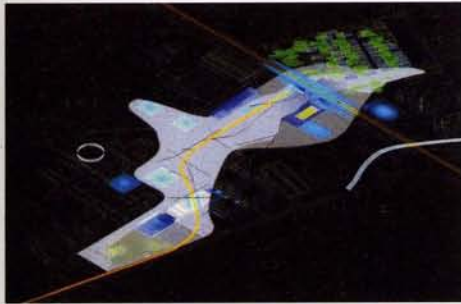
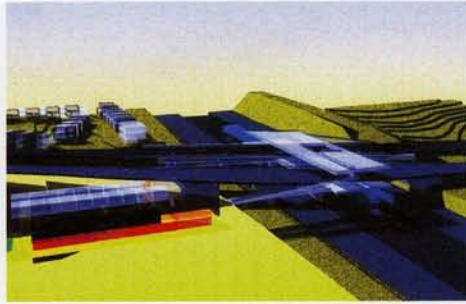


EUROPAN.
EUROPEAN RESULTS

8.
EUROPEAN URBANITY



THEME 2
URBANISING
WITH INFRASTRUCTURESANTI POTEKINE CORRIDOR
FRANCE, VILLETANEUSEHORIZONTAL COMPACT
ELLAS, ATINAI-AMAROUSION

NORGE, BERGEN



FRANCE, CHÂTEAUROUX

LOCAL AND TRANSLOCAL

The infrastructures play an important role in the process of urbanisation of the European cities. Their connection to the territory generates all sorts of dynamics and creates new sorts of mobility. The project actors of Europan (participating cities and architectural teams) look for reconciliation between the city and the transport infrastructure. In fact, it has become evident through the various sessions that the cities seek for a new role related to a networked European territory by developing all sorts of strategies where the aspect of mobility becomes decisive. The actors work around the accessibility to infrastructure (transport networks) in order to facilitate the creation of urban dynamics within the competition sites. At the same time, they seek to minimise the discontinuities created by the existing transport infrastructures (rail tracks, highways etc).

In Europan 5, for example, the city of Villetaneuse in France looked for a new role within the Parisian agglomeration by exploiting the insertion of a tram and a train station in an existing enclave between the city and the university area.

As a hypothesis to that, the winning project by l'AUC (by Caroline Poulin, François Decoster and Djamel Klouche) reformulated the problem by manifesting the capacity of the infrastructures to contribute to the making of urbanity. The uses introduced by the transport infrastructures are not only of short but also of long duration, as the architectural team said.

It is in fact this creative tension between short and long duration uses that the Europan project actors are required to manipulate. Another example is that of Athinai-Amaroussion, Greece, again in Europan 5. The city searched for ways to inject a new role into the Athenian agglomeration by the connection to the new transport infrastructure (train and metro). The winning team, Sofia Vyzoviti and Giuseppe Mantia proposed kinds of "touching down" mechanisms of the transport node by introducing all sorts of uses of long duration addressed to the users of the neighbourhood (the locals) and not only to the commuters.

Urbanising with networks has as one of its main denominators the tension that is generated between the users in physical proximity and the commuters (the nomads). For example, in Reims, France,

the new high speed (TGV) transport infrastructure creates a market for residents that work in Paris (Europan 5 site), thus generating a sort of physical proximity between the commuters to Paris and the people working in Reims.

Urbanising with infrastructures therefore generates creative dynamics between the "local" and the "translocal": the local, as the scale of the surroundings, the physical scale of proximity and the translocal as the scale of what lies beyond the surroundings, which could be regional, national, universal, global. It is important to note that the notion of "translocal" has a relative dimension and it is introduced to manifest the networked aspect of the contemporary urban environment. It goes actually beyond the hierarchical centre-periphery model of development.

In Europan 8, the cities whose competition sites relate to this theme develop different strategies to benefit from their accessibility to urban infrastructure. This is in fact complemented, reformulated by the winning projects.

