reCOSER
from limits to connections

NAVALMORAL DE LA MATA (ES)

BEGGININGS

The municipality of Navalmoral de la Mata was founded with the settlement of farmers and ranchers. In the 15th century the Hermitage of La Virgen de las Angustias, Patron Saint of the town, was built.

RAILROAD EXPANSION

Due to its location, in 1878 the first railroad stop was installed in the village, which was intended to connect Extremadura with the capital, and form a link with the Portuguese border.

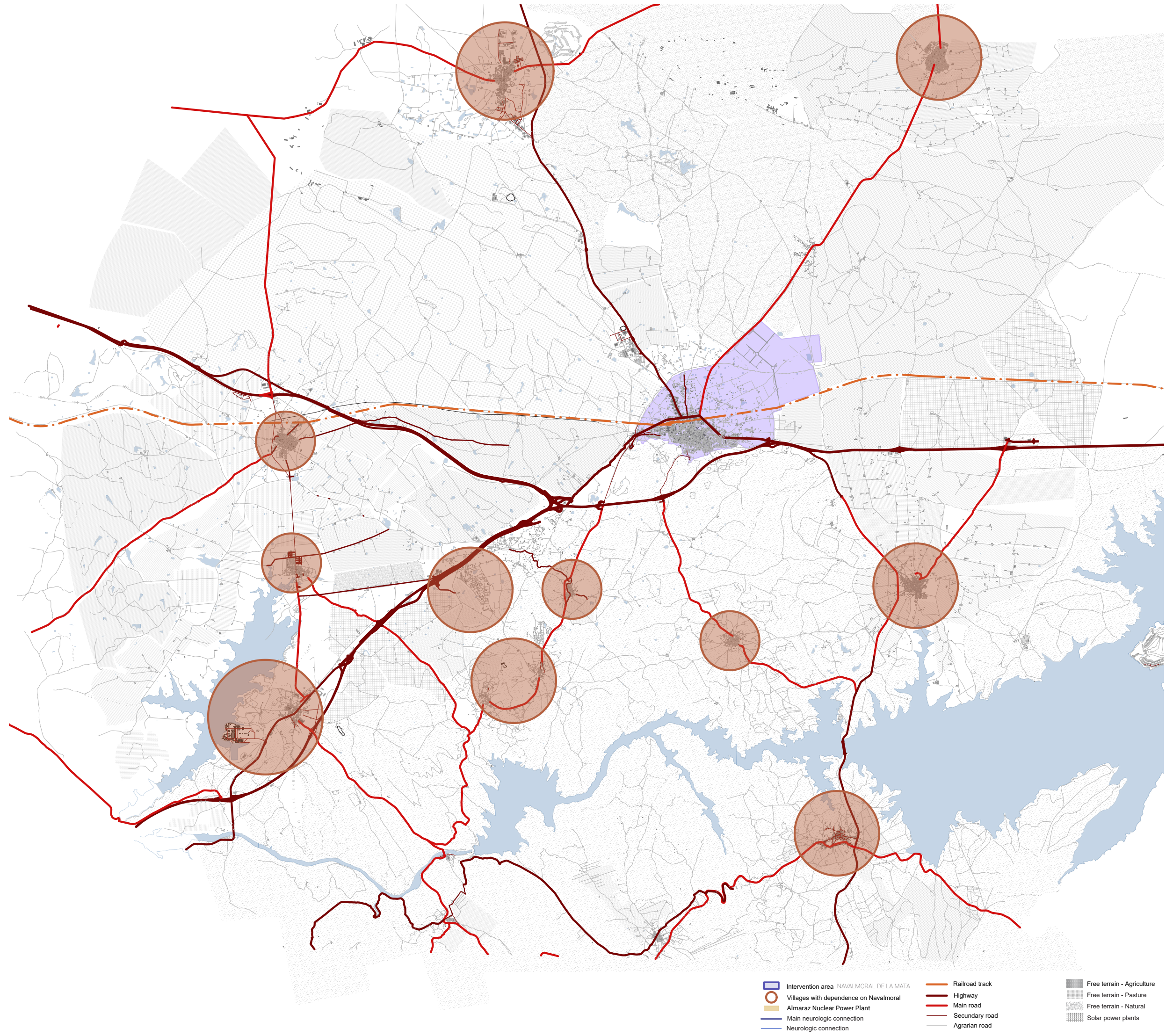
This turned out to be a great labor impulse in the town: it facilitates its industrial expansion by having within reach the import and export of materials; The population grows because of this labor facility with respect to its neighboring towns.

Although the tracks were built at a safe distance from the village, today the railroad tracks cross through the village.

CARNAVAL
NAVALMORAL DE LA MATA
CARNAVAL

Navalmoral is also known for its festivities. The carnival, the most famous celebration, dates back to the XVII century and is the most beloved celebration of the town. There are big celebrations, parades, floats and dances.

