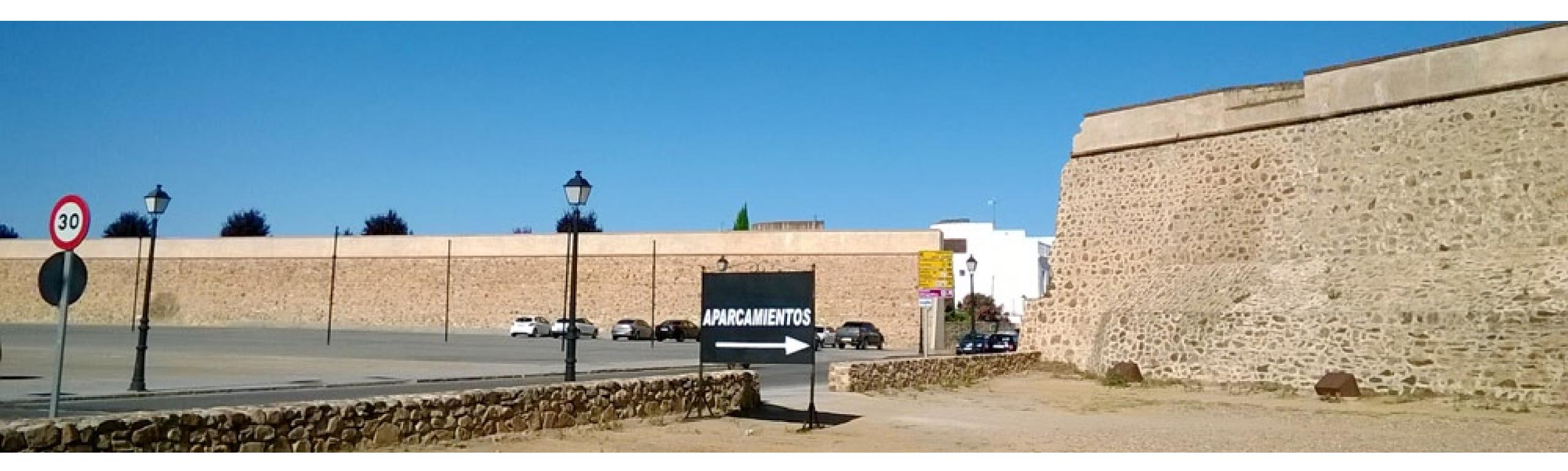
## OLIVENZA SITE 1 / TEAM 2 re EX-107



Europan 13-14 Inter-Sessions Forum – Workshop

### ARCHITECTURE TO THE RHYTHMS OF CITY AND NATURE

To arouse interactivity at the European level, Europan 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?

