

INTRODUCING THE PLACE

Navalmoral de la Mata is known for being the nerve center of the Campo Arañuelo region, in the city of Cáceres. It has begun in the village where hospitals, colleges, high school, public institution, sport areas, etc. are found. The inhabitants of near villages come to Navalmoral de la Mata to carry out their daily activities.

This comes from its strategic location, in 1878 the first railroad stop was installed in the village. This train was intended to connect Extremadura with the Spanish 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 grew because of this employment 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.

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. It was scheduled for closure before 2030, which would mean the reincorporation in other jobs of hundred persons in the next years. Only 3 kilometres away, a new industrial area is projected which will need a different point of view of communications and transport in the village. Also in the northeast part of Navalmoral is foreseen the new residential expansion of the village, already urbanized, where the new families will be able to live in.

In the next years the AVE will be an option for the inhabitants of Navalmoral de la Mata. Adif is already working on the new train tracks to connect the town with the capitals of Spain and Portugal. But big changes bring consequences. These kind of infrastructures need a big urban planning, and more in a small town. This growth needs to go with an expansion of the infrastructure which allows the correct expansion of the village. In order to carry out improvements in the town's urban planning, we must know in depth how it currently works.

The project adapts the actual rails, but making them a big limit for the town, closing them with big railway screens. It includes two underpass for vehicles, one underpass for pedestrian and one footbridge.

There could be two big main issues which can trigger urban problems: breaking the connection inside the town and to avoid the new north expansion. Protest and many manifestations have been generated by the inhabitants, who tried to avoid the walls. They see the necessity of undergrounding the train to permit the free transit. However, the works have begun.

The purpose is to get a town where infrastructures and neighbors can coexist, and even improve the current situation of the town.

Although the proposal for urban renewal comes from the AVE infrastructure itself, we must look at the deeper problem. Although there is already a railroad crossing, the new screen brings with it an even greater separation: the problem of the current connections and their extension to the future expansion of the town.

Until weeks ago, despite the existence of railroad tracks, it was possible to cross them to go from one side of the village to the other. It will become a major barrier in the city: it is known, as has happened in many large cities, that these infrastructures lead to a neglect of the areas that are delimited. To avoid this, we will study the forgotten spaces of the town and how to execute main connections that leave the edge in the background.

At a social level, in order to take advantage of forgotten spaces in the future, it is important to know the needs that exist in the village:

Jobs. The current economy of the region has a strong pillar in the nuclear power plant, in the industrial field, in the service sector, and also in farming. The new expansion of the town towards the northeast in its industrial area will generate an exponential growth.



What public buildings are needed. Navalmoral is fortunate to have several educational centers attended by young people from all over the region. New uses such as libraries or an institution offering middle and higher degrees would provide the town with a guarantee of educated young people who are eager to start up businesses in the town. Cultural events in the town. It is very important to provide the neighbors with leisure spaces that guarantee a balance. At the urban planning level, in order to establish a union it is important to know the weak points. In contrast to the barrier established by the AVE, it is important to establish strong paths that connect the town.

- Disused green spaces
- Disused sidewalks
- Abandoned buildings
- Neighborhoods on the other side of the wall that are in danger of abandonment.

Knowing the city in detail, this project will take strategies that deal with the problem of the AVE barriers from the large scale to the neighborhood scale. Connect, repair and grow will be the objectives for Navalmoral de la Mata. We are always talking about strategies that, although applied in specific cases, can be replicated in cities.

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

Removing life barriers

STITCH 05

Promoving regenerate cities

STITCH 01

Concept of 15 minutes town

The connections involve the first phase of the project, to ensure its consolidation.

In terms of location, the excellent connections Navalmoral enjoys are well known: the train, now AVE connecting to Madrid and Lisbon; and in the same way being able to arrive by car as it is located at a crossroads of two main highways: A5 and EX-A1. This suggests its potential for tourism. It is well known that this big new infrastructure is not being well received by the neighbors; in this project we have the priority of ensure the best connection for the village, which is the main problem that concerns them. With the new industrial expansion, the village needs facilities to improve the interior circulation, which could get worse with the arrival of new daily visitors if a solution is not found.

