

OLIVENZA SITE 1 / TEAM 2 re EX-107



European 13-14 Inter-Sessions Forum – Workshop

ARCHITECTURE TO THE RHYTHMS OF CITY AND NATURE

To arouse interactivity at the European level, European and the Junta de Extremadura invited the E13 winning teams (winners and runner-up) for 4 days to consider and design scenarios on the E13 session topic –“The Adaptable City”– applied to urban contexts in the Region of Extremadura. Three urban situations were proposed for the Workshop, all three located in 2 nearby towns – Olivenza (with 2 sites) and Valencia de Alcántara.

In a region like Extremadura, with almost 75% villages of less than 2,000 inhabitants, the city-nature relation is everywhere. Nothing can be done without considering the presence of the rural environment, which has generated enough activity for the urban poles to develop. Still, along the years, the influence of the countryside has gradually (if not drastically) vanished, impacting on the urban spaces which therefore were deserted. So how to regenerate the urban structure through the revitalisation of urban fragments? How to consider today the limit between city and countryside? And how to take back the urban space through new rhythms and uses?

**European
Junta de Extremadura
E13 Winning Teams**



OLIVENZA SITE 1 // ACUPUNCTURE

How Can the Revitalization of Urban Fragments Induce a Larger Regeneration of the Urban Structure?

Olivenza is a small rural town located approximately 22 km South of the provincial capital, Badajoz, and 10 km from the Portuguese border, in an agricultural territory marked by rising unemployment and a shrinking and aging population. The first workshop site proposed a large intervention area covering the historical city centre and its outer edges. Starting from a selection of existing buildings, partially vacant or in need of repair, the participants were asked to reflect on how the town might attract new populations and uses while preserving its local heritage. More precisely, the idea was to explore how to modify the program, use and adaptability of certain sites in and around Olivenza, such as the bus station area—a problematic collection of autonomous fragments consisting of a partially vacant community centre, a series of empty warehouses and an outdoor amphitheatre—or the San Francisco bastion site—a former convent partially occupied by an olive oil mill today—so as to establish the necessary conditions by which these locations might become elements of connection and urban activation in the future development of the city.

After a collective discussion following the initial site visit, 3 teams differing in size and nationalities were formed based on 3 distinct approaches to the site problematic: how to reconnect the spatial and social fabric through a strategy of urban acupuncture; impact of car traffic and road infrastructure on the future equilibrium of the region; and how to re-articulate the territorial and urban scales of Olivenza through a focus on landscape and its unique local heritage as a social and functional structure to be reclaimed.

A common thread linking all three proposals is the conviction that any intervention on the proposed sites or buildings needs to be first understood within a larger framework: territorial, urban, historical, ecological, and temporal.



re EX-107

ACUPUNCTURE - REGENERATION OF THE URBAN STRUCTURE



“re EX-107” reframes the problematic of Olivenza at an infrastructural level. The proposal formulates a critique of current mobility management policies in Spain that typically solve the problem of increased car traffic by the implementation of bigger and faster road infrastructure. Scrutinizing the economical, ecological and social consequences of the planned highway corridor to be constructed between Olivenza and Badajoz, this study is a critical plea to investigate possible alternatives to the growing infrastructural fragmentation of our built environment.

PARTICIPANTS

Carles ENRICH (ES), Adriana CAMPMAMY (ES),
Runner-up in Gjakova (KO) with “Caravanserais“
Adrià GUARDIET (ES),
Runner-up in Leeuwarden (NL) with “Urban Prescriptions“
Nicola DARIO BALDASSARRE (IT),
Winner in Molfetta (IT) with “Hold the Line“

Ferran VILADOMAT SERRAT (ES), Gabriel CASALS SERRANO (ES), Carles
ESQUERRA JULIÀ (ES)
Runner-up in Molfetta (IT) with “Molfetta, terra e mare“
Juan SOCAS (ES),
Winner in Palma (ES) with “Salvemos el horizonte“
COACH: Jim Njoo (CA/FR)

In Spain mobility problems are usually solved by the implementation of bigger and faster infrastructures that have a profound economical, ecological and social impact on the territory, without considering possible alternatives.