The Almaraz nuclear power plant was founded in 1973 just 20 kilometers from the town of Navalmoral de la Mata. This resulted in an expansion of the town due to the large number of jobs generated. At present, about 20% of the population of Navalmoral de la Mata goes to work there.


Intervention area NAVALMORAL DE LA MATA
Villages with dependence on Navalmoral
Almaraz Nuclear Power Plant
Main neurologic connection
Neurologic connection
Railroad track
Highway
Main road
Secundary road
Agrarian road
Free terrain - Agriculture
Free terrain - Pasture
Free terrain - Natural
Solar power plants

SOCIAL IMPACT

In the next years the AVE will be an option for the inhabitants of Navalmoral de la Mata. Adif is working on the news train tracks to connect the town with the capitals of Spain. But big changes bring consequences. These kind of infrastructures need a big urban planning, and more in a small town.

The project adapt the actual rails, but making them a big limit for the town, closing them with big railway screens. It includes two subway footbridge. There could be two big main issues which can trigger urban problems: breaking the conexion inside the town and to avoid the new north expansion.

Protest and many manifestations have benn generated by the inhabitants, who tried to avoid tha walls. They see the necesity of undergrounding the train to permit the free transit. However, the works has begun.

NAVALMORAL DICE...
NO AL MURO

This involves action o all scales, applying the same solution to all of them: recoser

STITCH 01
Concept of 15 minutes town

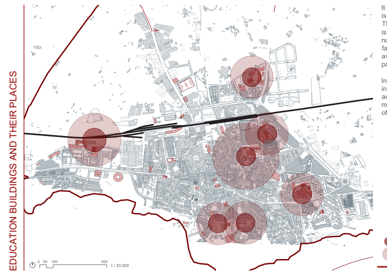
STITCH 02
Reuse the voids

STITCH 03
Removing life barriers

STITCH 04
Reconnecting

STITCH 05
Promoving regenerate cities

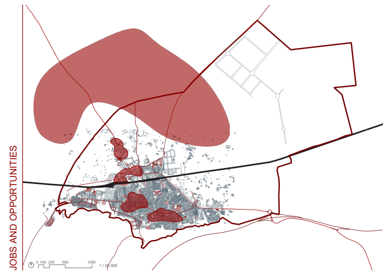
EDUCATION BUILDINGS AND THEIR PLACES


1 / 20.000
Educational centres
Repercusion area (residential areas, parks areas, after-school activities...)
Urban reflexion area

It is known that Navalmoral de la Mata is home of many education centers. This is due to the fact that Navalmoral is the neuralgic center of a large numbers of tows around it. Residential facilities and pleasant areas are aviable to students here, so these are part of the diary transit in the city.

Incorporate Higher Education Centers in Navalmoral de la Mata would mean an achieve for the inhabitants: it could mean an improvement in the divirsity of the city.

JOBS AND OPPORTUNITIES


1 / 50.000
Existing work areas
Urban reflexion area

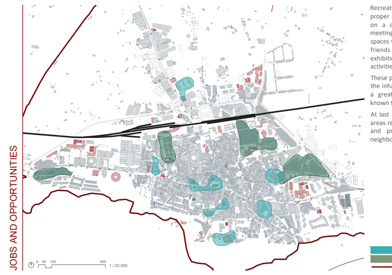
Having this new kind of education centers would mean a guarantee of **young working people looking fordwards to stay here.**

Besides that, the biggest industrial area for Navalmoral de la Mata is being prepared in the northeast of the town.

These both issues would replace the void that the Almaraz Nuclear Power Plant will left when it finally closes.

And we cannot forget one of the bases for the employment in the city: agriculture and livestock.

JOBS AND OPPORTUNITIES


1 / 20.000
Recreational - cultural areas
Parks, open spaces
Urban reflexion area

Recreational spaces are essential for the proper functioning of a city. People need on a daily basis for a healthy life: a meeting place, a place to play sports, spaces where to share time in nature with friends and family, new places with exhibitions to learn or perform artistic activities...

These point a would bring wealth to both the inhabitants and the town, as they are a great potential to make themselves known to the visitor.

At last but no least, a sequence of green areas reactive the biodiversity in the land, and promoves a health life on the neighbor.

STITCH 01
Concept of 15 minutes town

The purpose it to get towns where infrastructures and neighbors can coexist, and improve the current situation of the town. Take the good part of this infraestructure, wich are innumerables for the economic and social development of the inhabitants.

Incorporating changes in the regular urbanism of the town implies knowing the neighborhoods well: research population density, ubicate them in a plane. We representate it with circles which we will be able to join.

It is interesting incorporate here the concept of 15-minutes.

