

## Tercer Premio: ICON

The different ideas expressed in this project were a real challenge to our imagination and creative talents, something between utopia and reality, **a moment**, an image and a charisma, the providing of a quality design for this part of the city of Granada and for the building of a time and a space for debate.

**A PROGRAMME.... A PRINCIPLE... AND A CONCEPT FOR THE HIGH SPEED TRAIN STATION CONVERGING WITH THE PRE-EXISTING LANDSCAPE... NEW URBAN MOBILITY, RECLASSIFYING AND REORDERING THE SURROUNDING LAND.**

**A VACANT AREA LIMITED BY THE CURRENT RAILWAY LAYOUTS  
URBAN EMPTINESS  
TO DESIGN A SPACE FOR EVERYDAY USE IN CONTINUOUS INTER-MODALITY BETWEEN THE HISTORICAL CITY CENTRE AND THE OUTSKIRTS OF THE CITY OPPORTUNITY FOR URBAN INVESTMENT**

It is a landscape dialogue with the surroundings. *Barrio Pajaritos, Sierra Nevada, Albaicin* and the *Alhambra*, justly considered to be one of the new **'wonders of the World'**.

We took a special interest in dividing and/or contaminating the land, giving a free rein to our ideal of reclassifying and reordering the urban fabric, putting at risk and even making possibilities for the future unviable, in favour of this unique opportunity given by the rebuilding of the new Granada High Speed Train Station. This should be considered as a true 'urban project' for the city of Granada.

## **Methodology**

The *Plan General de Ordenamiento Urban* of 2001 established two fundamental vectors;

- Location of a Railway Station in the City Centre
- Access roads to the centre to facilitate the entrance of vehicles and to free up other roads, which already exist, but with characteristics which would be unable in the future to adjust to the demand.

Indeed, the idea is not to prize or stimulate the entrance of private vehicles into the old city centre, which is already limited enough and has fragile environmental conditions, but for this new road to serve the Railway Station and, in turn, become an **Interface** beneath the different urban fabrics already existing, preventing private cars from invading the historic centre.

By enlarging the current *Fuente Nueva* Park, the aforementioned strategic measures would be developed as this Park would become a physical barrier to prevent private cars from getting into the Historic City Centre of Granada. In this

way, inter-modality would be stimulated together with the use of public transport using the new interface.

- Observation of the urban consequences in the area around the University Campus, providing solutions for reorganising as appropriately as possible the physical space which go beyond those deriving from the station itself.
- New project for the Station to enrich the strategies and synergies and that includes a Spin Off cluster, a type of nest of companies within an atmosphere of innovation and research which will count on public-private associations in this University area.
- Construction of car parks duly adapted to the new Interurban Bus Terminal, a future Tram Station, a terminal or bus connection point, together with a taxi rank. All of this would bear in mind the use of the public spaces and accessibility of the whole area which had been previously very limited due to the Railway Station which had been built on the surface. In the proposal, the station is to be built underground.
- The road network we propose bears in mind all the surrounding areas. Streets and squares have been redesigned and new streets and squares have been suggested.
- Through a general biomorphic covering we are hoping to create areas of shade and protection for the vehicles, also creating an urban trajectory and, therefore, 'city'.
- Green areas will be created and adapted to the spaces, together with the Station square that will be a continuation of the *Fuente Nueva* Park. At the same time, subterranean trajectories will be created to permit leisure areas, restaurants and new University refectories to be built.
- Where the current *Camino de Ronda* crosses the lines, a green area will be created connected with the other sports areas, the new cycle path and the restaurant infrastructures. An uninterrupted pedestrian precinct will be created which will be open to all the city inhabitants, especially the University students or users of the Station.
- We have opted to build the station underground. For this, a negative has been opened up in the floor of the atrium the building of which will become a sign of identification for the city.
- The access model proposed for the street level is based on the taxi kiss and ride and private cars.
- A large underground car park with access to the Station atrium and the respective services and different train platforms.

The building has been planned from the urban standpoint and becomes an irreverent mark at a territorial level, whilst being focussed on reinforcing the presence of the *Alhambra*. In this sense, this building is distanced from more contained and consensual interventions, although it could become covered in the future due to the enlarging of the buildings of the *Barrio de los Pajaritos*, contemplated in the *Plan de Ordenamiento Urbano* of 2001, which will lead to a more dense building programme.

## **Concept and proposal**

- Mixture and clear hybridism have been present in our proposal, as has the dominant territory and culture. To give meaning to what the city means, the dialogue between cultures and dignity in spaces. We have dared to do this, sure in the knowledge that the urban design will bring together the iconography of the peoples that lived here and therefore geometry and human abstraction were not sufficient, but rather other principles of Arabic culture that can be found in the founding of the city.
- Once the concept had been designed in great detail, we made the design based on cinematographic images such as Aladdin's Dance of Tornadoes or Dance of Smoke. This can be seen in the biomorphic rood or "blanket" and the light shafts in the station.
- We have brought an enormous **animal object** into the urban landscape which moves twisting its body, its mouth and throat wide open. The beast's head generates nests of knowledge and culture. This being flies and shows an attitude of culture and faith.
- In this way, the discourse and its identification is begun, an incomplete spiritual trajectory through fights between its culture and other cultures, when in another time it had been the guardian for different peoples living together.

**Accessibility and Transversality.** In this urban and architectonic proposal we have, from the outset, examined the concepts of inter-modality and urban mobility, both in the sense of completing the existing urban fabric whose programme concerns housing and services, and in this sense of giving meaning to the public space so that it might be in constant dialogue with the rest of the surrounding areas.

- Considering that the land to the South of the Station is currently also a barrier and a factor leading to exclusion, as it limits and restricts the University Campus, we consider it necessary to create the aforementioned transversality, setting up a mobility plan by restructuring roads and streets.
- The new areas envisaged in the plan for the north of the Station and considered to be an enlargement and reclassifying of the *Barrio Pajaritos* have not been designed because we consider them to be a mere urban exercise that can be carried out by the future promoters of the area. On the other hand, urgent thought should be given to delimiting and redesigning the University Campus. This project is very important due to its proximity to the High Speed Train Station and it should not be allowed to remain like a barrier or limitation to movement. We therefore suggest that this space should be reordered, although only conceptually for the time being.

DISQUALIFICATION	INTER MODALITY
URBAN VACANT LOT	MARK ON TERRITORY
BARRIER SPACE	TRANSVERSALITY
MONO-FUNCTIONALITY	RECLASSIFICATION

**Fin Tercer Premio: ICON**