. These last two were opened in the second half of the 18th century and early 19th century. Beyond the Ramblas, Calle Union was extended to run right across to the Citadel area (as Calle Fernando and Calle Princesa) in the middle of the last century. Plaza Cataluna, in the top left of the photograph at the head of the Ramblas, is also clearly visible.

63. Part of the old city in the late 1920's. The road running from top to bottom down the centre of the photograph is Via Layetana, opened in 1916. The large 'Plaza' in its middle course is Plaza Antonio Maura, the crossing point of Vias B and C in the plans of Cerda, Baixeras and Darder. In the 1940's, following destruction of buildings in the Civil War, the cross-town road (Via C) was extended a little in both directions to reach the Santa Catalina market to the right and Plaza Nueva, above the Cathedral to the left; (see photos 11, 12 and 13). To the top left is Plaza Cataluna and, running along the bottom of the photograph is Calle Fernando/Calle Princesa, opened in the middle of last century. In the bottom left, on Calle Fernando, is Plaza San Jaime, around which the old Council and 'Diputacion' buildings are located.

64. The bottom right section of the old city, showing the Citadel Park area to the right and the 'barrio de la Ribera' to the left, which in 1714 stretched eastwards to cover the park area. In 1713, however, the construction of the Citadel necessitated the destruction of a large part of this 'barrio'. In the 1870's, the Citadel was dismantled and the area re-urbanised although much became a park area. At the bottom, the railway line and station for France, opened in 1848 (then running only to Mataro). In the centre, the Born market and to the top left, the market of Santa Catalina, built after the mob destroyed the Convent formerly situated there in the 1830's.

65. 'Pueblo Nuevo' (formerly Icaria and la Llacuna)- a section of 'ensanche' away from the central area. This aerial photograph, taken in the late 1920's clearly shows how little of Cerda's Plan was realized, apart from the octagonal 'manzana' morphology. Nearly all the 'manzana' is built up, and in this 'mixed zone' industry is as important as housing. Some of this industry clearly dated from the pre-'ensanche' era, given the alineation of some buildings as does the road - Calle de Pedro IV - running across the centre of the photo.

66. In the upper half of the photo, a typical area of the 'central'ensanche; showing the in-filling of the 'manzanas'. Below, the top left part of the old city, through which a new road is planned running top to bottom in the 1976 Plan Comarcal (a similar road has been planned in nearly all previous plans for Barcelona). At the centre of the photograph is Plaza Universidad and above it, along the 'Gran Via', is the University, designed by Rogent and built in the 1860's.

67. The South-East (left) side (the Arrabal) of the old city from over Plaza Universidad. In the foreground the 'Casa de Caridad' (Poor house). It is along a line to the right of this building that a new road (Garcia Morato) is planned (in the Plan Comarcal of 1976) linking Calle Muntaner in the 'ensanche' with the port area.

68. Roof-top view of the old city in the early 1900's. Pigeon-keeping was then a common hobby - the wooden scaffolds are for the feeding and shelter of these birds that are now a common sight in the old city and most of the 'ensanche'.

69. Calle de los Angeles and Calle del Carmen in the old city. To the left, the frontage design is typical of houses built in the old city in the decade 1876-86, (known as the 'gold-fever' years). To the right, the ancient hospital of Santa Cruz, dating from the 15th century, is now used as a public library and art school. It was this hospital that Baixeras planned to destroy in creating a new through road (Via B) in the old city. The new through road (Calle Garcia Morato) planned in the 1976 Plan Comarcal avoids the hospital.

70. The interior gardens of the 'Hospital de Santa Cruz', one of the few public open spaces in the old city.

71. Calle Riera Alta in the old city. The house in the foreground is one of the oldest in the 'Arrabal', dating from the 18th century. It was to the right of Riera Alta, behind this house, that Bastero planned to build his housing estate in the late 18th century. Today, Riera Alta is used as one of the main through roads across the old city. Here, as elsewhere in the old city, car parking facilities are inadequate.