This urban concept were created thinking in large cties, but is even more important to achieve this model in small tawns where is absoluty feasible.

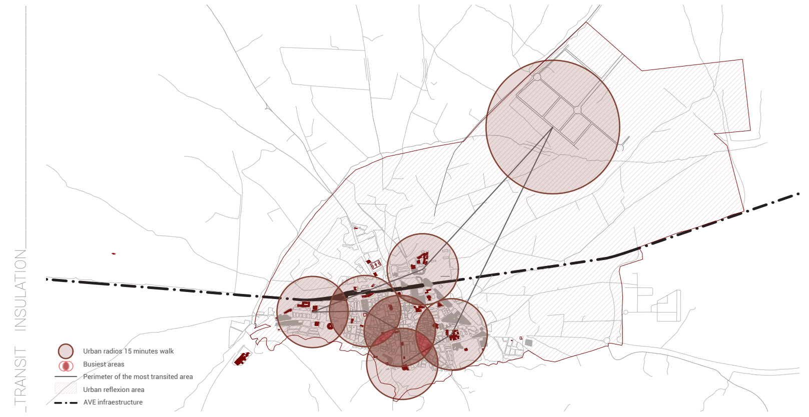
It helps a better public transition - by the knowledge of the urban need for transit-; it create employment opportunities for residents - boosting local small commerce; it promoves healthy wals among the population.

Socially, it promotes social encounters - relations between neighbors; reduce road accidents; creates a sense of a place

On enviromental improvements, it reduce the use of the car, promoves a dezentralization of urban services; increase green spaces; enhanced accesibility.

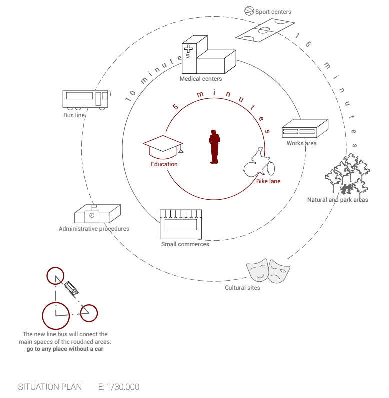
It is a guarantee of a sustainable comunity.

TRANSIT INSULATION


Urban radios 15 minutes walk
Busiest areas
Perimeter of the most transited area
Urban reflexion area
AVE infraestructure

THE GREEN TOWN

15-MINUTES CITY


Sport centers
Medical centers
Bus line
10 minutes
5 minutes
15 minutes
Works area
Education
Bike lane
Natural and park areas
Administrative procedures
Small commerces
Cultural sites

The new line bus will conect the main spaces of the roudned areas: **go to any place without a car**

SITUATION PLAN E: 1/30.000

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reCOSER
from limits to connections

NAVALMORAL DE LA MATA (ES)

STITCH 02
Reuse the voids

The urban planning must be prepared to confront the problem of boundaries. Know how to adapt, and recover progressively.

And solving it, we cannot think of a process of work spending 'lost' years. During this process it must be able to acclimatize and reuse spaces.

Abandoned spaces have an important impact on urbanism on a smaller scale that can affect neighbouring uses: these are residual spaces that can condemn their context to be surrounded by less busy streets.

Neglect of their location because it gradually becomes an edge for urban circulation.

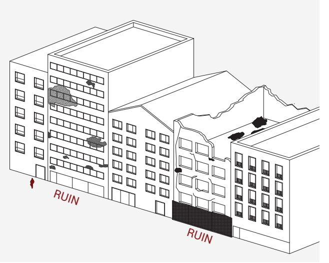
So it is essential to appreciate urban voids, to know how to adapt spaces to be used, at least ephemerally. It is interesting to understand these voids as possible community spaces, for temporary use. An 'in-between' use can help keep the neighborhood alive.

Once the abandoned spaces are identified, we can recognize why its area has been forsaken: becouse its ubication, becouse the poor transition of the area, poor diversity, the absence of a major public use in the area...

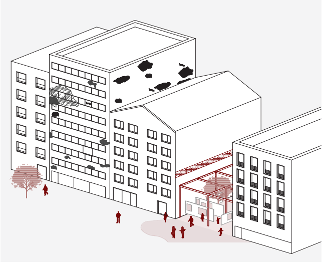
After having studied the 15 minutes walking areas, the voids that predomine into them and the rest os the uses inside of them, we can adapt the use of the building in order to get the life back in the neighborhood.

It is important to build -or rehabilitate- buildings which could be able of apadting to many uses: maybe actually we need a new cultural space, but in the future there will be a need to get an office.