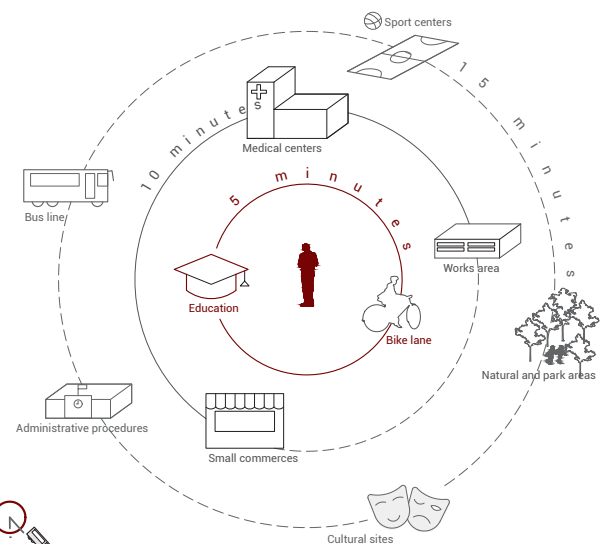
Therefore, the first large-scale organizational strategy is the location of an interchange for visitors who arrive by car. Two large public parking are located at the two main intersections with roads in the village in order to avoid the need to incorporate more cars to the internal circulation of the village. They will be able to let the car in a free parking and use the village bus to arrive watever they need.

For the people who came by train or bus, they will be able to move freely in the village thanks also to the new bus line. This will be directly linked to the internal connections.

In a lower scale connection, we have applied for the interior organization of Navalmoral the incorporation of strategies of a 15 minutes city. This urban concept were created thinking in large cities, but is even more important to achieve this model in small tawns where is absoluty feasible.

It helps to a better public transition - by the knowledge of the urban need for transit-; it create employment opportunities for residents - boosting local small commerce; it promotes 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, promotes a decentralization of urban services; increase green spaces, enhanced accesibility. It is a guarantee of a sustainable community.



The new line bus will connect the main spaces of the rounded areas: go to any place without a car

15-MINUTES CITY CONCEPTS

We have studied the busiest areas: schools, workplaces, main stores... Based on the study of densities, a bus line is incorporated to connect the busiest areas. Both interchanges are connected by the internal bus line with the central areas of the town.

In addition, a shuttle bus line would be incorporated to connect the northeast area with the new industrial park. Its independence in two lines allows the variation of frequency between both according to the timetables required by each use. These bus stops will be within the circle of 15' walking to 85% of the town's houses, being extendable in the future.

Bicycle lanes will also be implemented to allow the bicycle ride to work or school.

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: because its location, because 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 predominate into them and the rest of 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 adapting to many uses: maybe actually we need a new cultural space, but in the future there will be a need to get an office.