72. Plaza del Padro is in one of the most densely populated 'barrios' in the old city. This is a housing/commercial area with most buildings dating from the last century.
73. Calle Peu de la Creu, off Calle Riera Alta, in the old city. These houses date from the second half of the last century.
74. Calle de Meson de San Antonia, in the old quarter. This street is typical of the narrow passageways found, above all, to the right of the Ramblas, among houses dating from the 18th and early 19th centuries.
75. 'Barracas' in Somorrostro . These were some of the early 'barraca' settlements. Since then, they have appeared in many other parts of the city, notably in the hill areas (Montjuich and the 'Tres Turons'), by the railway lines (La Perona, and Cementerio del Este) and on the beach (Somorrostro, Campo de la Bota). Today, estimates put the number of 'barracas' in the municipality at about 3,000. The Somorrostro dwellings were cleared in the late 1950's to facilitate the construction of the Paseo Maritimo.
76. The 'barracuistas' on the beach, next to their dwellings in Somorrostro in 1935. The vast majority of these people are non-Catalan, being immigrants from Andalusia in the main. The largest 'barraca' area today (La Perona) is inhabited by Gypsies ('Gitanos').
77. 'Cementerio del Este', in Pueblo Nuevo in 1960. Note the industrial installations in the surrounding area and the 'barracas' between the cemetery and the railway line.
78. Plaza Calvo Sotelo 1960. In the past 15 years, Plaza Calvo Sotelo has become one of the most important parts of the city, rivalling the Paseo de Gracia in the splendour of its residential areas and the height of its office blocks. All the open areas visible in the photograph are now occupied by high rise buildings, including the 'Banco de Madrid' building, one of the highest in the city.
79. Las Corts 1960. The new football stadium is the main feature of a whole range of private sports facilities in this 'barrio'.
80. Valle de Hebron, a northern suburb of the city in 1961, showing the new hospital in the foreground and Montbau, a P.M.V. 'poligono' behind. This 'poligono' is, in fact, the show-piece of the P.M.V. and of far higher quality than the majority of their housing estates. Today, this area is built up along the full length of the central road and on both sides.

All photos by M. Wynn except numbers 28(b), 29(b), 53, 61-68, and 75-80, which are from negatives obtained from the "Archivos Historicos de la municipalidad de Barcelona."