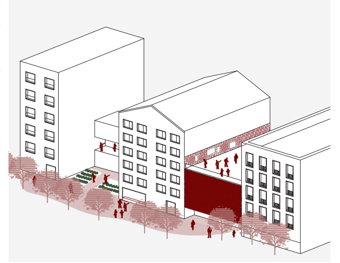
REGENERATIVE CITIES



TAKING ADVANTAGE OF VOIDS WITH EPHEMERAL ARCHITECTURE

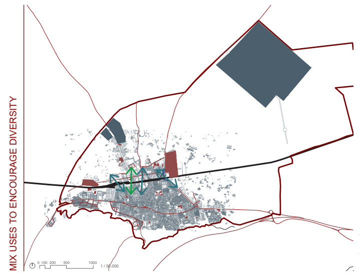


CONVERTING AVOID SPACES INTO COMMON MIXTED-USE SPACES



STITCH 03
Removing life barriers

MIX USES TO ENCOURAGE DIVERSITY



To support the new industrial expansion and the population own's, news mixed-uses neighborhoods are implanted in the village.

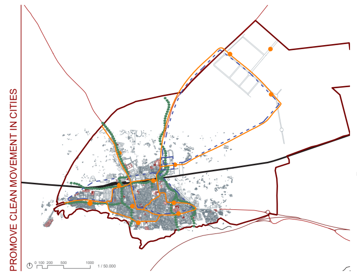
These news areas will include: mainly residential areas, which will combine commerce and co-working spaces in the first level with residential use in the rest of the levels.

To connect the north and south village areas, and permit the road connections circulate, Adif has design three road connections and one footbridge in the middle. **However, this type of transit would degrade the northern part of the village, where all the expansion projects are planned.**

The proposal must be sustainable in all areas, so we will use the connections proposed by Adif, improve them and develop them to be sustainable.

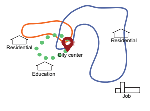
- New urban residential area
- New industrial area
- Road connections projected by Adif
- Footbridge projected by Adif
- Urban reflexion area

PROMOVE CLEAN MOVEMENT IN CITIES



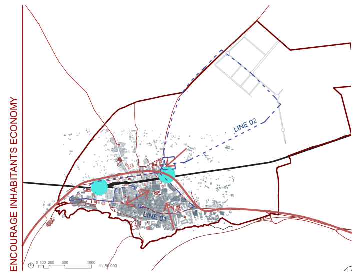
More important than the new expansion area's design, is the design of their conections. It's important to prepare the cities for the new users's daily circulation.
REGENERATIVE AND ADAPTATIVE CITY. Ensuring that traffic will be well conected araund all the village, through green corridors, bike lanes and bus routes: is a guarantee about not having avoid spaces

In this way we guarantee the acomodation of the city to the '15 minutes walking' plan


Residential
City center
Residential
Education
Job

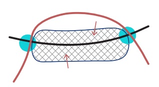
- New bus routes
- New bicycle lines
- Green pedestrian paths created
- Urban reflexion area

ENCOURAGE INHABITANTS ECONOMY


LINE 02
LINE 01
1 / 50.000

The main idea is liberate the village from the cars, but always being able to use it when necessary.

Visitors and citiziens will let the cars in the new public parkings and will be able to arrive wherever in the village by bus, bike or walking.



- Main road
- AVE/Train conection
- Parkings
- Bus route -> conection to the city center
- Urban reflexion area

STITCH 04
Reconnecting

ACTUAL URBAN VOIDS: This is the analogous area of the town, where the procedure is equivalent than new buildings and footbridge.

TRAIN TRACKS: The new train tracks will be equiped with a 4 metres height walls, for safety issues. We will integrate it in the city, mixing the Adif subway footbridge with the new ones overpassing them.

PEDESTRIAN CONNECTION: Actual transition through the train track. These will be eliminated in the new Adif project, **only one remains** in the town with the subway footbridge.