STITCH 03

Removing life barriers

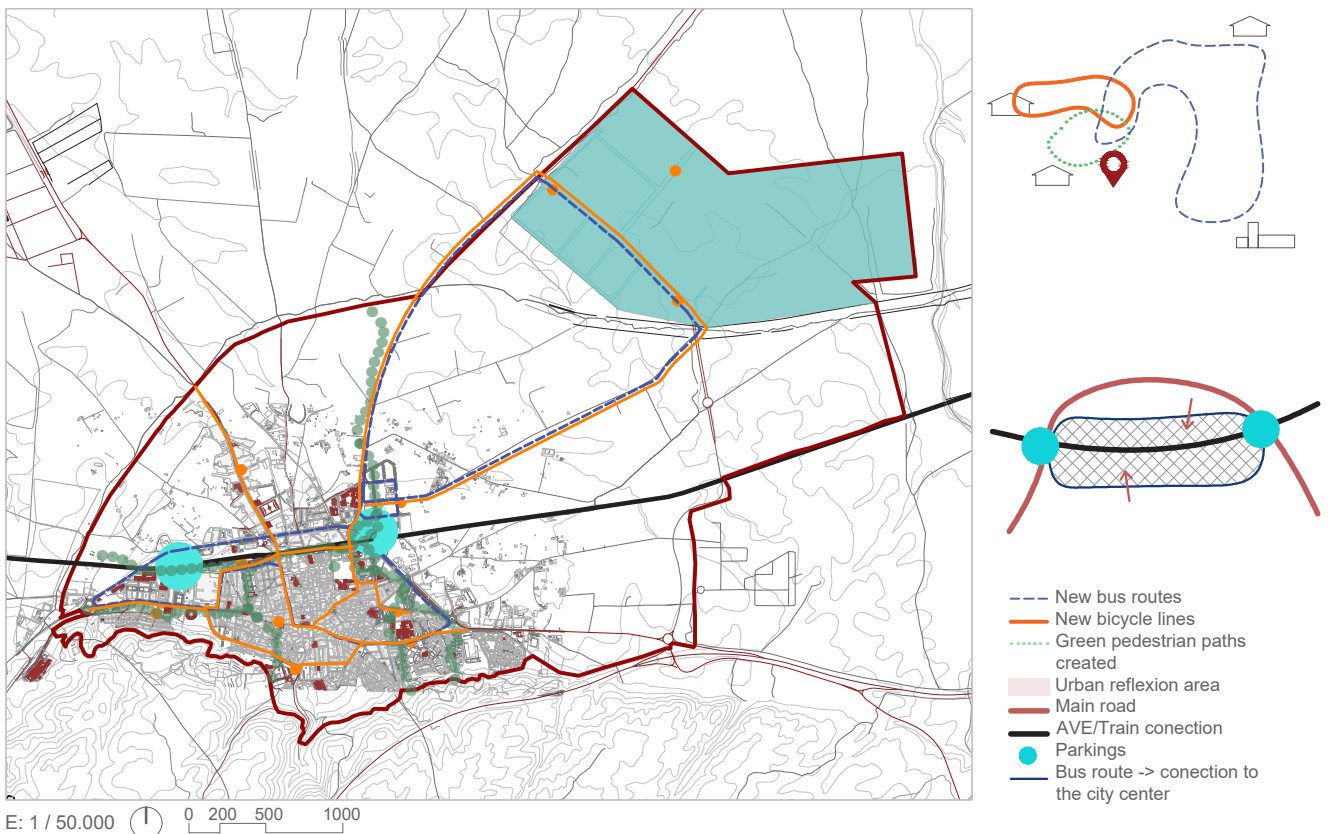
To support the new industrial expansion and the population own's, new mixed-uses neighborhoods are implanted in the village. These new areas will include: mainly residential areas, which will combine commerce and co-working spaces in the first level with residential use in the rest of the levels.

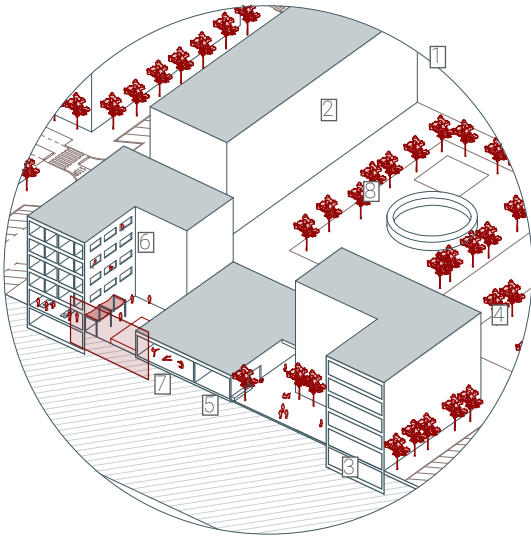
To connect the north and south village areas, and permit the road connections circulate, Adif has design three road connections and one footbridge in the middle. However, this type of transit would degrade the northern part of the village, where all the expansion projects are planned. The proposal must be sustainable in all areas, so we will use the connections proposed by Adif, improve them and develop them to be sustainable. More important than the new expansion area's design, is the design of their connections. It's important to prepare the cities for the new users's daily circulation.

Ensuring that traffic will be well connected around all the village, through green corridors, bike lanes and bus routes: is a guarantee about not having void spaces. The main idea is liberate the village from the cars, but always being able to use it when necessary. Visitors and citizens will let the cars in the new public parkings and will be able to arrive wherever in the village by bus, bike or walking.