**Europan 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.

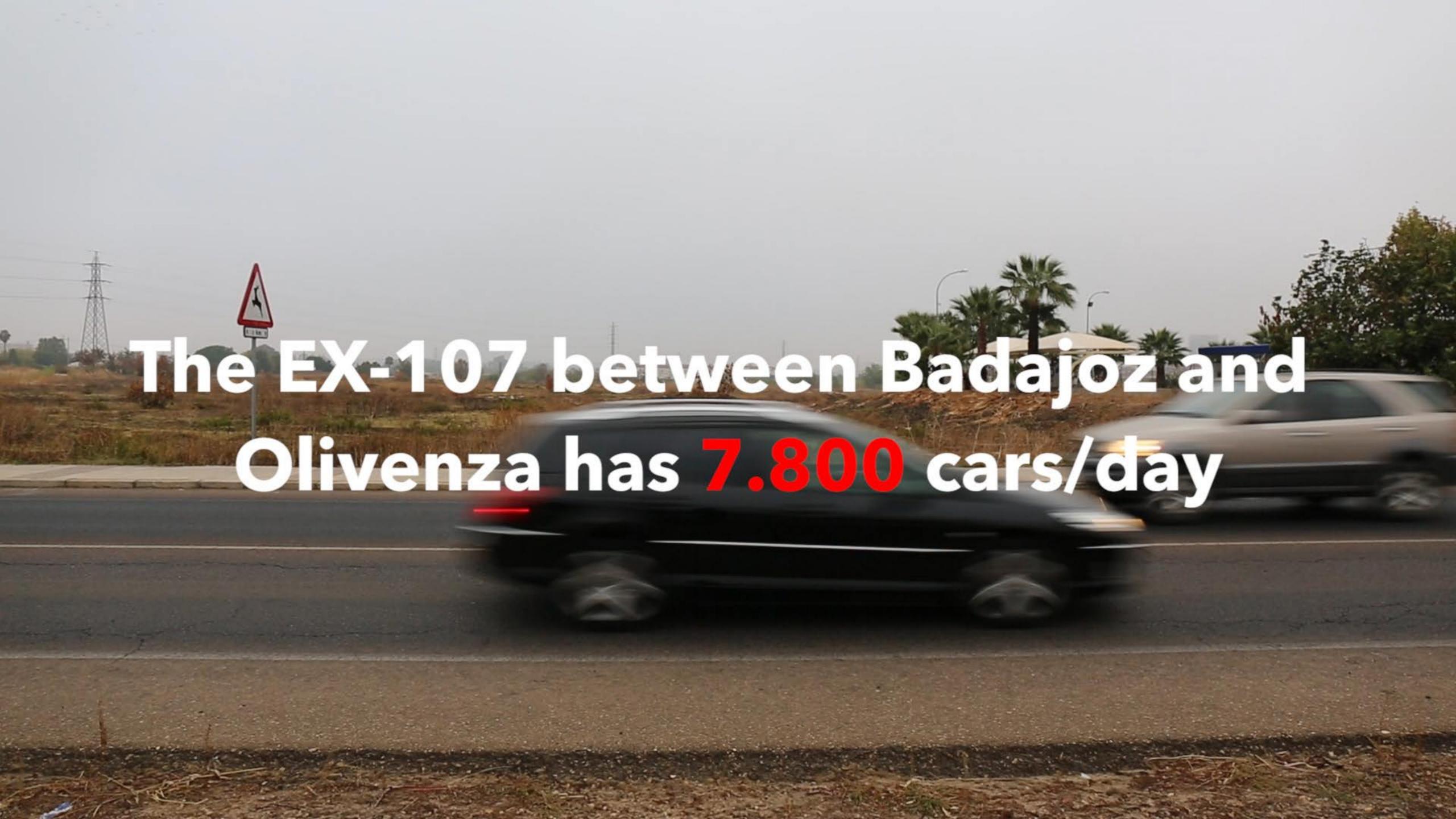
### **PARTICIPANTS**

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 horizzonte"

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.