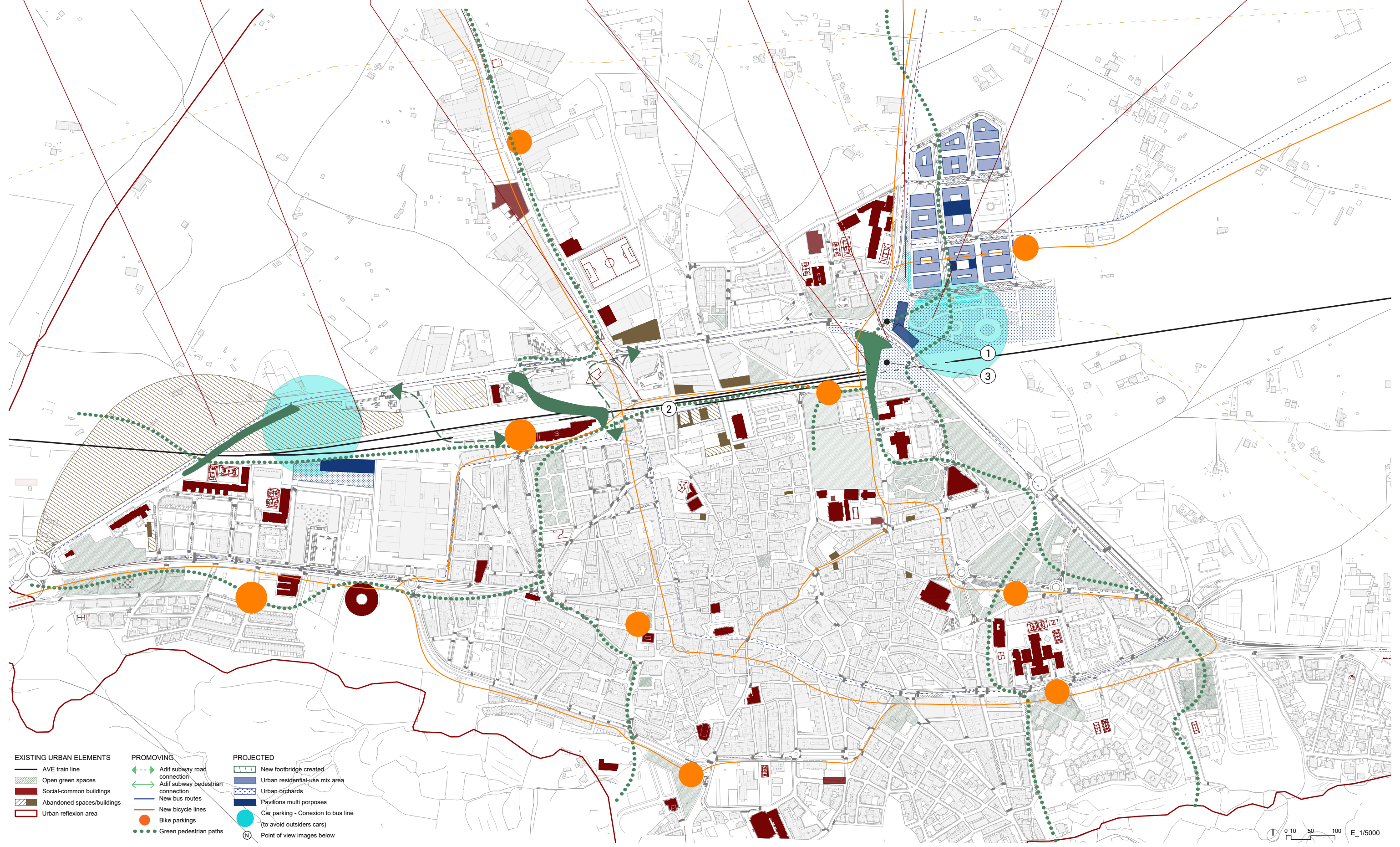
FOOTBRIDGE: **It is necessary to inists with the pedestrian connections. We give back to the inhabitants lost spaces, with the new supply requirements.**

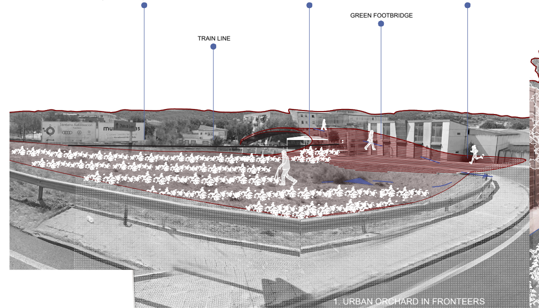
ORCHARDS: Integrating green spaces that works as orchards: productive green spaces -> involves the apparition of small temporal markets in our common pavilions.

CAR PARKING: It's not possible to eliminate the cars. Therefore, we reserved certain areas to avoid the car inside the city.

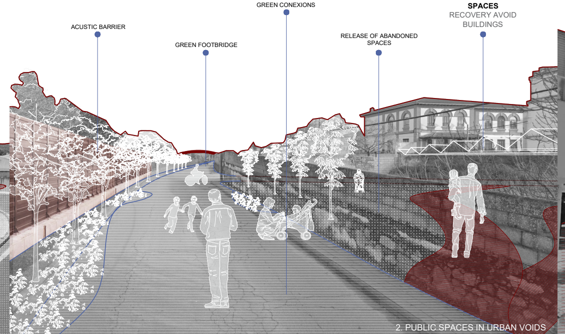
COMMON PAVILIONS: In the duration of the buildings works, it is normal for the neighborhood to be empty, or with the inhabitants who already live there. To avoid it, it is important to have **ephemeral architecture** that saves the necessary uses to avoid abandonment.

DIVERSITY: We propose to integrate workshops, markets of local products, cafes, etc., in the residential building. Leaving interiors common spaces.

