

REPORT

Introduction

The station of Santa Justa faces today, after it was put in function in 1991, what will be its most committed and substantial change. The proposed design for the environment of Santa Justa station for the City of Seville and Adif, is a continuation of those already made at different times since 1989. In all of them, the proposal was always the **creation of a perimeter building** that will provide the station with a new and controlled environment of its own. Since then, the project has always **'remained incomplete'** project. Since the initial sketches, the station was wrapped up with the so-called "station buildings" that helped it settle and order on the lands that back then received the qualification of "no man's land". Many things have changed over the years, but we believe that this belt of perimeter buildings is necessary to form a unit with the station itself. According to the definition of the General Plan itself: **(PGOU)**

Santa Justa as an activity catalyst

In this new proposal, we introduce changes to the previous versions. These changes adapts themselves to what is happening today in the surroundings of the stations of the big cities, which help understand these spaces as real catalysts of activity and generators of wealth.

In the case of Seville, these lands treasure an obvious as well as an exceptional value for its immediacy with the high speed train (AVE). In order for Seville to not waste **"the occasion that these land's enclosure"**, we proposed a change of use and an increase of buildability. It is suggested the creation of a new nucleus of **services; hotels, offices, business center** and, in general, services of economic activity in the surroundings of the station, with **buildings of great uniformity** around the perimeter, using the same materials as that of the station; leaving Santa Justa station as the protagonist and the most unique building in the whole complex. Within this purpose, the so-called **'Plaza de la estación'**, shall create a friendlier place to receive a traveler.

New park as an endowment of new quality to the city

The central triangular space in front of the station, is becoming a **space of much greater importance**. This space shall take the advantage of the occasion, by raising a significant increase in buildability, to solve their problems by **closing the "railroad track"** that divides the park into two. This would result in the **creation of a new quality endowment for the city**.

Project in two phases

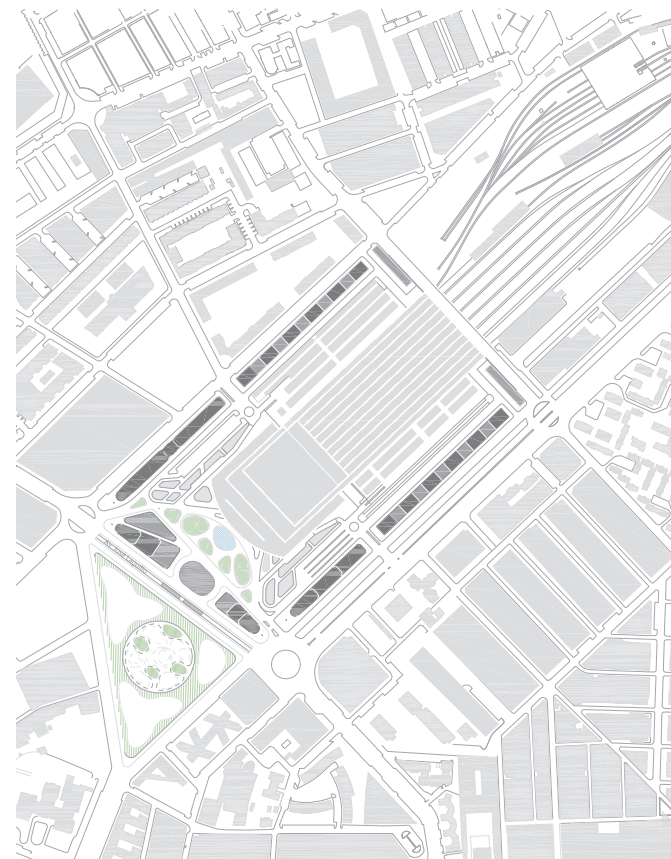
In the first phase, the space that is considered around the head of the station in the form of "U" will be built. In the second phase, in the long term, by means of the increase of buildability of the PGOU, the buildings parallel to the body of the walkways of the station will be built.

Masterplan for Santa Justa railway station perimetral surrounding buildings. Residential, offices and commercial