## Future EX-A6 highway

Economical impact. 5,5 M€/Km. 118 M€

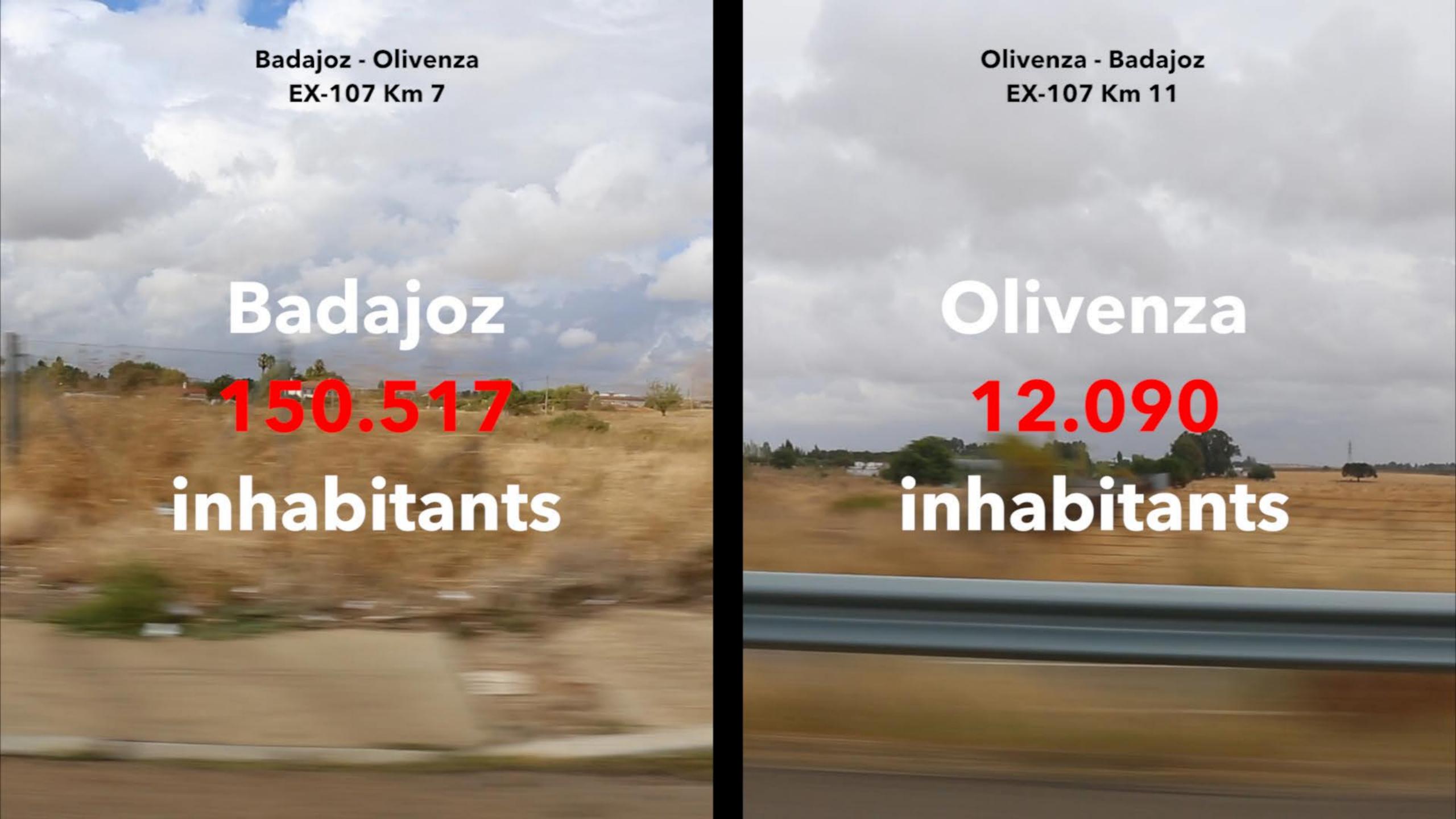
Territorial impact. 159 expropriated plots. 120.000 m2