Our project is a critique of the mobility management system that is spread all over the Spanish territory.

A blurred photograph of a road with cars in motion, overlaid with text. The text reads: "The EX-107 between Badajoz and Olivenza has 7.800 cars/day". The background shows a road with a black car in the foreground and a silver car behind it. There are palm trees and a power line in the distance.

The EX-107 between Badajoz and Olivenza has 7.800 cars/day

A blurred white truck is driving on a road. In the background, there is a road sign and some vegetation. The text is overlaid on the image.

According to the standards,
from **+5.000** cars/day a road
becomes a highway

21,5 km cost 118 M €

Future EX-A6 highway

Economical impact. 5,5 M€/Km. 118 M€

Territorial impact. 159 expropriated plots. 120.000 m2

Ecological impact. 4.749 T CO2

Connectivity impact. 106 crossing points reduced to 4

Saved time. 4,9 minutes



Existing EX-107 road

Badajoz - Olivenza
EX-107 Km 7

Badajoz
150.517
inhabitants

Olivenza - Badajoz
EX-107 Km 11

Olivenza
12.090
inhabitants

Badajoz - Olivenza
EX-107 Km 7

Olivenza - Badajoz
EX-107 Km 11

7.800 cars /day

Badajoz - Olivenza
EX-107 Km 7

Olivenza - Badajoz
EX-107 Km 11

85% private cars

Badajoz - Olivenza
EX-107 Km 8

Olivenza - Badajoz
EX-107 Km 10

Private cars occupation

69,5% one occupant

30,5% more than one occupant

Badajoz - Olivenza
EX-107 Km 8

Olivenza - Badajoz
EX-107 Km 10

trip expenses
1.251,95 € user /year

Badajoz - Olivenza
EX-107 Km 8

Olivenza - Badajoz
EX-107 Km 10

pollution
71.000 Kg CO₂ /day

Private house access

Badajoz - Olivenza
EX-107 Km 9

Olivenza - Badajoz
EX-107 Km 9

Among the 7.800 trips
27% stays in between

Fields access

Badajoz - Olivenza
EX-107 Km 9

4,4% from Badajoz
to Olivenza
stays in between

Olivenza - Badajoz
EX-107 Km 9

40% from Olivenza
to Badajoz
stays in between

Badajoz - Olivenza
EX-107 Km 10

Olivenza - Badajoz
EX-107 Km 8

106 Transversal connections

50 rural paths
2 livestock ways
25 streets and roads
21 private accesses
8 commercial entries

Badajoz - Olivenza
EX-107 Km 11

Olivenza - Badajoz
EX-107 Km 7

1.302 inhabitants in between

goal

-2.800 cars / day

re EX-107

Economical impact. ~~5,5 M€/Km. 118 M€.~~ 0 €

Territorial impact. ~~159 expropriated plots. 120.000 m².~~ 0 m²

Ecological impact. ~~4.749 T CO₂.~~ 0 T CO₂

Connectivity impact. ~~106 crossing points reduced to 4.~~ 0 reduced

how
SHARING



**If the all private cars increase
their occupancy by 0,78 people**

**it would not be necessary
to build the highway**

A photograph of a road with a cyclist and a runner, overlaid with text. The cyclist is in the foreground, riding a bicycle with a box on the back. A runner is visible further down the road. The background shows a road with a speed limit sign (50) and a directional sign for Badajoz. The text is overlaid on the image.

**If all private cars that are currently
sharing increase their occupancy
by 1,41 people**

**it would not be necessary
to build the highway**

A photograph of a road scene. In the foreground, there's a paved road with a dashed white line. To the left, there's a grassy area and a road sign. In the background, a highway is visible with several cars. On the right side of the road, there are more signs, including a speed limit sign and a destination sign.

**If all private cars with
one single driver increase their
occupancy by 1,59 people**

**it would not be necessary
to build the highway**

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