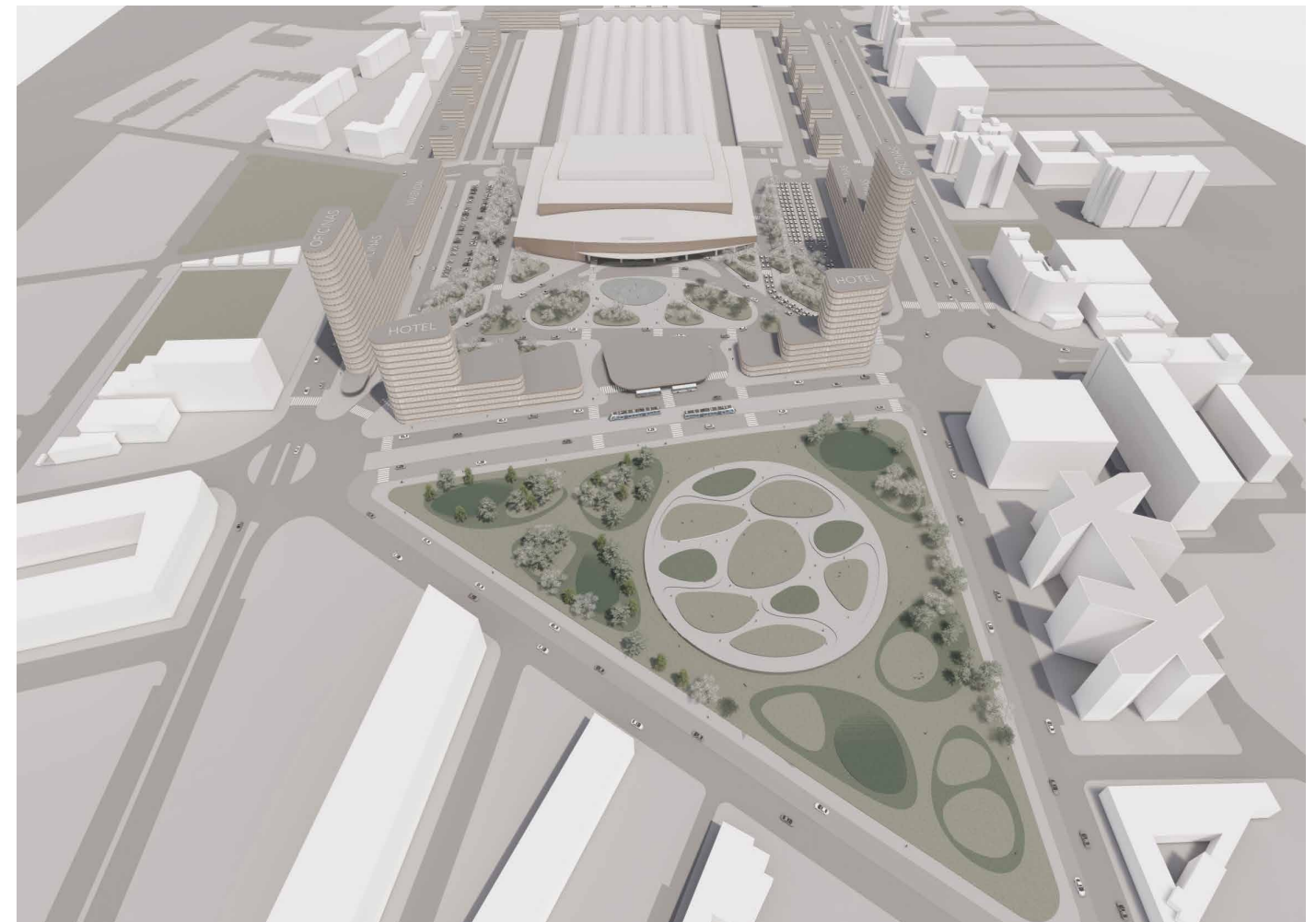


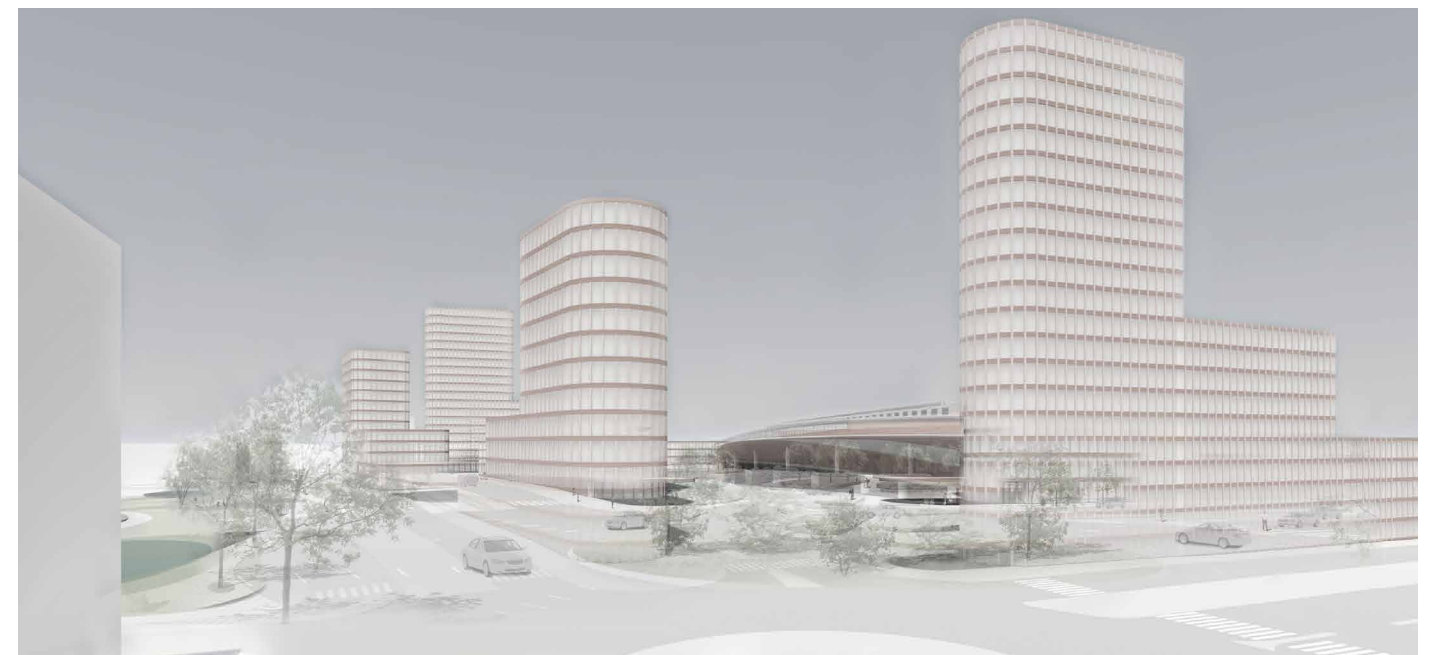
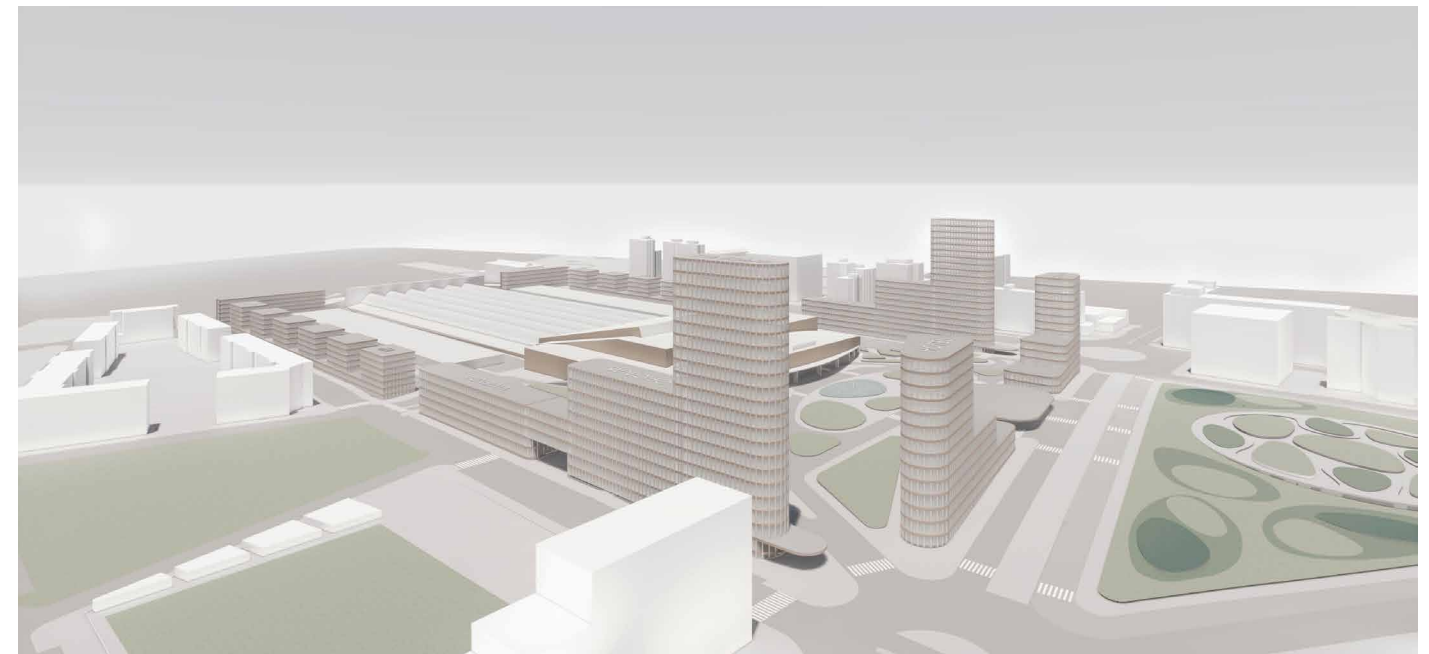
Seville, Spain

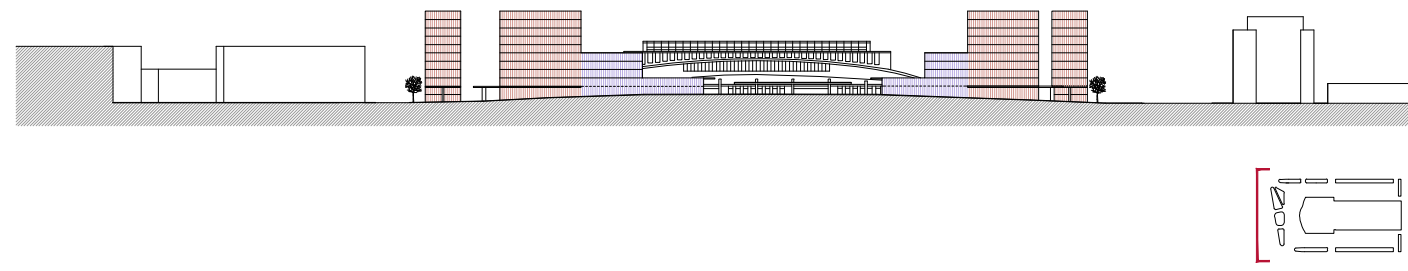
Publication's title: Masterplan for Santa Justa railway station for perimetral surrounding, Seville
Typology: Urban Design, Offices, Hotels, Landscape
Client: Adif Alta Velocidad, Ayto de Sevilla
Surface: 114.164 m²
Year: 2018
Status: In Progress