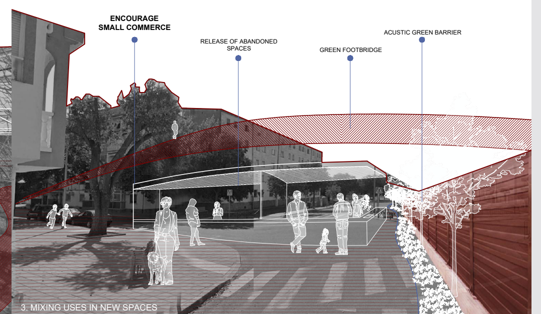

1
2
3
EXISTING URBAN ELEMENTS
AVE train line
Open green spaces
Social-common buildings
Abandoned spaces/buildings
Urban reflexion area
PROMOVING
Adif subway road connection
Adif subway pedestrian connection
New bus routes
New bicycle lines
Bike parkings
Green pedestrian paths
PROJECTED
New footbridge created
Urban residential-use mix area
Urban orchards
Pavilions multi porposes
Car parking - Conexion to bus line (to avoid outsiders cars)
Point of view images below
E_1/5000


URBAN ORCHARD
PORPOSE TO INVADE THE ABANDONED GREEN SPACES AND GIVE THEM TO THE INHABITANTS
MULTI PORPOSE PAVILLION
PORPOSE TO TAKE ADVANTAGE OF COVERED SPACES
TRAIN LINE
GREEN FOOTBRIDGE
PEDESTRIAN CONEXION

1. URBAN ORCHARD IN FRONTEERS


ACUSTIC BARRIER
GREEN FOOTBRIDGE
GREEN CONEXIONS
RELEASE OF ABANDONED SPACES
MULTI PORPOSE COVERED SPACES
RECOVERY AVOID BUILDINGS

2. PUBLIC SPACES IN URBAN VOIDS


ENCOURAGE SMALL COMMERCE
RELEASE OF ABANDONED SPACES
GREEN FOOTBRIDGE
ACUSTIC GREEN BARRIER

3. MIXING USES IN NEW SPACES

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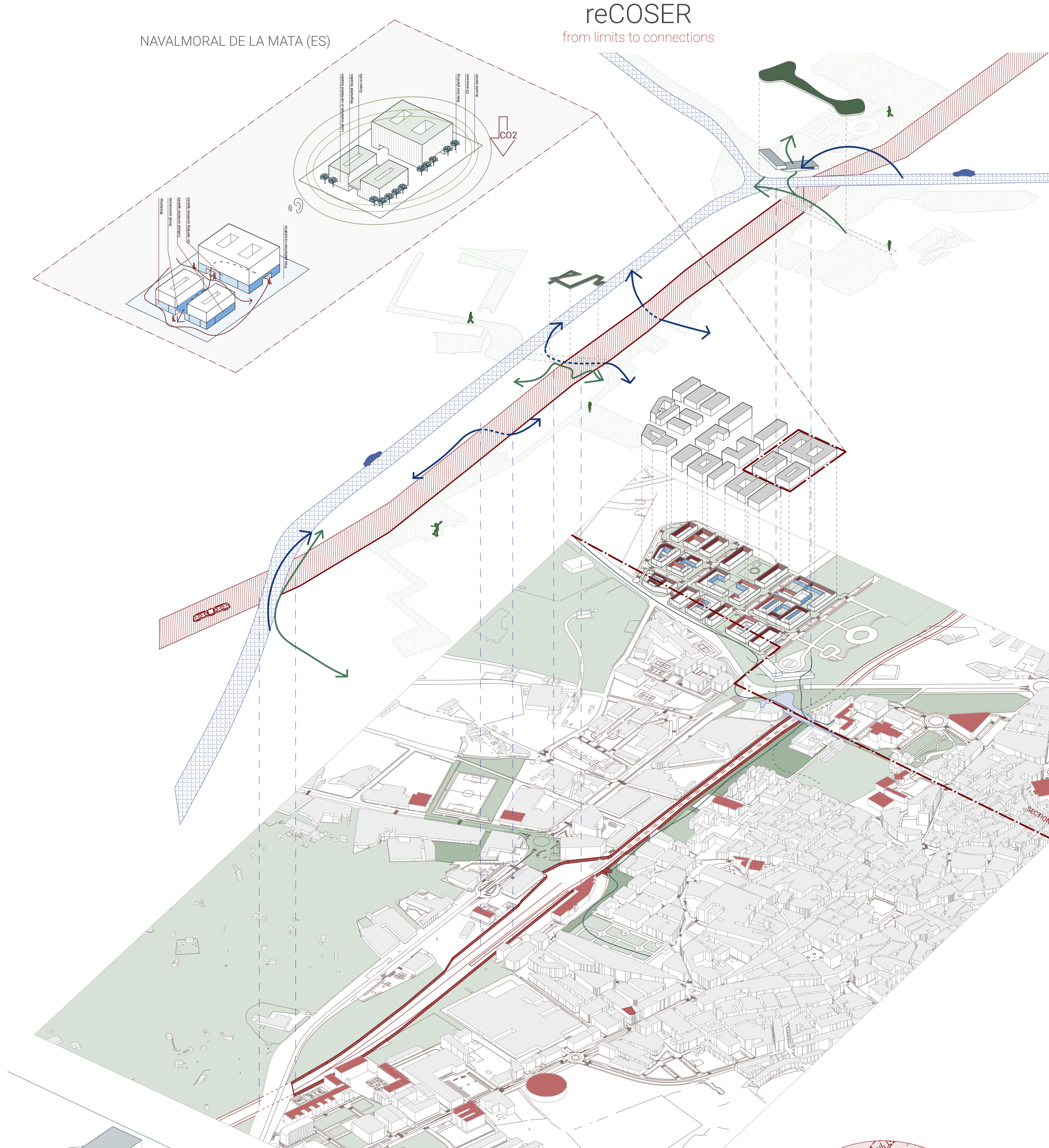
reCOSER
from limits to connections