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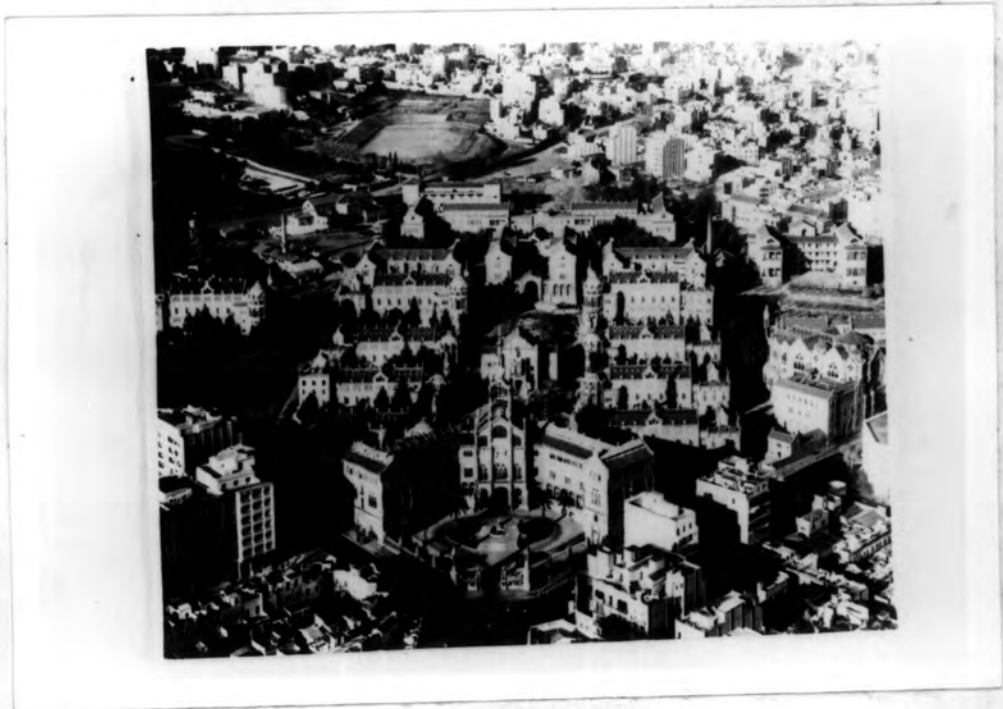
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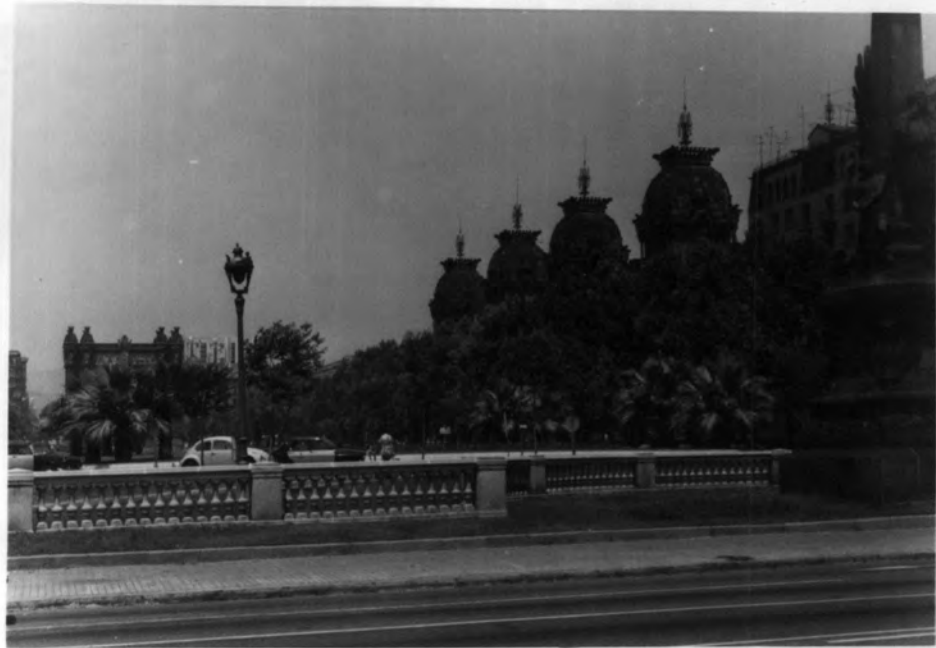
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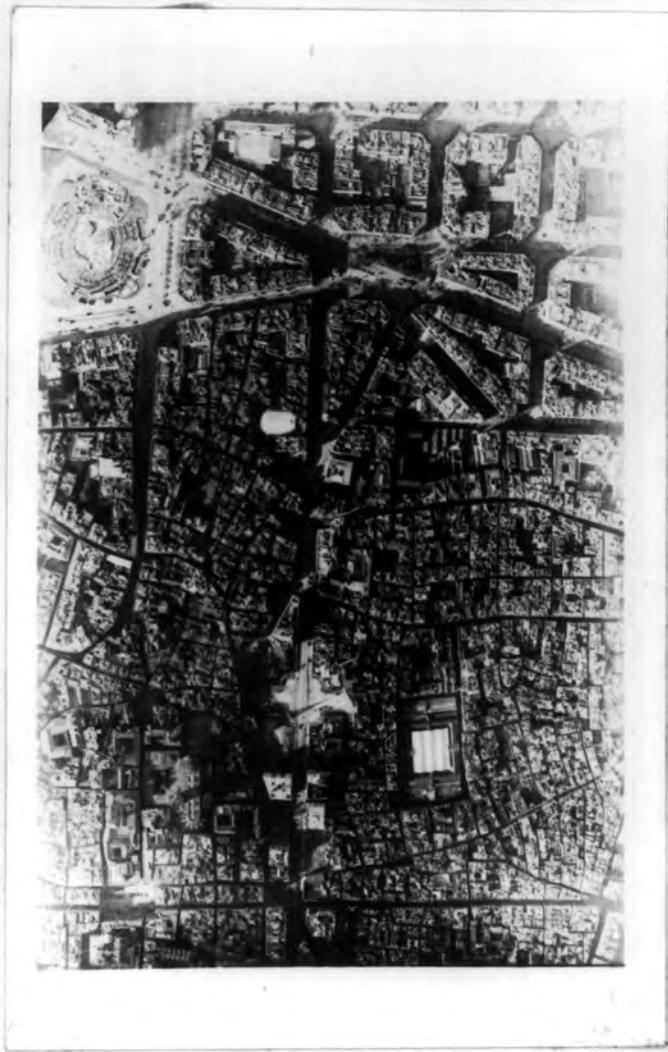