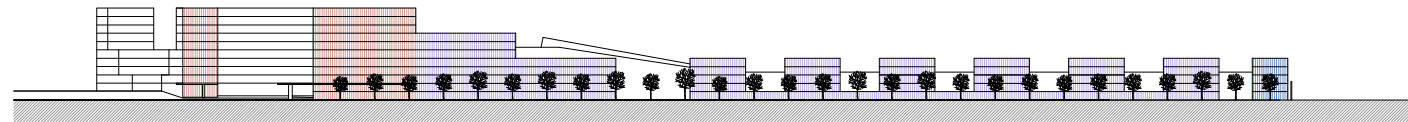
(PGOU) 'The pre-existence of the **Santa Justa station as a building of great architectural value**, must be adequately adapted by the new buildings to build a new environment. The perimeter building must thus respond to its condition as Santa Justa's new skin, so the architectural project should be understood as an **exercise of 'expansion'** by establishing necessary dialogue with the initial project and adopting sufficient guarantees for proper integration.'



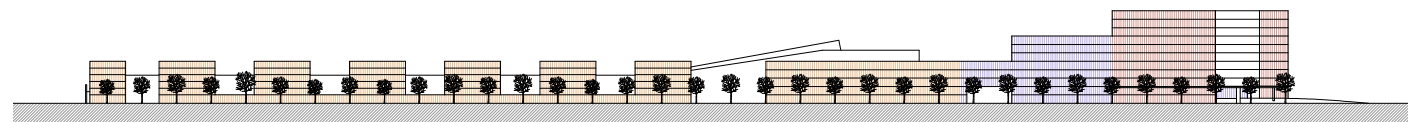




South elevation



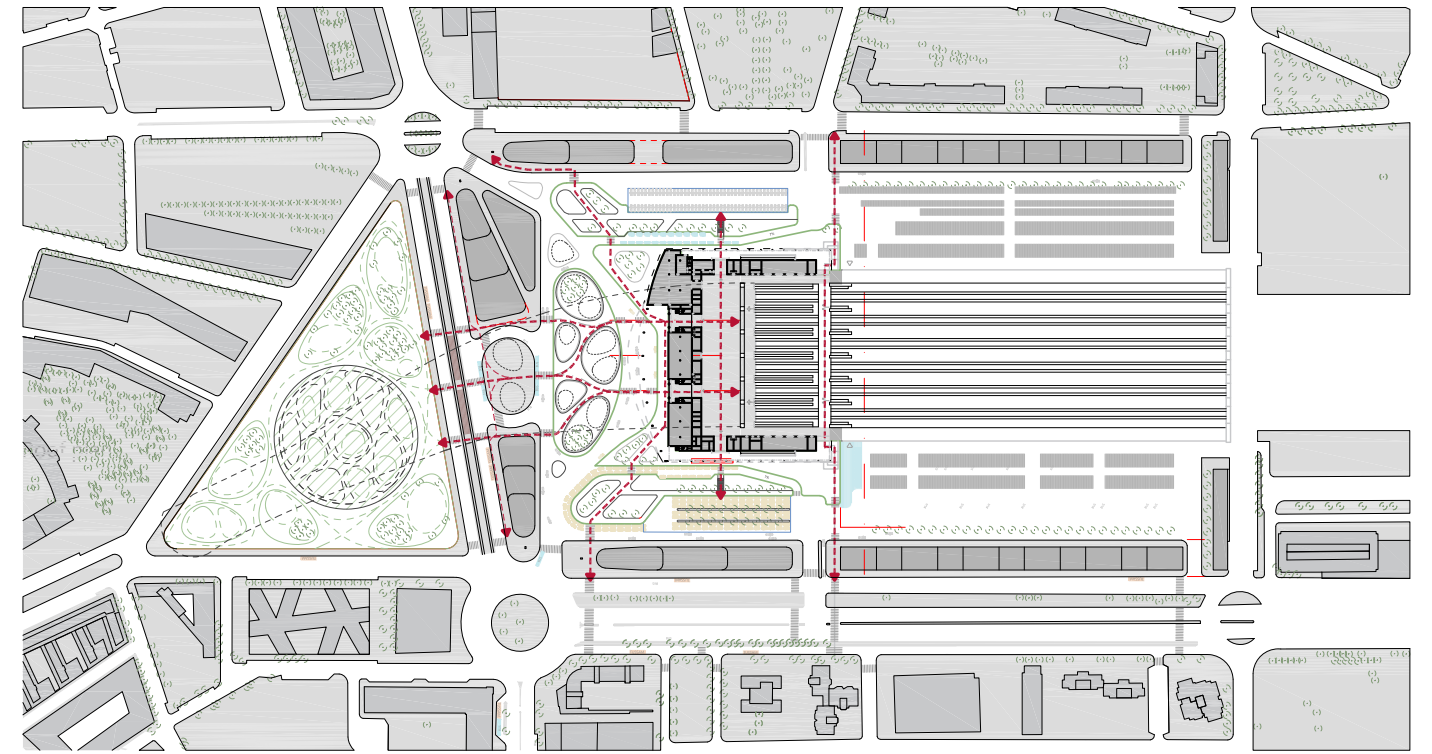
