

POLYTECHNIC OF TORINO
FACULTY OF ARCHITECTURE 1
Degree in Architecture
Honors theses

Torino Porta Nuova

by Guido Amedeo Caresio and Nadia Ceroni

Tutor: Marco Vaudetti

A railway station is a meeting point and a place for cultural and social exchanges like no other urban place and it has a great potential. Railway stations were born as a town's "entering gate" where local people met and compared themselves with the travelling outside world. Nowadays railway stations have changed and they serve as a dynamic structure which we all use frequently and casually.

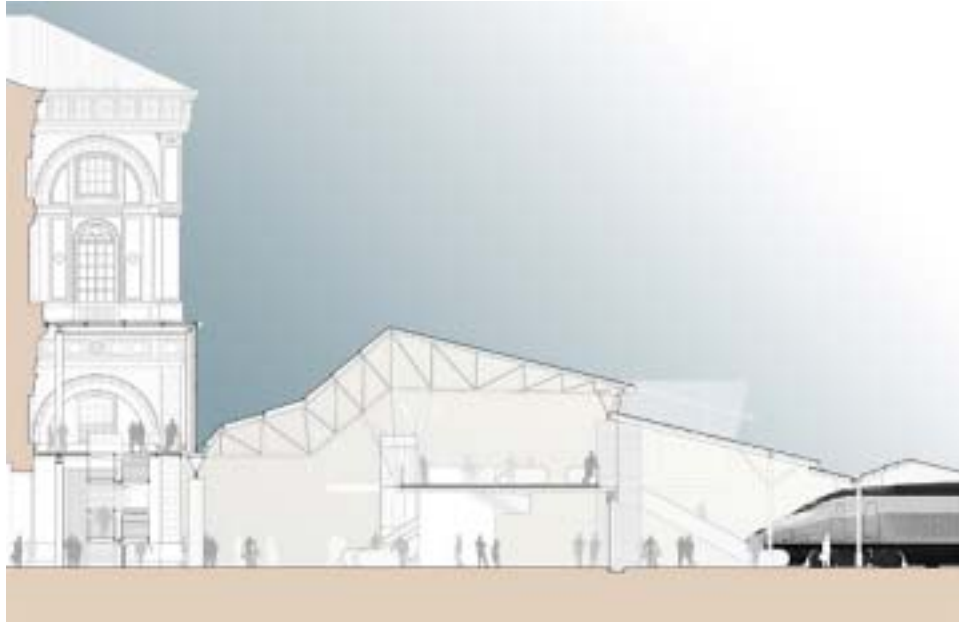
They are a spot of everyday life where international, national and local dimensions encounter. Today though many of them are decayed. Often not only the buildings themselves are worn down but also the social aspect appears to be heavily deteriorated.

At this point the "Ferrovie dello Stato" (National Railways) decided to adapt the stations to be modern places to satisfy the lifestyle of the 3rd millenium and to be integrated again in an urban environment. They are ment to be meeting points, places where performances of all kinds can be held offering a modern and lively infra-structure for a million of Italians transiting every day.

An association ad hoc, the "Grandi Stazioni S.p.A.", has been established for the 13 Italian main railway stations. Its purpose is to improve the stations as a centre and a crossway of transportation on one side and as a pole for urban services on the other. This far that at has already been done at "Roma Termini" being the pilot-project for the remaining 12 stations having 'Torino Porta Nuova' among them.

The valuable estate and historical heritage of our station with its high number of commuters, visitors and passengers has a huge potential for human and economic resources to be exploited for improved quality of the available spaces as much as a wider range of commercial proposals and/or rail traffic bound services.

Our study shows the development and a partially renewed elaboration of the "Grandi Stazioni's" preliminary project they proposed, giving special attention to the area near the rails terminal line. This also includes a project for the great hall at the buildings southern side where at present we find the coffee shop (bar) as well as for the frontline gallery which appears radically changed by the addition of a new mezzanine and an improved roofing. All this enhances the historical part of the building and adds a new welcome-area for arriving passengers.