STITCH 04

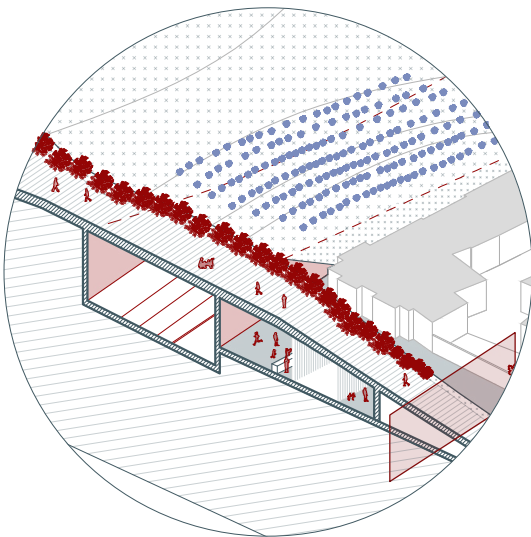
Reconnecting



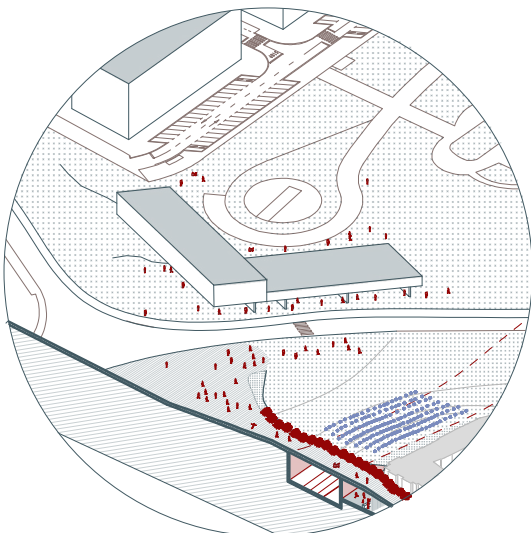


Mixed uses in new areas

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|------------------------------|---------------------------|
| 1. Main bus stop in the area | 6. Small exhibition areas |
| 2. Public library | 7. Cultural common spaces |
| 3. Co-working spaces | 8. Green areas |
| 4. Small city orchard | |
| 5. Community workshops | |



Green corridor



New public spaces

Los Viñazos

In order for the urbanized to become a city, we must be able to concentrate different types of people and, consequently, different activities. 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. An interchange has been proposed between the green area and the planned equipment area planned in the PGOU at the connection with the new neighbourhood of Los Viñazos to boost the link.

Encourage inhabitants economy and life

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. It is known in big cities the fast grown could bring ghettos, that separate people and bring even more social distances.

But too, the necessity of culture and enjoying for the inhabitants. Child playgrounds, green parks, sports area, etc. will be necessary in a diversity area.

Having the main uses for the daily live in our own neighborhood reduce the use of the car and gets greener streets. That is linked with the step 2.

Typologies and density are main issues to afront this problem.

From being a limit to become a connection

Screen dividing the town -> Avoiding physical separation: pedestrian walkway

A large green corridor will be built in Navalmoral, linking open spaces to ensure pedestrian routes and a pedestrian connection in the new area of the town. We highlight in this case the footbridge that overflies the bird and connects with the new expansion area of the town.

Encourage pedestrian traffic. Repercussion of the pedestrian traffic of these spaces in the neighboring spaces: this will have an impact on the opening of small locals for restaurants, stores, etc... gradually creating new neighborhoods.

Enhance urban voids: reuse of abandoned buildings: investment by developers as a renovated space.

Identify physical barriers and urban boundaries

By taking advantage of abandoned spaces for public markets, orchards, showrooms, through which this green corridor passes, we highlight and renew the spaces while helping the inhabitant to enhance their economy with local means.

Common spaces

To enhance the union with the new residential space, we propose to exchange the free green space for the equipment space. In this way, we invite the visitor to cross to this area, and in a natural way he will visit the rest of the neighborhood.

This building is projected as multipurpose: two floors dedicated to public use, being able to adapt to the temporary need. It also offers its lower covered part that can host public events, be a meeting point, local market...

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.