East elevation



West elevation

PEDESTRIAN CIRCULATION

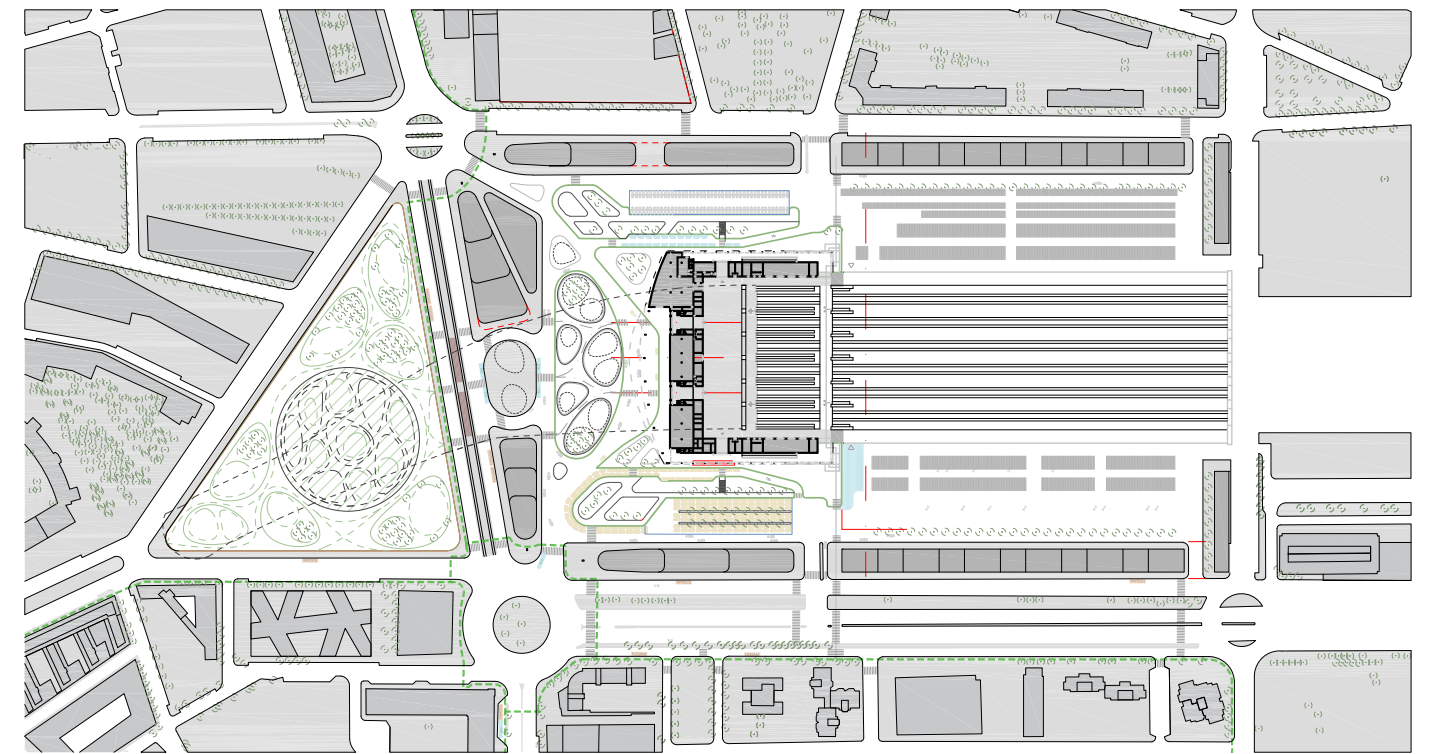
The proposal establishes new pedestrian routes between the surroundings of the station and the building itself. These routes are redirected through the new design of public space and green areas. To the west of the station, the tracks are covered, generating a new green space in continuation with the current José Laguillo park. This area also connects pedestrian with tram stops, buses and the station itself.



Pedestrian Circulation - - - - -

BICYCLE CIRCULATION (BIKE LANE)