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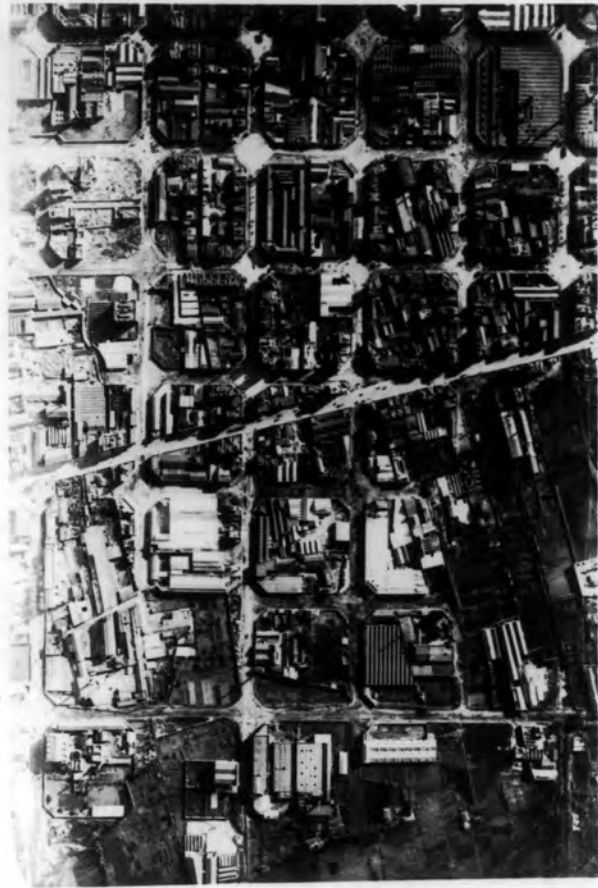
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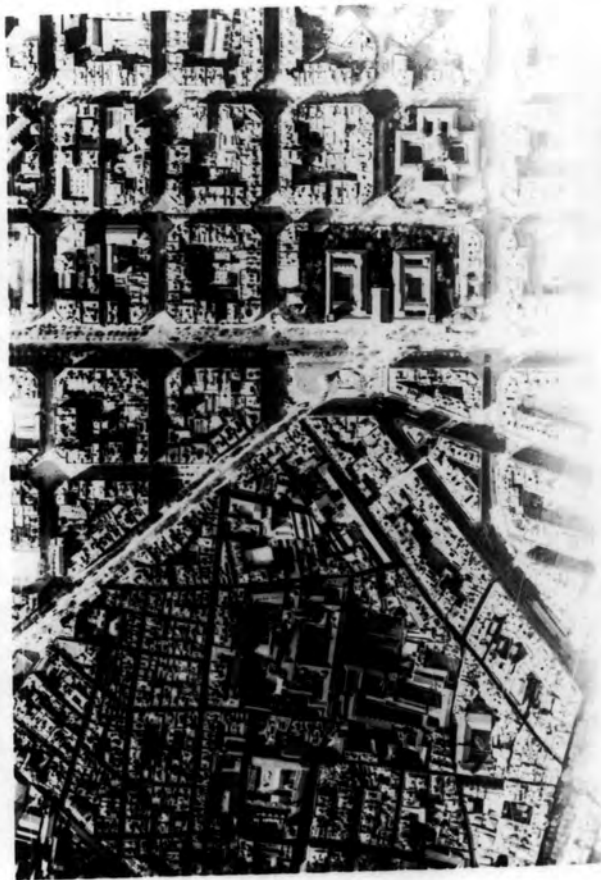
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