

## **TERCER PREMIO: 21977**

The development of a city is indivisibly connected to territorial, political and virtual communication.

The proposal for a project where the High Speed train will become a reality for Granada has filled the local press for some time.

The new infrastructure generated by the AVE will provide new and improved communications which could revitalise the traditional industries of the city: the University and Tourism, encouraging, in this way, the growth of a city which deserves to grow.

From the architectural project the entire process has been examined that will not be merely the installation of a new railway station but also those aspects which will affect the city in the long term. These problems must be examined within a time scale that responds to a general solution, a territorial integration and not a partial and isolated aspect. For this reason, the project begins outside the city.

The current route of the railway lines has left, like a river, two riverbanks and vacant lots between the lines. The city has continued to advance inexorably. The edges of the valley have, in this way, managed to maintain an almost theoretical union between the green of the landscape and the city.

This is where the project begins. Where the railway lines divide the land and give us a green area which is the first thing the passengers see when approaching the city.

By burying the railway tracks, this landscape will no longer be visible from the train, but it will not disappear. The general plan includes the building of a road to give rapid access to the city above the buried railway lines. In this way, the edges of the valley will remain. We also propose the building of an urban park on the edge near to the *barrio de la Chana*. This will help to open up this neighbourhood which currently has very few green areas. In fact this vacant area is already used by the people living there as a place to walk.

The valley becomes, in this way, the fundamental theme of the project, not only through its physical presence, but also through its intellectual reality.

The valley will again become a green part of the city.

Granada is compact; it is a city where domestic public spaces abound, generated by small squares at the end of narrow streets. This vacant lot belonging to RENFE gives us a unique opportunity to give this part of the city new ties with the railway, although the lines will have disappeared.

As the train perforates through the subsoil of the city, the green belt will do the same up on the surface.

In this way, the AVE station will have a square garden on its roof, and the train and the green belt will have a re-encounter at the terminal.

The train station will be an inter-modal station, with the addition of a bus station. These buses currently have their bus stops in the *Avenida de Andaluces*; we consider that the change of location could be effective as it will free this road from bus parking and this tree-lined boulevard from the 19<sup>th</sup> century will become a kind of entrance hall for the station.

Most of the traffic will use the new city access road and this will arrive at a lower level so as to protect the *barrio de los Pajartios*, on the one hand, and to make

both private and public more agile, on the other. It will also provide access to the underground car parks.

RENFE's vacant lot overlaps with the city in places with very different characteristics: *Camino de Ronda* at a high level, the *barrio de los Pajaritos*. Segregated by a divisionary wall, the fenced in garden of Fuentenueva, the *Severo Ochoa* artery and the University sports facilities. Our solution will bring all these together with real solutions for each level. The AVE station will bring in a flow of passengers but it is important to think also of those who will not be travelling.

A parallel project has been developed to go alongside that developed for the station, one which is closely tied to the public, the visitors and the University students. A proposal which includes tourist support through a hotel-restaurant, leisure centres, cinemas and shopping malls, infrastructure through a car park and a remodelling of the University refectory complex, with the addition of a library and study rooms. This is, in itself, a solution to a problem that has long been ignored in the city.

We endeavour to bring together the travellers and the inhabitants of the city so that the journey will begin again when the traveller steps off the train.

## **THE PROGRAMME: THE PARK, THE STATION, THE LEISURE AREA AND THE UNIVERSITY**

The station is the first place visited at the start of a journey and the last place once the journey is over. It is forcibly connected to journeys, any kind of journey, both a journey to a nearby town and a journey on the High Speed Train, the AVE. Each traveller's journey begins when he decides to board a train. Therefore, the station is a prolongation of the imaginary lines that we trace in our imagination before we reach our destination.

The development of the project treats the initial and final trajectory of a train journey in this way, but without forgetting that the station is not really the beginning or the end of the journey.

### **The perforated roof**

For the new railway station in Granada, the General Plan envisages a buried terminus.

The idea of the project is to ensure that the burial does not create an underground area with no ties to the outside and that the city should become integrated into the station to give the area the appropriate personality for the arrival of a train.

The main point of focus was therefore the perforated roof. This will provide natural light to the station and allow the passengers to glimpse the city at the level of the roof.

As the train advances and eats up the land, the vegetation surrounding the station seems to advance and eat up the building, passing over the roof. The landscape that the passengers have lost from sight when the train enters the underground section will suddenly appear to them again as they reach the station.

The roof of the station will become to a certain extent a garden for the city, a waiting room for visitors who are not going to catch a train, a place to visit which does not necessarily have anything to do with travel.

Although we will be describing the different levels of the station, the station is designed as a single piece working at different rhythms on different levels, endeavouring to create a unique space.

The following description of the AVE railway station is given level by level:

### **LEVEL +656.5. TRAIN LEVEL, COMMUNICATION WITH THE CAR PARK**

The train arrives and departs on this level.

