
Railway Station Role in Composing Urban Conflicts

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ABSTRACT

The relationship between the railway station and the city has always been characterized by episodes of conflict. The infrastructure nodes represent the complex society and devoted to the movement, but also a chance to resolve old tensions that are due to a shared space, and to avoid creating poor urban areas between the railway infrastructure and the urban environs. Some projects, by redesigning the pre-existing station, have given value to the empty spaces with new elements or with the use of existing elements. At the same time, they have produced vital large parts of the city. In this paper we propose some of the most significant projects developed in Italy on the topic in question, starting from the small scale to the large scale. In the third paragraph we discuss on the topic in question in city of Naples, for the area surrounding the "Central Railway Station" and the terminal of the "Circumvesuviana", places of strong fragmentation.

KEYWORDS: *railway station, urban project, urban conflicts, italian projects, Naples, urban archaeology*

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1. New Railway Station Role

The relationship between the railway station and the city has always been characterized by episodes of physical, social and functional conflict in large part caused by the lack of integration between infrastructure policies and urban policies. The stations need to be interpreted today as public areas representative of a complex society, dedicated to the movement therefore their "rehabilitation" is a missed opportunity not only to guide urban development activities and policies of territorial cohesion but also to reconstruct old tensions caused by the sharing of physical space local or is increasingly scarce and valuable. It also is solve the phenomena of local ghettoization, between the railway infrastructure and its urban environs. The renovation of the stations is essentially linked to the reorganization of not only rail but also of urban mobility. The new interchange requirements lead to the reorganization of both internal and interface with the city leading which affects the entire urban area around the station. This brings an extensive transformation of the railway station, leading to the "access of trains" which becomes a place of interchange and crossing for travelers, as well as a service center into attract to the urban passengers. The European experience¹ has shown that the transformation of the station and its adjacent area in a "new center" is part of a process of true and proper urban regeneration this affects important parts of the city, between the central area and the first suburb, along the margins and to on also both sides of the tracks. Thanks to these projects trends and policies have consolidated that are relevant to operations of stations and cities of smaller size. Even in Italy² we are witnessing a new era in which the regeneration of railway stations looking for a new force in the city, it itself over the role of urban catalyst that can trigger urban processes of regeneration and revitalization. By connecting elements of transport and the reality urban where conflicts between the city and rail infrastructure are revealed with great intensity, stations have become complex systems where the elements of urban and transport must necessarily interact to achieve a balance. It, nevertheless, seems still fragile and constantly evolving. The renovation of railway areas becomes a precondition of broader programs of urban renewal and redevelopment, from moment the reorganization of services and functions of the railway makes it possible to keep the components related to accessibility for passengers and allowing not only the location of freight terminals and many technological systems but also, in some cases, the use of the same bundle of tracks. It thus we is the recovering of "strategical" space, therefore, is attempted with the exception of potential settlement are to their proximity to downtown, with interventions that modify the system of relations between different parts of the city on both sides of the track and implement the mend and the reconstruction of depressed obsolete urban areas. Based on the analysis of some situations of conflict between the railway station and the surrounding areas, this paper explores some recent Italian projects for renewal of the main railway node, whether realized or not, analyzing complex urban dynamics of such transformations.

2. Italian projects

Projects presented below are among those considered particularly interesting of developed in Italy. They clearly show that the urban-architectural plan of a station, which often extends around the out kinds immediately, you we can expand wander

up to a scale that in some cases expands and reconfigures the urban aggregate mending old fractures.