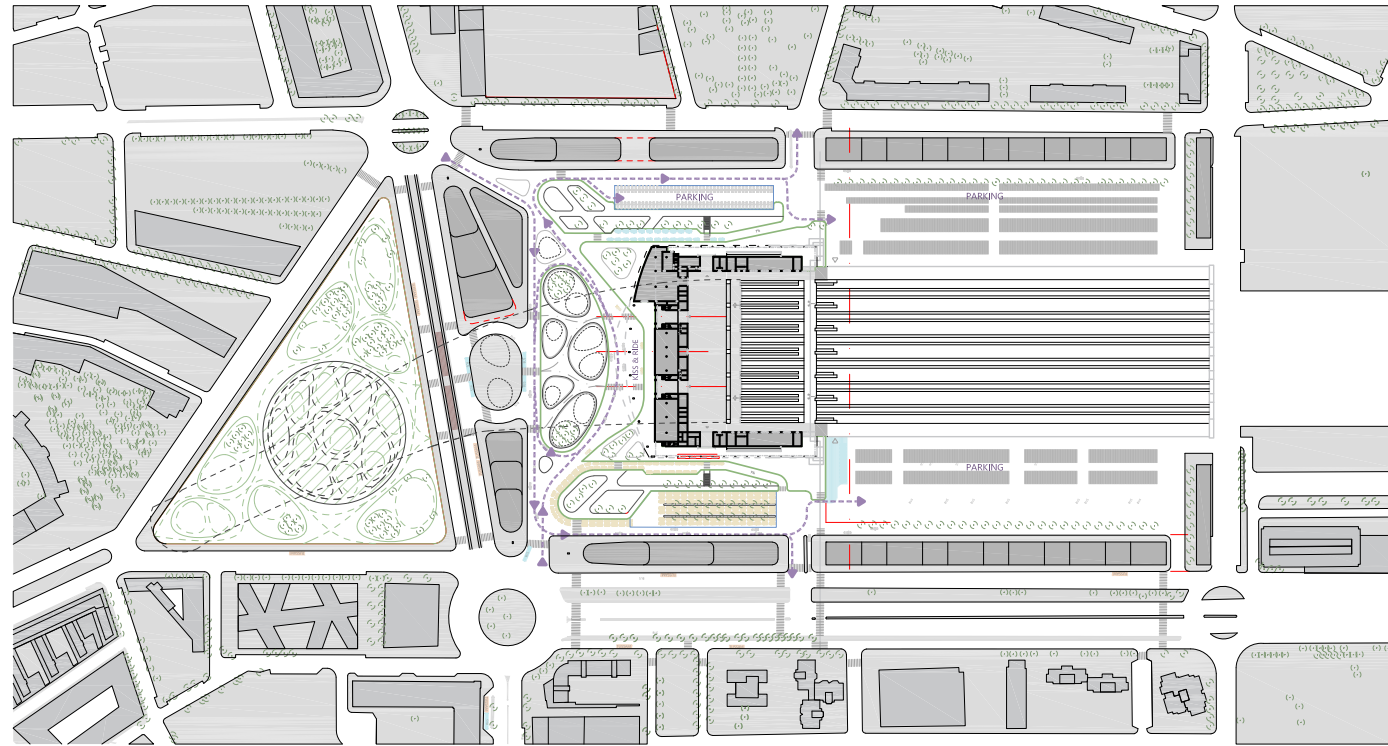
The main objective of the new proposal is to solve the possible consequence of current dangerous junctions and to simplify the layout of the bike path as much as possible. The new layout is arranged parallel to the Avenida de José Laguillo, which reduces the number of intersections, and a straight layout adapted to the new design is drawn.



Bicycle Circulation(Bike Lane) - - - - -

CAR CIRCULATION

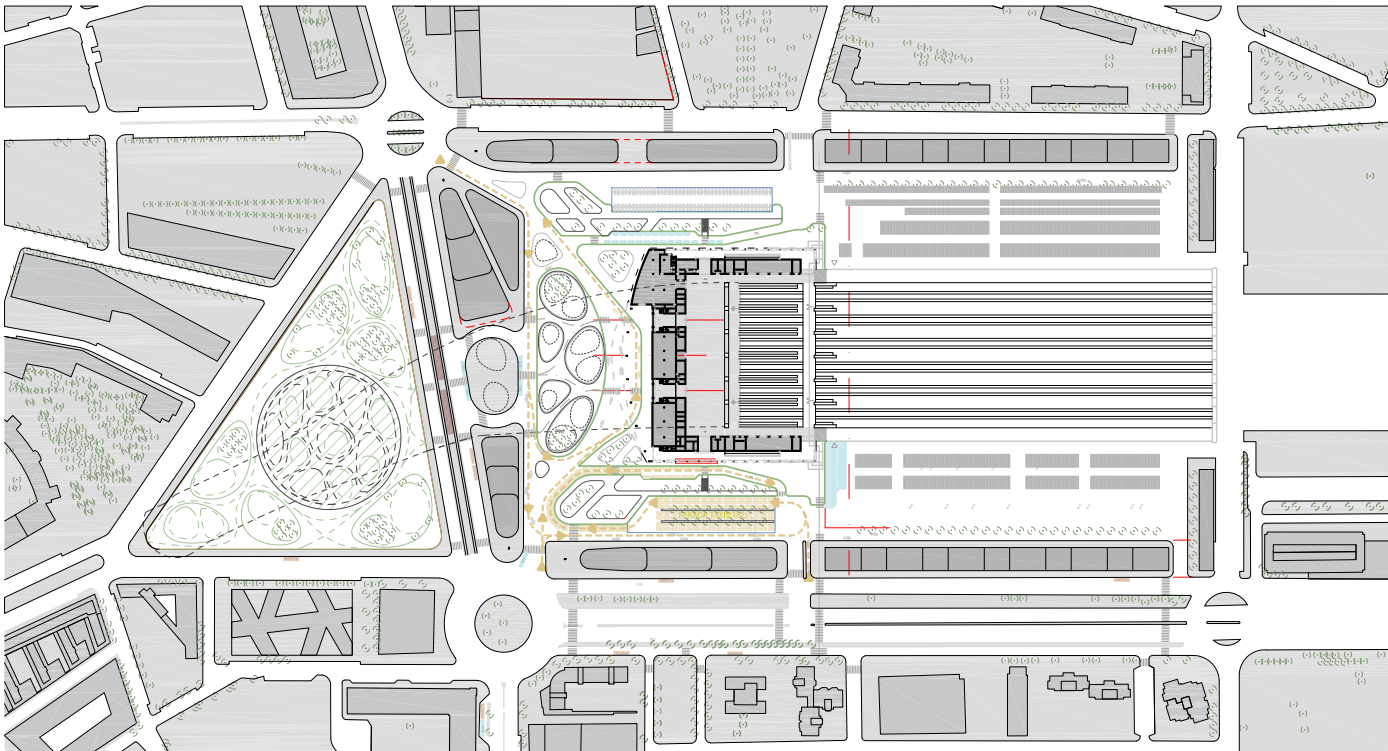
The area of momentary stop (Kiss and Ride) is maintained and it is extended in a lane with respect to the current situation. Regarding the car parks, the express parking is maintained and extended (30min) and it moves from its current position to one side of the station. The parking area is planned for an extension of 1500 seats in the next 4 and 5 years, reaching up to 2000 places in 10 or 12 years.