The strategies of up-scaling relate to a sort of a "plug-in" of a local condition to the networks thus

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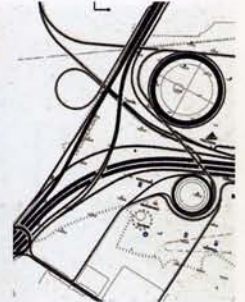
PLANTING SEEDS
NORGE, HAMAR



GOLD IN THE SHELL
FRANCE, CHÂTEAURoux



REVERSED URBANISM
DEUTSCHLAND, HALLE



LOOPS
LOGROÑO, ESPAÑA

attributing to the local a larger scale urban role. The strategies of down-scaling relate to the introduction into the site of urban dynamics that come through the networks (through a public transport station, or a connection to a road infrastructure).

There is a double mechanism. On the one hand, the strategies may give priority to downscaling actions but at the same time they develop re-boosting actions (selective re-plugging to the networks as in Bergen in Norway, Göteborg in Sweden, Vienna in Austria). On the other hand, these strategies may give priority to up-scaling actions but at the same time they develop re-connecting actions related to the physical proximity of the site, as in the sites of Zwolle and Haarlem in Netherlands, Châteauroux in France, Hamar in Norway, Sagunto in Spain, Calabria in Italy,

TOPIC 1: CROSSING NETWORKS

In the sub-theme of crossing networks, the issue to confront is on the one hand how to cope with the physical proximity to the existing transport infrastructure, and on the other hand what forms

of accessibility are possible. The reconciliation between the city and its infrastructures depends on the transformation of all those vast fringe areas of the railway lines in the city peripheries, (the case of Hamar in Norway, Vienna in Austria etc.).

The cities have realised that it is the accessibility to those transport networks that is crucial, a sort of counterbalance to any negative aspects due to the physical proximity of those sites to the transport infrastructure. Another issue evident to the cities is that it is more and more difficult to make all those transport infrastructures disappear, as they hoped to do some years ago. They have to search for other sorts of continuities between the opposite sides isolated by the transport lines and furthermore between the fringe sites and the rest of the urban agglomeration.

TWO CATEGORIES OF APPROACHES ARE DETECTED AMONGST THE WINNING PROJECTS.

Giving emphasis to the city, sort of downscaling strategy of the existing infrastructure. In the first category there is an emphasis on the city by introducing building "magnets" or by introducing public spaces and field conditions. The winning

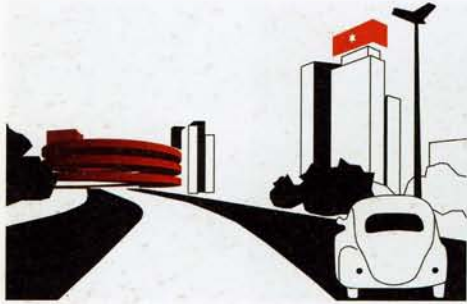
project "Planting seeds" in Hamar, Norway, chooses to introduce the city into the other side of the rails next to the lake, through a series of buildings with a magnet-like programme. The private programme is carefully wrapped around a collective one. In this manner the city can be gradually encouraged to cross over.

The runner-up project "Gold in the shell" in Châteauroux, France, chooses not to cross over the rails by any sort of building but to carefully define the edge of a collective space that has the potential of crossing over.

The runner-up project "Reversed urbanism" in Halle, Germany, introduces a sort of a planted field condition (bamboo-like fields) attempting at the same time to create a kind of density and intensity of uses by carving out habitable spaces in the field. It is a sort of a critical attitude regarding the possibility of reconciliation with the infrastructure within the actual context of the shrinking German cities.

Giving emphasis to the transport infrastructure itself, a kind of up-scaling strategy.

In the second category of approaches there is an emphasis on the transport infrastructure



V=0, DEVELOPMENT BY CONGESTION
DEUTSCHLAND, HALLE



REFLECTIONS
SVERIGE, GÖTEBORG



L.A.R.S. LINKING ÅSANE A RE-MASTERING STRATEGY
BERGEN, NORGE

itself. Sometimes this is achieved by transposing infrastructural forms into building types and at other times by emphasizing the impact of the content of the infrastructures.

The winning project "Loops" in Logroño, Spain transposes the logic of the transport infrastructural loops into residential types, thus proposing a sort of a hybrid form of residential type: a drive-in apartment tower.