2.1. The New Focus - Rome Tiburtina – ABDR - 2002

The story of the redevelopment of the Tiburtina station and its transformation to stop for high-speed lasted several decades. The realization of project drafted by the railway offices were blocked when the station bridge plate had already been made. However the city of Rome had already adopted a arrangement plan which some firm construction to the station, essential for the connection to Nomentano Pietralata and even in the new plan, which was elected one of the "new centrality" urban. Later, in 2002 he was a final contest. The winner competition published announced of the Rome group ABDR tries to capture a dual urban infrastructure personality for new station. The station is intended as a "monumental and iperarchitettonica promenade" where the tracks are layered, the elements of service and the access to the railway network. A large glass box wraps around the pre-existing diagonal plate. Large piers with spans of fifty feet and the covering contain large inner spaces where eight large aerodynamic metal, glass and resin "shells" are suspended to contain and define certain specific functions, such large ceilings, the internal "square" of the railway bridge. On the Pietralata urban front there is a strong and rhythmic facade, interrupted by a large square of entrance, while two large fin ramps should reconnect the new nucleus courses of the Momentana area.

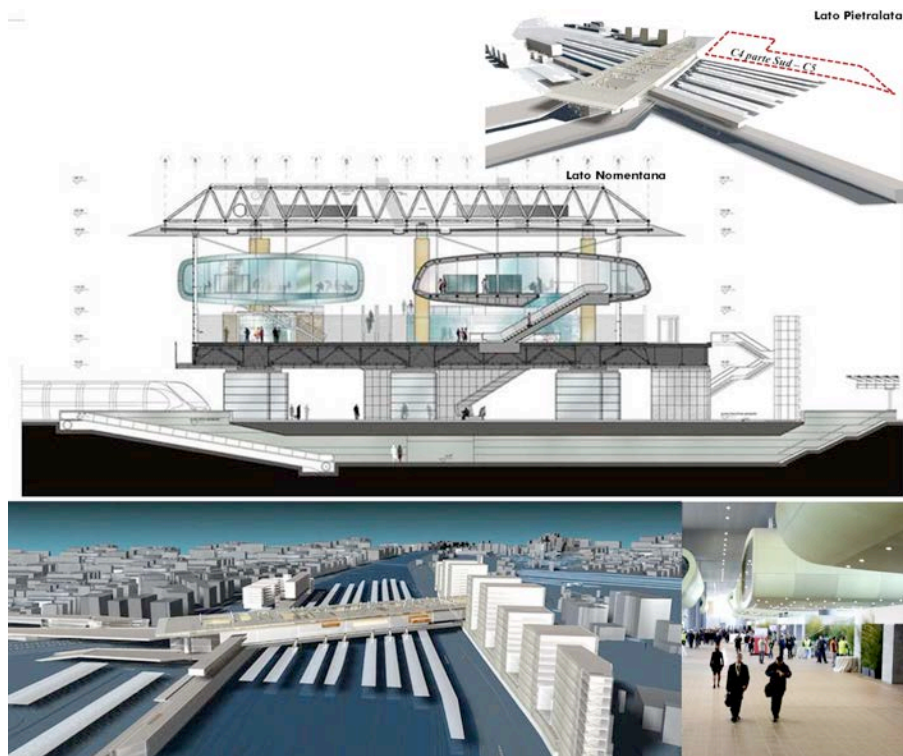


Fig.1

2.2. The Unused Areas - Reggio Emilia - Luca Emanuelli - 2009

In Reggio Emilia, for new park will be used a disused area near the station, transforming it into a large green space in which a new underground station is positioned. It scenic platform with a panorama of city and rails, while the train is expanded creating a direct access to the park. Fragmentation in bands reduces the scale of void and form, through the prevailing direction, necessary connections, canalizing flows, which come from the sub-steps of the tracks and go the park or its parking enabling it to reach all around the urban perimeter. The routes, clay stabilized, are covered by scrims of trees, true tree-lined streets are alternated with large sections of greenery and parks and the distribution system of roads are surrounded by medium-high shrubs immersed in the meadow and ground covered stains. Therefore composing a plot recognized immersed in the green land and a variegated horizon, which favors the orientation where cars can be. Everything is waterproof quickly passable, but where you can also stop. The vegetation used requires minimal maintenance, reducing management costs. Lines of light through the park and point out a clear direction increasing security at night and taking the form of the wires above the tracks. The road conditions are modified: the road is moved further south, expanding the public space use in front of the center and the new headquarters Malaguzzi where there will be a paved outdoor area with the possibility to include any utilities for events related to school music. The underground station is positioned in alignment with the tunnel to the station. The building, raising the entrance ramp becomes a reference signal from the outside, and a viewing platform to the city and the rails.