Car Circulation - - - - -

TAXIS

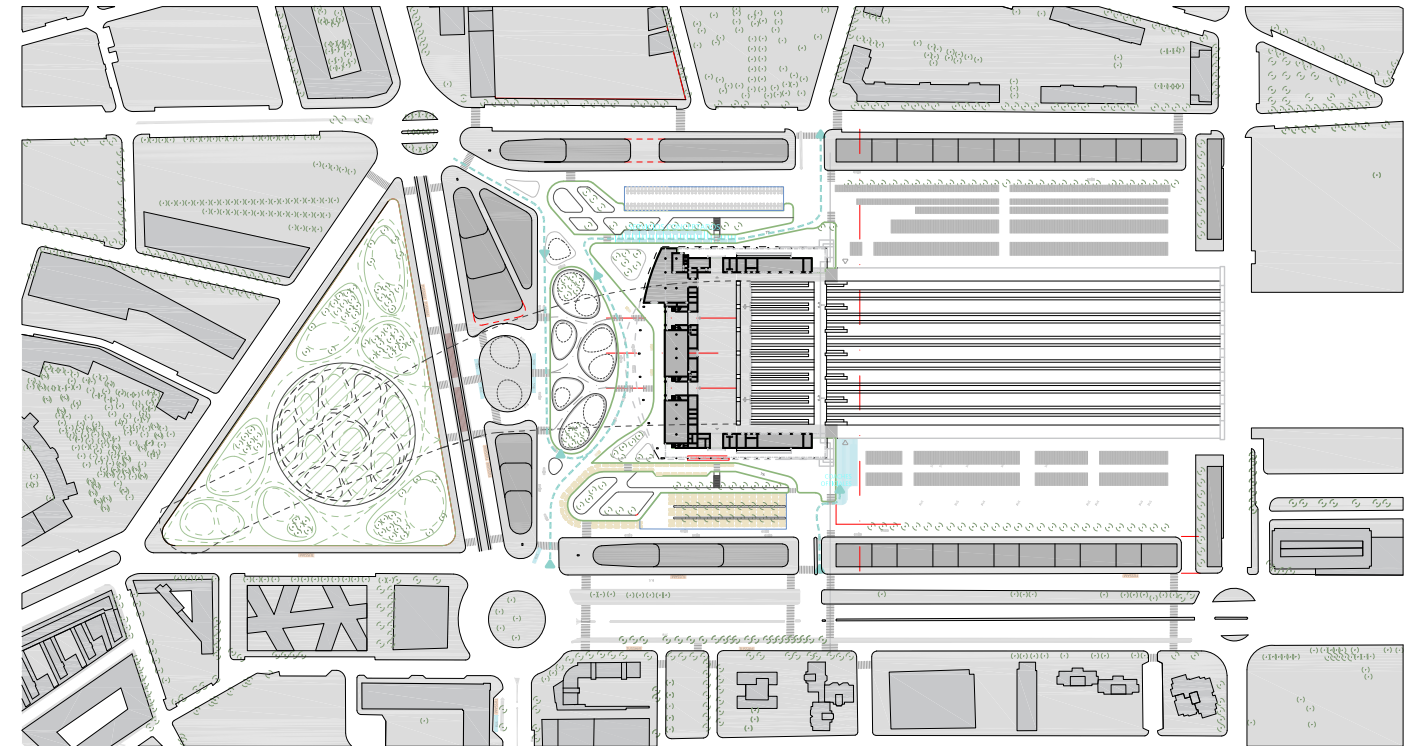
The passenger loading area is relocated on the façade of the station to Kansas City Avenue. The waiting area of the taxis is extended with 7 lanes and capacity for 170 seats. Thus, the front of the station is freed from both the load of passengers and the waiting taxi ranks. On the other hand, the passenger unloading area remains in the current location.