The runner-up project "development by congestion" in Halle, Germany, goes a little bit further by investigating the culture of mobility created by the transport infrastructure and the uses that come out of it. The team proposes all sorts of drive-in programmes: From a drive-in car wash to a drive-in park. There is also a proposal for a similar residential typology with the winning project in Logroño, Spain.

TOPIC 2: CREATING NEW POLARITIES IN RELATION TO NETWORKS

Generating a sort of polarity through networks becomes an issue, especially when the transport infrastructures "touch down" at a specific location.

The word "polarity" is used instead of "centrality" in order to show firstly that there are no references to centre-periphery urbanisation models but to a multi-nodal one with all types of centres all over the urban territory. Secondly, the use of the word "polarity" alludes to the presence of a kind of tension within the activities that define the centres' concentration. This tension relates back to the co-presence of users in physical proximity (local) with the commuters (translocal). It is indeed, a productive tension that attributes a double nature to the notion of polarity. Its double nature encourages

in fact the coexistence of up-scaling and down-scaling strategies.

THERE ARE THREE CATEGORIES DETECTED BY ANALYSING THE SITE BRIEFS AND THE PROJECT RESPONSES.

Strategies of fixing the local on various urban levels in order to host the translocal introduced by the transport infrastructure.

For the first category there are two emblematic projects to refer to. One is the runner-up project "Reflections" in Göteborg, Sweden, which introduces a series of local actions: the reorganisation of the local infrastructure (road network), the completion of existing urban block fragments and the creation of an urban façade to the river. The runner-up project "L.A.R.S." in Bergen, Norway, fixes the site by developing all sorts of anchoring to neighbouring fields (landscape and built fields).

**EUROPAN.
THEME.
BY SOCRATES STRATIS**

**8.
2.**



VORTEX
SVERIGE, GÖTEBORG



STRIPS, BEATS, BREAKS
BERGEN, NORGE



SUBURBAN BLOCK
ÖSTERREICH, WIEN

Strategies of micro-boosting to sustain local – translocal relationships.

The winning project “Vortex” in Göteborg, Sweden, develops from a reading of the site through urban networking – transport, roads, green areas – and then proposes alterations and re-dimensioning. It goes a little bit further by proposing a sort of micro-concentration of activities which will be the connecting point to the new transport station. The building that sustains this concentration of activities hosts local / translocal relationships and becomes a kind of “ambassador” of the area to the large scale of the networks.

Strategies of “landing” the translocal into local conditions.

The winning project “Strips-beats-breaks” in Bergen, Norway and “Suburban block” in Wien, Austria, develop a high density and intensity type of island super-block with a self-sufficient character

both in programme and in physical form. In Bergen it has been developed in a more exaggerated manner. Then, both of them develop sorts of secondary connections bridging out to the surrounding areas in order to facilitate the movements in and out.

How to open up the theme to new problems?

The transport infrastructure institutions become a decisive actor in the European project. This means that this actor is directly related to the future of most of the European 8 projects regarding this theme and has to be more involved early on in the making of the project (from the preparation of the competition phase).

Are the market forces capable of following such reconciliation between the city and its infrastructure? Can the complexity and diversity in programme and scale proposed by the competition brief and reformulated by the winning teams be adopted and implemented by the market of each city?

1 – Allemand, Sylvain – Ascher, Francois and Lévy, Jacques, directors, “Le sens du mouvement”, (Institut pour la ville en mouvement), Belin editions, 2004, Paris.

2 – Stratis, Socrates, “Forms of local/global dynamics in a project based logic -the European context”, Doctorate Thesis, University of Paris 8, 2005. The examples are taken from the case study of this research.

3 – Bourdin, Alain, “La question locale”, Éditions Presses Universitaires de France, Paris, 2000. (“The question about the local”)

4 – Veltz, Pierre, Mondialisation, Villes et Territoires, l’économie d’Archipel, Presses Universitaires de France, 1996, Paris, 3^{ème} édition, 2000.

5 – Ascher, François, Metapolis ou l’avenir des villes, Éditions Odile Jacob, Paris, 1995.

6 – Pascal Amphoux talked about the definition of the notion of “polarity” during the Forum of Cities and Juries in Graz for the European 7 session.

7 – Marcel Smets already made such a suggestion during a meeting in Paris last March between the members of the scientific and the technical committees