Ecological impact. 4.749 T CO2

Connectivity impact. 106 crossing points reduced to 4

Saved time. 4,9 minutes



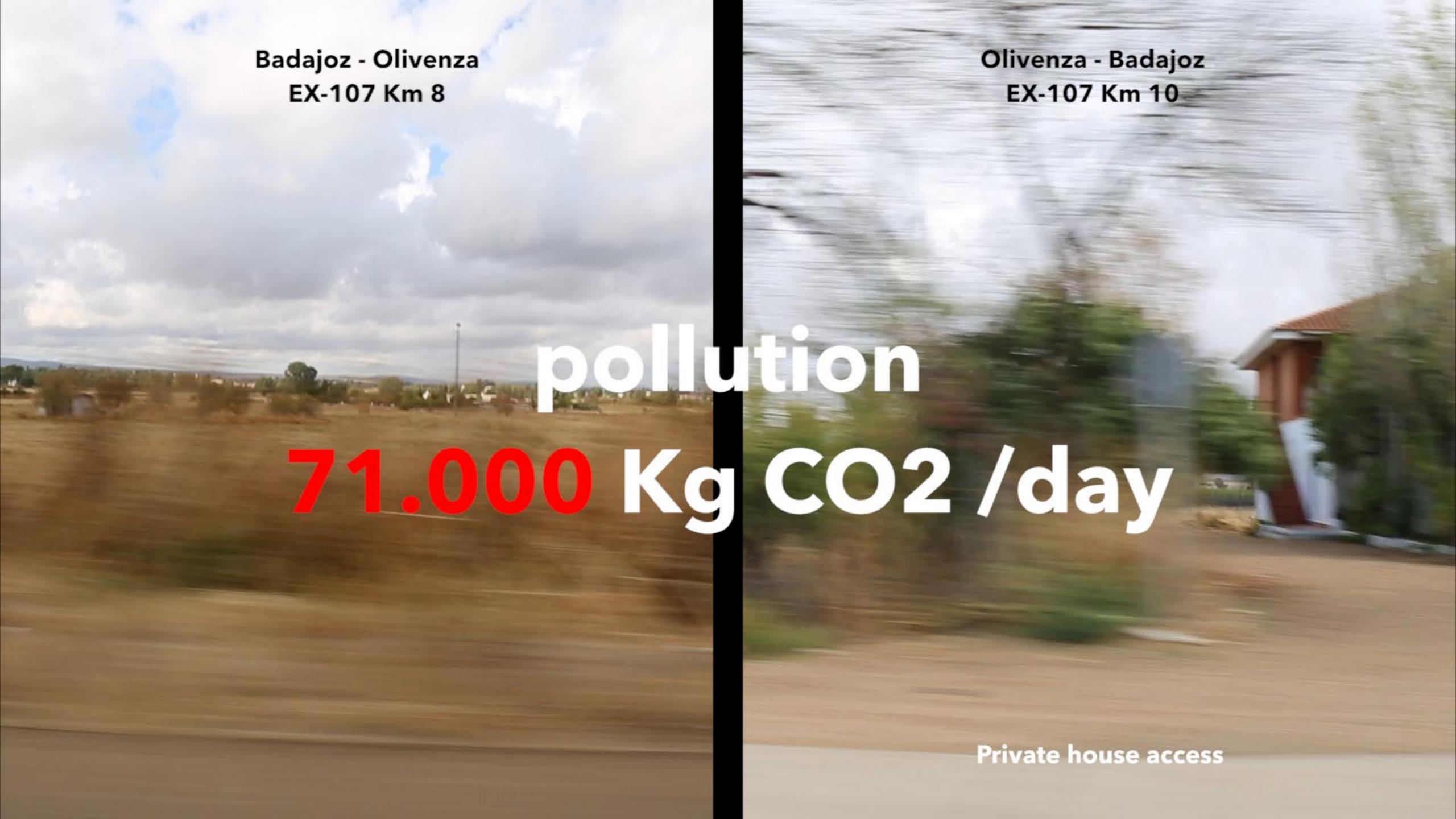






Badajoz - Olivenza Olivenza - Badajoz EX-107 Km 10 EX-107 Km 8 Private cars occupation 69,5% one occupant 30,5% more than one occupant