Taxi Circulation - - - - -
Taxi Stop ■

SERVICE VEHICLE CIRCULATION

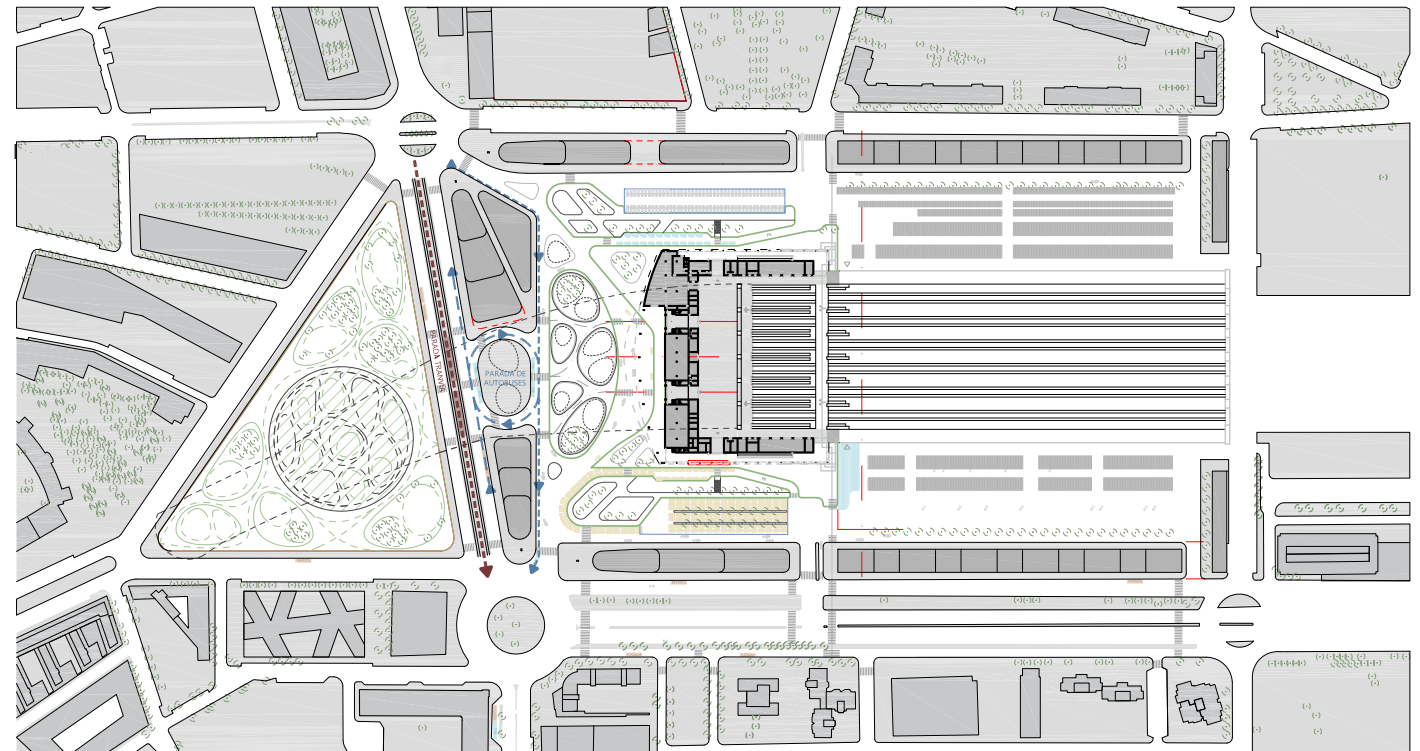
A new area reserved for the loading and unloading of passengers is proposed, both for concerted cars and official vehicles. This zone is located on the side of the station towards Pablo Iglesias Avenue. In addition, it may be used for buses and / or exceptional situations.



Service Vehicles Circulation - - - - -
Service Vehicles Stop ■

BUSES AND TRAM

The new design includes an interchange zone, with capacity for 6 bus stops and a new tram stop. Improving the connection between the station and the rest of public transport, and therefore improving communication with the city. This area has a large waiting area and connects with the station pedestrian. The new tram stop is proposed on Avenida José Laguillo.



Tram Circulation - - - - -
Bus Circulation - - - - -

Masterplan for Santa Justa railway station perimetral surroundings buildings. Residential, offices and commercial, Seville, Spain

MAIN DATA

Client: Adif Alta Velocidad, Ayto de Sevilla
Address: José La Guillo (Estación de Santa Justa), Seville, Spain
Type: Urban design, Offices, Hotels, Landscape
Status: In Progress

DATAS

Competition: -
Design of project: 2018
Construction: -
Implementation: -

SURFACES

Site: 118.468 m²
Main building: Offices - 46.298 m²
Other buildings: Housing - 30.943 m², Hotel - 36.922 m²
TOTAL: 114.164 m²

PROJECT TEAM

Main Architect: Cruz y Ortiz Arquitectos
Collaborators: José Ortiz, Eneko Garín, Javier González
Local Architect: -
Interior design: -
Lighting design: -
Landscape architect: Cruz y Ortiz Arquitectos
Restoration architect: -
Digital imaging: Cruz y Ortiz Arquitectos
Model: -
Photography: -
Structural engineering: -
Climate engineer: -
Building physics advisor: -
Fire safety specialist: -
Health and Safety: -
Urban planning: -
Survey: -
Site control: -
Contractors: -