

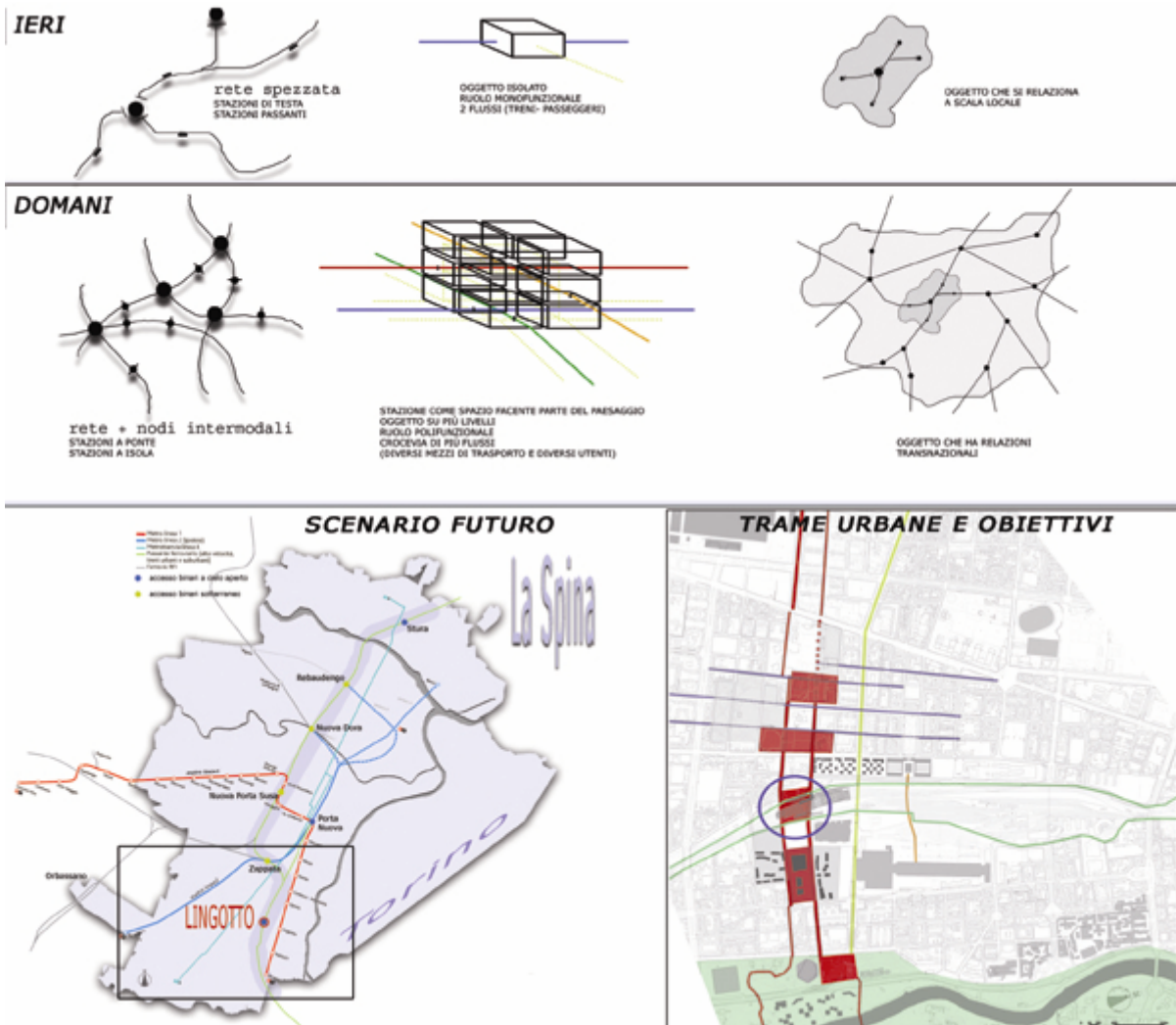
POLITECNICO DI TORINO
 FIRST SCHOOL OF ARCHITECTURE
 Master of Science in Architecture (Urban and Territorial Design)
Honors theses

Railway stations' change in connection with territorial networks.

Lingotto's case in Turin

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In the last twenty years, the advent of high speed railway lines has renewed public interest in train travel and has redefined railway architecture as an important infrastructure in comparison to the automobile-oriented one.



As railway networks have become larger and have modified themselves to keep up with current times, changing from a regional scale to a more worldwide one, stations have suffered radical transformations and become interconnected knots of a network that crosses national borders.

The aim of this present work is to underline how these railway network changes have influenced, with the passing of time, the “object station,” changing its composition, its form and function, and its way to relate with the greater metropolitan area.

This process of transformation not only influences the great stations crossed by high speed lines, but it also invests in smaller stations who will be themselves, in the future, nerve centers of any given larger region which ultimately belongs to the global transportation network.

It's in this way that this piece of research, explained in the work's first chapters, has contributed in the definition and articulation of the proposed plan.

The plan has developed by researches elaborated by experts with the cooperation of Turin's administration and RFI organisation that have individualized, as optimal solution in terms of urban insertion and realization, the hypothesis of a bridge station in the position of the actual one, and the location of 90.000 m² of services.