NAVALMORAL DE LA MATA (ES)

Workshop
Small commerces
Cultural common spaces
Co-working common spaces
Free pedestrian circulation
Local materials in ventilated facades
Vegetated facades
Green roofs
New tree planting
O2 emission
Acustic barrier
CO2


Green corridor
Main road traffic
AVE
Road connection
Pedestrian connection
SECTION A

STITCH 05
Promoving regenerate cities

Enhance urban voids: reuse of abandoned buildings: investment by developers as a renovated space.
+
Identify physical barriers and urban boundaries
+
Generator of green spaces

The impact of pedestrian traffic in these spaces on neighbouring areas will gradually create new neighbourhoods, with the opening of small spaces for restaurants, stores, etc. The new AVE implementation will involve the construction of a screen that divides the town. The first step is to avoid physical separation, focusing on pedestrian connections.

Mix uses to encourage diversity
For the new urbanized area become a funcional city, we must be able to concentrate different activities and, consequently, different types of people. It is therefore necessary to control the growth of cities: to ensure the correct use of the land already occupied, to achieve a dense city without the predominance of a specific use. Tipologies and density.

This coexistence of uses is a guarantee of not having empty spaces. The complementary uses will be those that ensure the economy of the neighbors, helping them with work spaces. But too, the neccesity of culture and enjoying for the inhabitants.

USES:
1. Main bus stop in the area
2. Green corridor and connection with the village
3. Public library
3. Co-working spaces
4. Small city orchard
5. Community workshops
6. Small exhibition areas
7. Cultural common spaces
8. Green areas

GENERATOR OF PUBLIC SPACES
A main footbridge will be built to restore the pre-existing connection between San Isidro Avenue and Carretera Rosalejo. This walkway will also facilitate pedestrian access to the new north-east area. The covered spaces created will be used for public purposes.

Once the connections to the new urban area have been secured, attractions will be needed to draw in the population.

LOS VIÑAZOS
After having established the layout for a green corridor, the connection with the north-eastern part of the village is made by means of a large footbridge. This footbridge overflies the AVE tracks with a concrete structure, prepared to support the traffic and the weight of the vegetation that will be installed, as if it were a large green roof.

Under its structure, the covered spaces will be used as small divisible or homogenisable pavilions for public use. Mixing land uses reduces the need for private vehicle travel, promoting a walkable, "proximity"-based city (the 15-minute city model). This has benefits in terms of reduced emissions, traffic, and urban noise.

This walkway connects the pedestrian with the vegetation surrounding the road, allowing open access to Los Viñazos. A multi-purpose public pavilion is built in this part, generating open and covered spaces where activities can take place.

The first floors of all the new residential buildings are very important for the new form of urban growth. All ground floors will be designated for public or service use, and the open spaces will be shared.

