



POLITECNICO  
DI TORINO

# Honors thesis

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COURSE OF ARCHITECTURE FOR SUSTAINABLE  
DESIGN

*Abstract*

**Beyond the airport. Spatial interaction scenarios. The  
case of Torino Caselle.**

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The airport is by now, by its nature, an independent urban system, difficult to integrate and strongly binding on the inside of the context in which it is located. The image of the airport as simple infrastructure for medium to large scale transportation, is, today, a limited vision that doesn't take into consideration the actual implications that it can determine territorially. The principal effects of the presence of an airport depend heavily on a whole range of factors, both of ecological and environmental nature - mostly because of noise and atmospheric pollution and the relationship with fauna - than from the phenomena of socio-economic influence in the context.

The scope of the investigation of this research is born from the will to understand the relationships that elapse between airport infrastructure and Italian territory.

The route is subdivided into a research part and a methodology relative to the reading of a real case. The first phase of the research investigates the evolution of the airport model from birth to today, touching in particular the most discussed arguments from the scientific literature on the topic of the bond between airport, city and territory.

Following, the focus falls directly on examining airport status in the Italian national landscape, through the system of competent bodies in aeronautics, analyzing in specific the situation in the north-west area.

In the methodological part, we go directly into the examination of a real case, that responds to a series of requirements: the proximity of the context of the investigation with respect to the research venue, the classification as strategic airport within the Italian airport system, excluding the Hub – characterized from a greater sphere of influence – and a proven growth trend from the recorded traffic. The choice falls on the Torino Caselle Airport, also named “Sandro Pertini International Airport”.

The reading of the case possesses a first part of the study of general characteristics, putting particular attention on the effects of environmental influence and the main constraints it imposes on the context. In the second part, the reading observes a change of perspective, no longer from the airport outwards, but from the territory.

The will of this choice was born from the need to analyze the airport from a different point of view, not focused on its function but on the subjects involved in it, although not relocated directly. This part takes the name “Airport Scenery”, as an expression to the fact that, while they are very different from each other, they are united and influenced by the airport presence.

As a continuation of this phase, there was a need to understand if there was a strategic methodology to work on the integrity of the airport on its own. At this scope, different emblematic case studies were analyzed beyond the border, of more or less international significance and in part already discussed in the debates over recent years on the topic of Airport Urbanism.

The last phase heaps a series of techniques with which an integrated airport system can be undertaken, splitting up the ecological question relative to the environmental issues, from that strictly planning, including the reading of the governance guidelines of the urban and territorial design.

The ultimate goal is to provide a set of possible interactions between the airport and the local context, in order to show a panorama of different verifiable implications with it. It is believed to have added and commented, furthermore, to the main discussions carried out in

recent years in the field of infrastructure on possible hypothesized solutions, nowadays only partially under implementation.

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