Olivenza - Badajoz EX-107 Km 9

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





## goal -2.800 cars / day

## 

Economical impact. <del>5,5 M€/Km. 118 M€.</del> 0 €

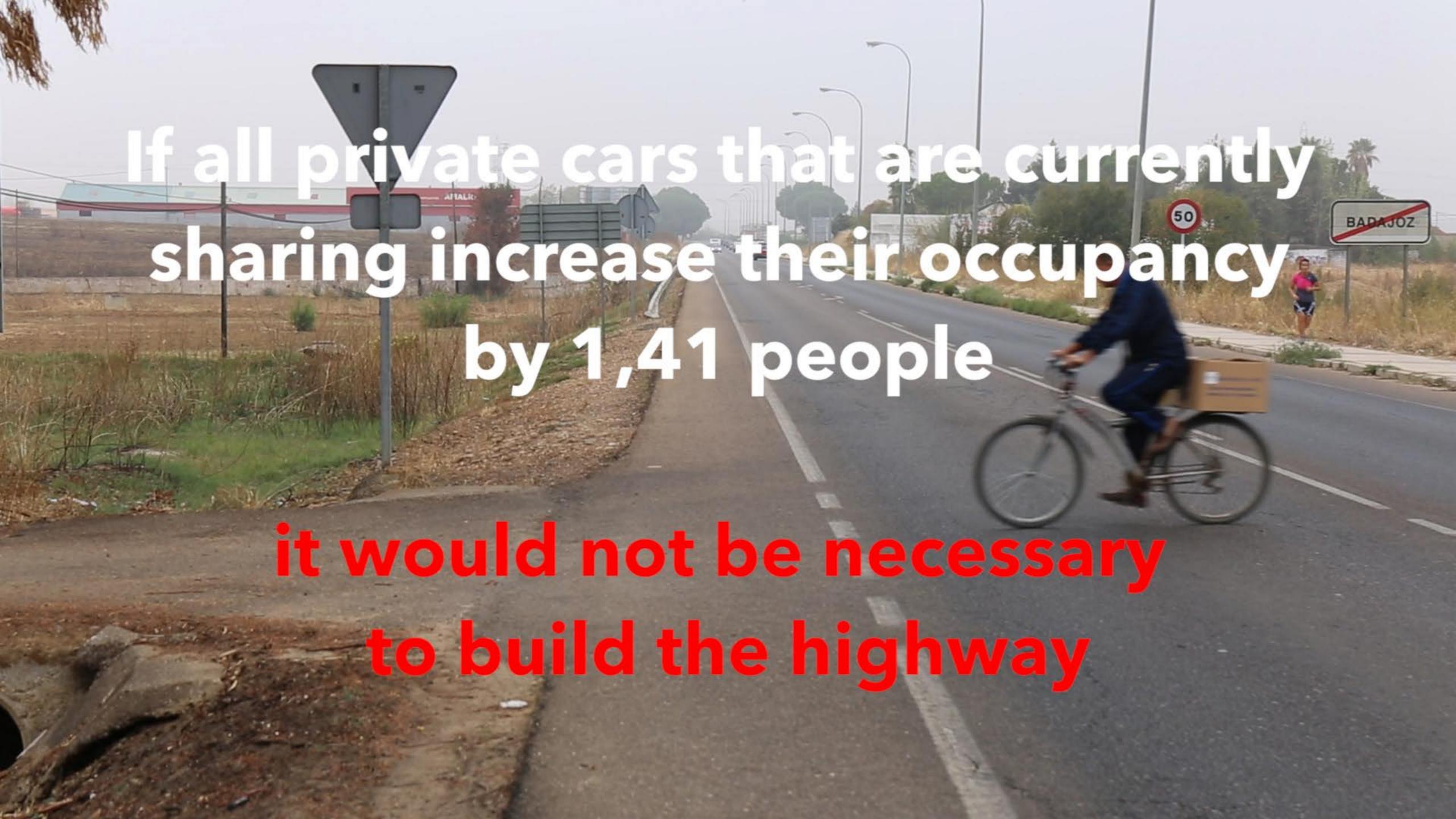
Territorial impact. <del>159 expropriated plots. 120.000 m2</del>. 0 m<mark>2</mark>

Ecological impact. 4.749 T CO2. 0 T CO2

Connectivity impact. 106 crossing points reduced to 4.0 reduced

## how SHARING







Nicola Dario Baldassarre
Adriana Campmany
Gabriel Casals
Carles Enrich
Carles Esquerra
Adrià Guardiet
Juan Socas
Ferran Viladomat

October 2016