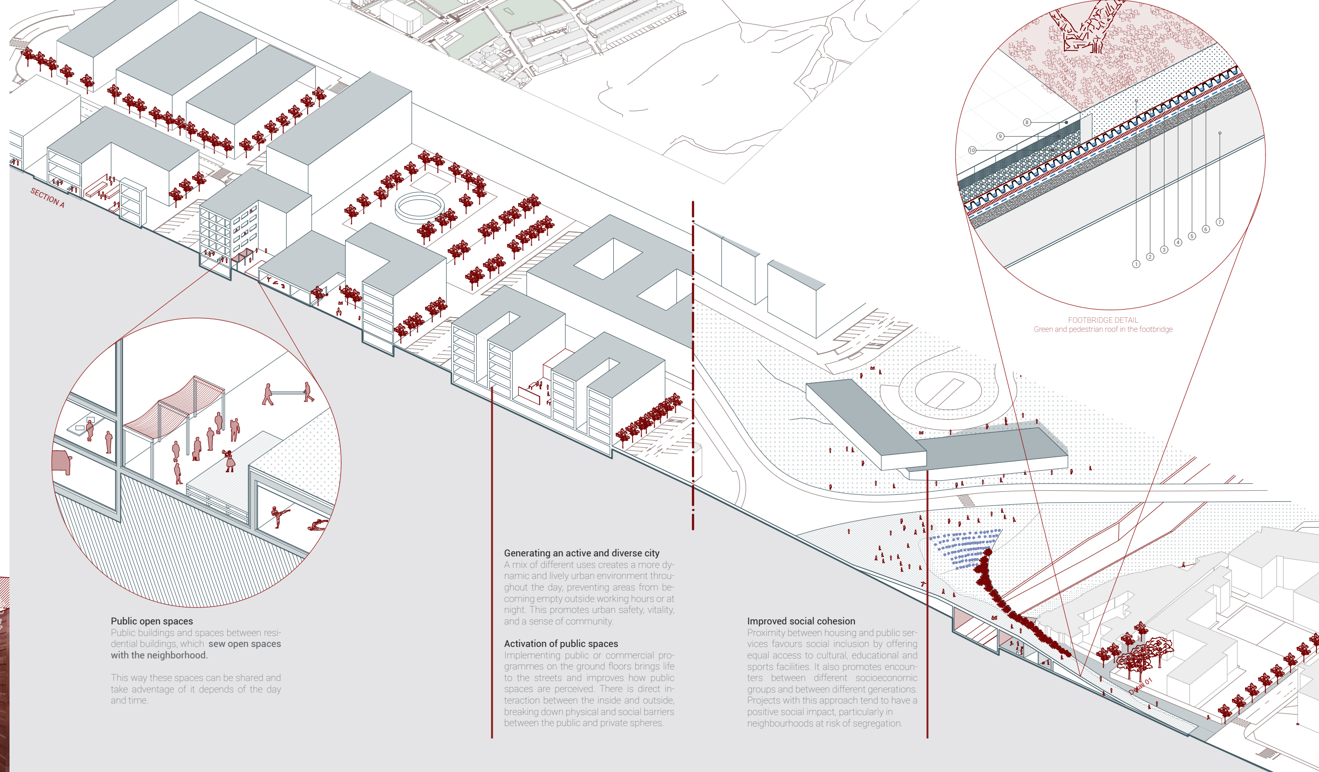
Enhancing the value of real estate and the attractiveness of urban areas
The presence of well-integrated public, cultural and commercial services enhances the value of residential areas, making them more appealing to both residents and visitors. This can also encourage investment in areas undergoing regeneration.

Long-term flexibility and adaptability
The design of mixed ground floors allows spaces to adapt to new uses over time according to neighbourhood needs. For example, a commercial space could be converted into a classroom, co-working space, or gallery.

This approach is consistent with adaptive and resilient urbanism strategies in the face of economic, social or climatic changes.

The materials used allow for the construction of ephemeral urban elements that can be adapted to changing needs. These include stackable, modular and reusable wooden strips and boards.

Citizen participation and sense of belonging
When buildings house community functions on the ground floor, such as workshops, urban gardens and multipurpose rooms, neighbours are encouraged to actively participate in the management and use of the space, thereby strengthening social ties.


SECTION A
1
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FOOTBRIDGE DETAIL
Green and pedestrian roof in the footbridge

1.Plant substrate
2.Polypropylene filter
3.Drainage plate
4.Protective and retaining synthetic fiber blanket
5.Suitable waterpoofing
6.Lightweight soncrete screed
7.Reinforced concrete structure
8.Concrete slabs
9.Bedding layer
10.Bedding layer [thin gravel]

Public open spaces
Public buildings and spaces between residential buildings, which **sew open spaces with the neighborhood.**

This way these spaces can be shared and take advantage of it depends of the day and time

Generating an active and diverse city
A mix of different uses creates a more dynamic and lively urban environment throughout the day, preventing areas from becoming empty outside working hours or at night. This promotes urban safety, vitality, and a sense of community.

Activation of public spaces
Implementing public or commercial programmes on the ground floors brings life to the streets and improves how public spaces are perceived. There is direct interaction between the inside and outside, breaking down physical and social barriers between the public and private spheres.

Improved social cohesion
Proximity between housing and public services favours social inclusion by offering equal access to cultural, educational and sports facilities. It also promotes encounters between different socioeconomic groups and between different generations. Projects with this approach tend to have a positive social impact, particularly in neighbourhoods at risk of segregation.