Researchers proposed the distribution of these enormous quantities in two towers on both sides of railroad, connected by a gangway. Towers lie on bases containing parking lot.

Therefore the following question has risen:

Is it possible to find a new Lingotto station's configuration, that isn't only the realization of a building, but is an architecture able to recompose the continuity of the urban fabric, to have a confrontation with what surrounds it and to become urban plan?

This has been the intent of my plan work.

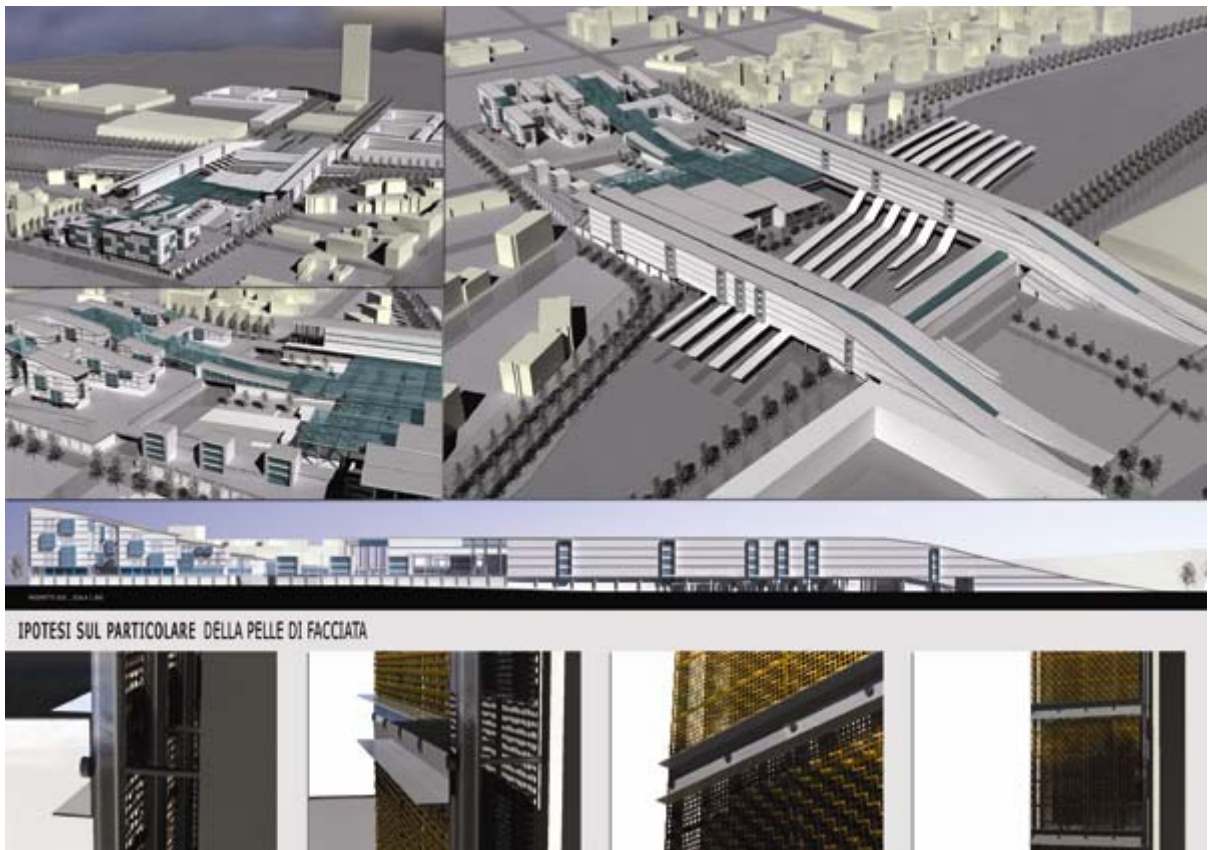


At the beginning the plan was born from reflections and researches made on the whole city of Turin, on the actual regional and metropolitan infrastructural system and about projects in action. The attention is focused on a vast southwest area of Turin city as point of departure for the observation and the study of the territory in which the new station will be inserted.

About the station we have looked for the simplest and most linear form, that may follow Turin's orthogonal road network and directions proper of this part of the city. I decided a curved trend to go along with and to exploit at best the different height of the ground on the two sides of the railroad.

Lingotto station becomes an extension of the great *boulevards* proposed in the plan for Region's Tower made by architect M. Fuksas. A lot of attention is set in planning clear and intuitive ways and spaces and also to the intermodality and exchange among different flows.

The great one coverage is the element that marks the plan and links together station complex with residential lot. I've finally proposed a façade skin's hypothesis that allows some transparencies.



In conclusion there is hope that new projects in progress can be indeed an opportunity to start an alternative way to plan, that is careful to open spaces and not only to built ones, that doesn't produce autoreferential architectures anymore, objects isolated by the context and incapable to insert themselves in an urban and territorial logic but architectures that open themselves to the environment, comparing themselves with what surrounds them, a new architecture able to pick up and recompose the already existing fragments to form something new, offering new occasions to repopulate our places.

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