

***DOSSIER_CONCURSO PFG 2018 COAM**

Name of the project: "Santiago South-East Infrastructural Development"

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In the following lines I will present four reasons by which this project might be awarded. The four reasons are: selection of location, strategic actions, use of primary structure and north façade system. Before to explain these reasons I will briefly put into context this PFG. "Santiago South-East Infrastructural development" project emerged within the premises proposed by IE University PFG professors: it has to be located in Santiago de Compostela, and it must address the wide industry/topic of Tourism.

Santiago became the administrative capital of Galicia few decades ago. Big facilities and mobility infrastructures had to emerge to accomplish the new demands of a regional capital city. Nonetheless, mobility infrastructures never were completely integrated within the urban fabric, having a relation of collision with the city. Currently, they produce neglected and detached situations. This PFG intervenes in this scenario trying to give one solution both for the problem of infrastructural collision and for the tourist challenge.

This project is located in the interception between the highway Avenida de Lugo and the railway Santiago – A Coruña with the street Rua de Sar passing underneath. On the one hand, Rua de Sar is composed of an old consolidated urban fabric of dwellings. This street is one of the original entrance paths to the historic center, and nowadays it is end of Camino de Sanabrés, one of the ways of Camino de Santiago. During spring and summer, pilgrims arrive to city through this street, becoming an important city gate. Besides, at the interception with the infrastructure, Rua de Sar becomes a tunnel which is 47 meters long. The construction of the tunnel is composed by concrete containing walls, and a set of civil works beams that all support heavy loads of traffic and of trains. Furthermore, at the north access of the tunnel, there is a plinth that saves the height between the street and the highway.

I propose the following strategic actions to incorporate this portion of infrastructure into the urban fabric: 1) occupy the infrastructural spaces of the tunnel, enlarging them in order to introduce a program, 2) renovate and amplify the sidewalks of the tunnel in order to create valuable public space, 3) demolish two existing dwellings to extend the sidewalk between the highway (av.lugo) and the street (rua de sar) in order to reconstruct the corner, 4) build at the edges of the infrastructure: a) erecting an "appendix building" and occupying the Plinth, b) erecting a screen building which serves both as a landmark-city gate and as noise barrier, 5) in order to unify these strategies, I propose to design continuous façades that mitigate the collision between the infrastructure and the neighborhood. All these strategic actions have the aim of bringing new social and economic opportunities to Sar, and of drawing together the urban structure of Santiago.

In this PFG the conception of the primary structure is fundamental. Since this project intervenes in a mobility infrastructure, it must follow its logics. The primary structure of the tunnel (Promotion Area) is composed by screen pillars, box beams and I beams that transmit the heavy loads of traffic. This solution provokes ample spaces that can accommodate flexible uses and programs. I propose a business hub as a program, but it could accomplish any other as long as it would be able to success its demands. Although the primary structures of the Research Area (concretely the Appendix building) and of the Incubation Area (Screen building) do not have to solve heavy loads, both use prefabricated elements in order to create a material/constructive unity with the infrastructure. Although in this project there are different spatial solutions, all of them are read as one single intervention since all of them use the same constructive language, i.e. prefabricated concrete elements.

Furthermore, there are two original situations of this site that this project tries to address: the situation of traffic noise and the one of the city gate. Both situations find a solution in the conception of the north façade of the Screen Building (Incubation Building). I propose a façade system of prefabricated pieces with the following features: 1) the first one is to create a plastic effect of chiaroscuro to dignify this interception. This effect can be perceived by car drivers. 2) the second feature deals with the shape of the concrete pieces; triangular forms that decompose some of traffic sound waves.

*Dado que el proyecto se desarrolló en clases impartidas en inglés, mantengo los textos y términos originales en ese idioma. Para darle coherencia a esta entrega, el presente dossier explicativo también se redacta en dicho idioma.