It is an atrium for hellos and goodbyes.

This where the passengers gain access to both the arrival and departure platforms. We could therefore include on this level a tourist information programme, car rental offices, gift shops, a small customer care office, a small café and waiting room....

The commercial programme has been divided into small cells which will be duplicated or tripled in accordance with the numbers of people who request

their rental. This area will directly communicate with the car park, giving a connection between these two means of transport, the car and the train. This level will also house the AVE Club, the VIP waiting room, the room for authorities and the press room. In the southern wing of this level there will be a cargo storeroom for RENFE.

#### **LEVEL +659. INTERMEDIATE CAR-RAIL COMMUNICATION LEVEL AND LATERAL CAR PARK.**

This level includes the entrance for the vehicles using the car-rail service, communicated with the rapid access way on level +662.5. There is a ramp from this level up to the lateral car park for vehicles using the car-rail service where there is room for 160 cars and this communicates also with the roof-garden area.

#### **LEVEL +662.5. CAR-RAIL RAPID ACCESS LEVEL AND LATERAL CAR PARK**

This is the neuralgic centre for passengers in the station and houses all the services specifically connected with the train. The travel centre. This includes the ticket offices, telephone reservations, confirmation of Internet tickets, an information centre and a help desk.

There will also be a waiting area in this part of the atrium that crosses the station and it will be possible to see the arrival and departure of the trains from this point.

This area will also include the RENFE cargo and courier dispatch area.

There will be two screens announcing the arrivals and departures of the trains.

There will be direct access to this area from the University pathways and the bus station which is located on the rapid access way level.

There will also be a Police Station here on the rapid access way level.

The N-W side of the station is lined by a row of poplar trees separating the station from the *Barrio de los Pajaritos*.

The station management offices are located along the SE side in permanent contact with the passageways, 'landscape offices' allowing the greenness of the landscape outside to mingle with the landscape inside the station.

The station programme has requested the following for these offices: Head of Operations, Head of Human resources, Commercial-Delineation-Building Techniques Director, Works Manager and administrative office, Head of Installations-Infrastructure and Rail Techniques, Signal Techniques, Head of Infrastructures and Rails, Head of Signals.

#### **LEVEL +667. MAIN ACCESS LEVEL. ENTRANCE VESTIBULE. MAIN INFORMATION PANEL. VISUAL PROLONGATION WITH THE CITY AND THE SQUARE - PARK.**

This level houses the main access to the station. This atrium begins in the city itself, in the *Avenida de Andaluces*, as does the new tree-lined avenue that reaches the station. From the *Avenida de Andaluces* the passengers cross the rapid access level to the arrivals area. This level also has the taxi rank and kiss and ride area.

Inside the entrance are the information areas and the digital arrivals and departures panel which is positioned vertically in the building.

This level intends to be in direct communication with both the square-gardens and the city, where the corner of the *calle Severo Ochoa* can be seen. Natural light floods in through the perforated roof, illuminating the entire station.

The main restaurant is located on this level. It will have an outside terrace which will be able to be used in the warmer months.

**LEVEL 671.5. CAFETERIA. STATION CONTROL. ACCESS TO THE INFORMATION PANEL. ACCESS TO THE UPPER LEVEL AND THE GARDEN.**

The top floor of the restaurant is on this level, where there will also be a cafeteria overlooking the entire station and crossing from one side to the other.

The station control will also be located on this level, as will the megaphone system and CCTV. The control of the information panels and all the computer installations will also be on this level.

The Station Master's office will be on the SE side where there will also be access to the elevated garden on the roof.

## **THE CITY WANTS TO BE GREENER.....**

Architecture is an artificial landscape, and the incorporation of nature does not necessarily have to become a natural landscape.

The proposal for the new station intends to combine two worlds which are generally separate from each other, which are often seen as boundaries to each other, that is the reason why the “roofs” of the project are the defining elements. We shall build a large garden almost a park. The station park.

The boundary between the city and the station will be defined by a row of poplar trees.

The idea is to make a large wide-open public space making the most of part of the thermal inertia developed by the plants and the roofs for accumulating water. In this way, the city will be green, it will have thousands of different colours, it will be full of light and shade and reflections...

The intention is not that the plants should be something to admire, but rather something to enjoy and live with.

Ecological ideals mean that we must ensure the ‘sustainability’ of the park (necessarily written in inverted commas) which means the systems must be thought about in a rational way, incorporating those elements which have always worked in this sense: water, light, air---- shadows for the summer and sun for the winter.... Capturing energy or distributing it.....

To make the most complex things the simplest.

To walk beneath the trees, watch the trains coming and going.... To encourage the people of Granada to become an integral part of their city.....

**Fin TERCER PREMIO: 21977**