

Architectural design of Lingotto metro and railway station
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The main topic described in the following dissertation regards the architectural design of the “Line one “ railway and metro station .



To face the constraints relative the formulation of the thesis, we had analysed the architectonic , aesthetic and functional evolution of the stations from the past to the future.

We had divided the dissertation in three sections:

- From 1830 to 1945
- From the second world war to nowadays
- Our ordinary life in Turin

The analysis is supported by the most significant European samples: Paris, London, Wien, Berlin, Stockholm, Moscow, Turin.

Concerning the Turin reality, Satti SPA and the Town Hall are developing the new metro station. The existing railway station will be demolished in order to build a new one able to satisfy the new needs.

The location of our project: Lingotto-Mercati Generali is full of innovations strictly linked to the Winter Olympic Game, therefore the town planning tends to increase the value of a part of the city, till today, penalised by the wound made by the passage of the railway. This prospect makes the Lingotto body always more polyvalent and advanced.



The project has been developed in order to connect the two rail systems (metro and railways) creating a unique shunting pole and a connection that enables the crossing of the rails thanks to the specific kind of “bridge Station”.

The main objects are:

- The passenger stream velocity
- The simplicity of the premises
- The use of the spaces (comfort and quality)

There are two physical stations having a unique overall image, they are very similar but not the same, they are lived in analogous situations but not symmetrically.

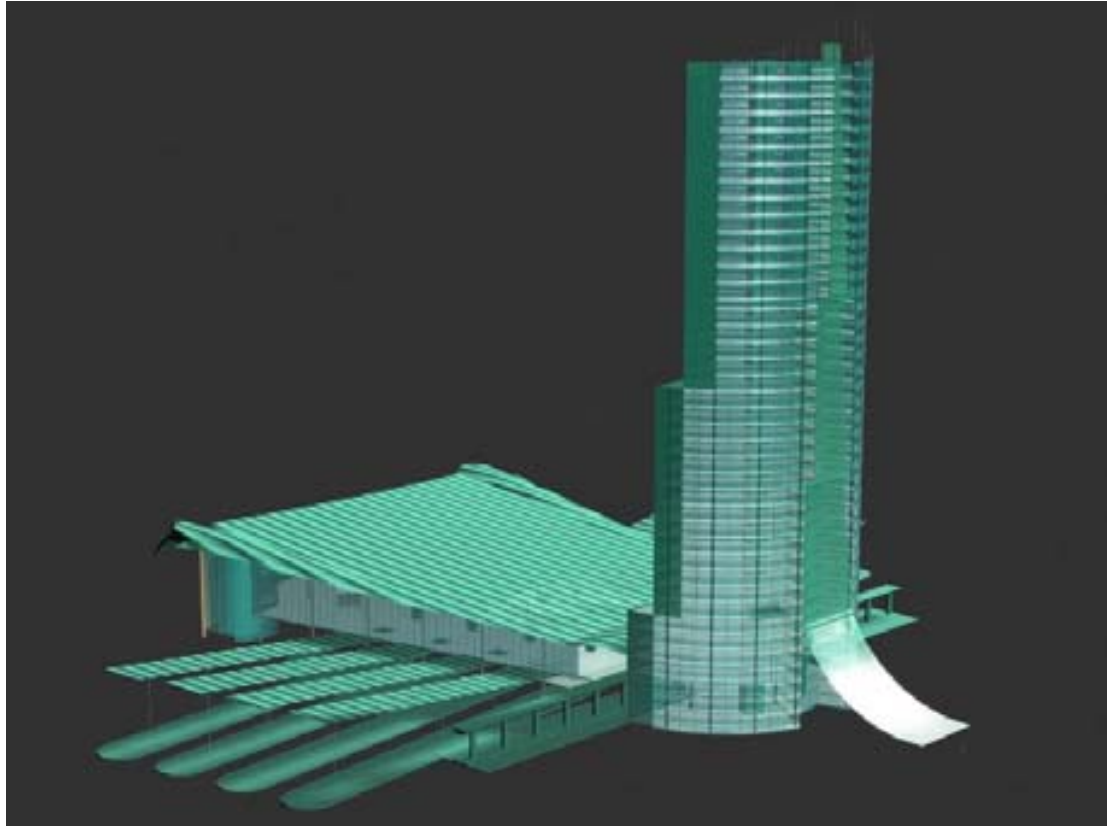
The metro station has been inserted in a wider architectonic context constituted by a tower building.

The Tower Building will have the metro Station in the lower level: the entrance hall and a mezzanine floor; and at 9 metre height it will be crossed by the line 1, (because the line 1 is an elevated railway between Nizza Station and Lingotto F.S.). On the above floors it will be placed an Hotel, restaurants and conference rooms.

On the opposite site of the Tower Building there is the railway station, where we have planed a wide underground parking, on the ground floor there will be the

entrances, on the higher level there will be the passenger shunting to the platforms by means of lifts and elevators. That floor is also the connection between the railway station and the metro station. It will be like a shop and service gallery for travellers and passengers.

In the above building there will be administrative offices.



The whole building creates a synergy of its own different elements and functions. The shape is new, secure and firm but at the same time very light and transparent.

The building plan and elevation highlight the association with the movement through dynamic and oblique cut.

The creation of the tower with the hotel and the inclusion of the various outfits in the whole building are motivated by the research of a new and prestigious identity.

The subject is current in the various contemporary urban situations; the time control is not less important than the space transformation. The theme of mobility is today more than ever at the centre of the attention with programs addressed to enhance the public means of transportation and relative debates.

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