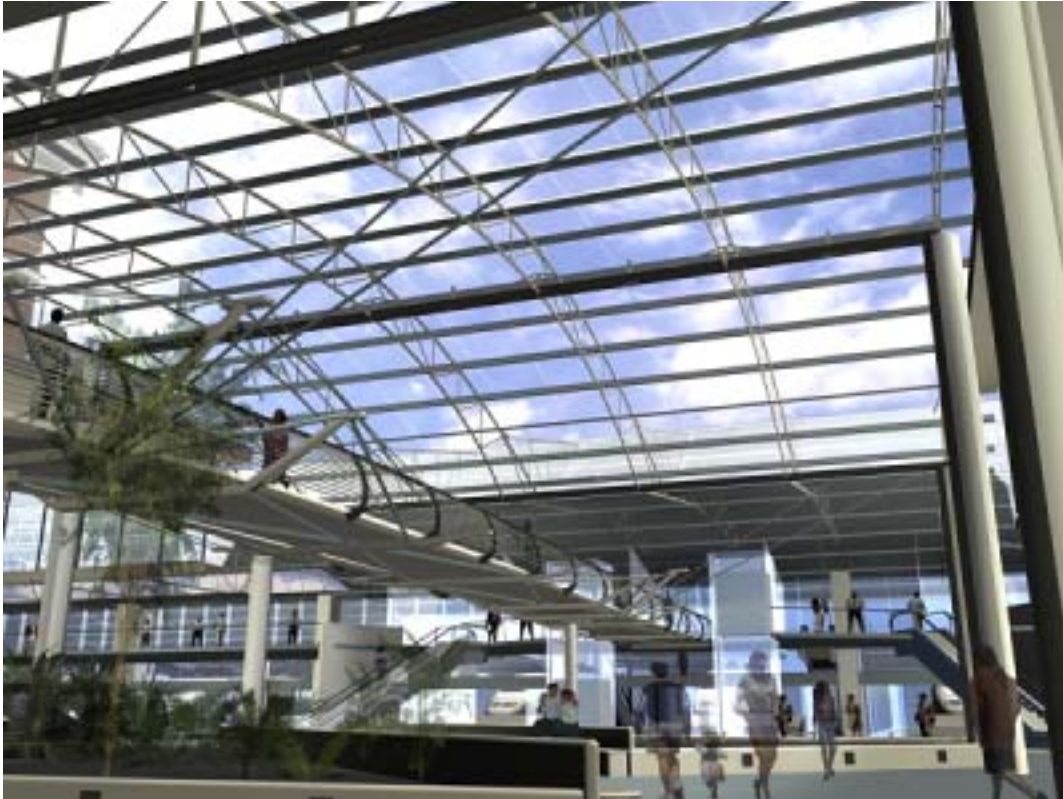


The entire study focuses not only on creating new spaces for interaction within the station but also wants to accentuate the peculiar characteristics of the building by trying to find the integration between the revisions made after the war when a gallery was brutally put in front of the southern prospect and the building itself.

Above anything our utmost interest was given to the fact that we wanted to give people a restored view upon the original station by replacing the marble panelling on the southern facade put there during the fifties. We chose different structures from the ones which existed previously and by giving it transparency we consequently achieved a better view of the historical building all along the frontline gallery.



The analysis of the present premises and in particular their heights next to the terminal area of the tracks suggested to act by re-establishing the former heights there where they had been modified during the years after the war and create a new joint between the present gallery's roof - which we have slightly modified - and the one of the new hall where we now find the coffee-shop. Our project in fact places the coffee-shop all along the mezzanine by giving it ample space for refreshment and waiting purposes. The whole area embraced by our project can be seen from the footbridge.



We wanted to add this footbridge to be a functional element to create a physical connection between both mezzanines of this modernized station.

For further information, e-mail: nadiaguido@yahoo.com