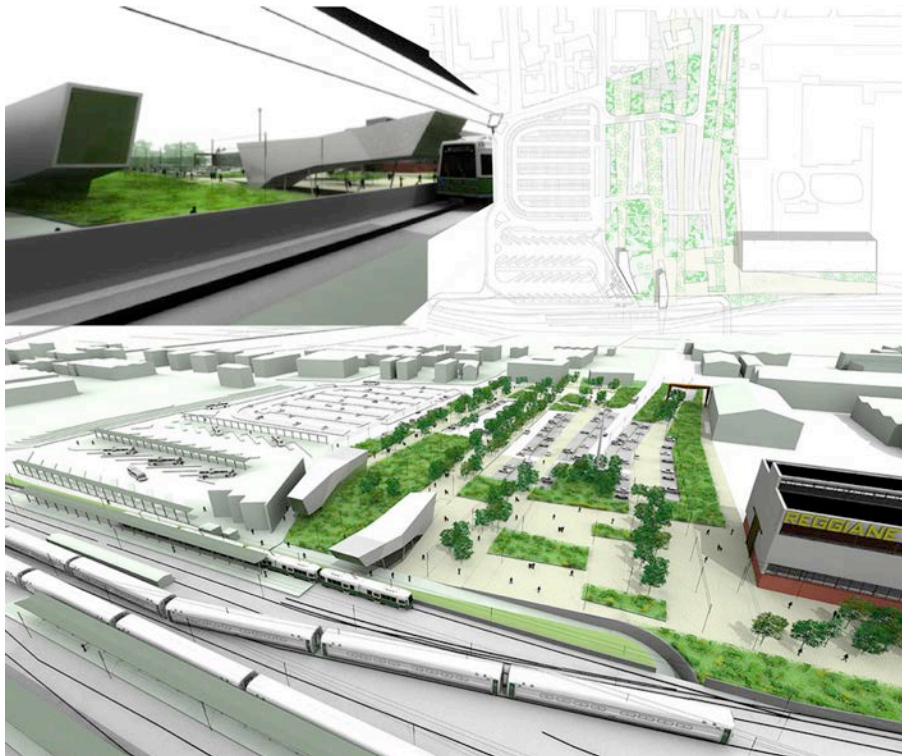


Fig.2

2.3. The Reconnection Urban Parts - Parma - MAB Marotta Basile Architettura - 2009

The urban renewal project area of the station is really the objective of upgrading an central area to the historical center of Parma where the rail system is a major urban break. The southern part is connected to the city center with a monumental square, while the north is a homogeneous suburban neighborhood, characterized by the presence of abandoned factories and warehouses, not connected with the center. The project intent tends to recompose the whole part of the city Bottego Avenue between south and north passing through the Brennero pass, giving life to the north as a new urban area that is architecturally and continually consistent of the square to the south (Carlo Alberto Dalla Chiesa Square) and so has the function of principle generator for the transformation of the neighborhood. The project will reorganize all activities related to the station by transforming the station into a synergistic system of services to citizens and passengers. The building will be renovated and a new station will be carried out under the railway. New subway stations (metrotranvia) will be integrated in to the project with extra-urban buses. Will be created a new interchange pole with underground parking and services. Will be drawn a road system will correctly connecting the station to road condition of the city.



Fig.3

2.5. The New Urban Structure – Bolzano - Boris Podrecca (1staward)-2011

The old station becomes part the new one by moving the railway line south of the city. It becomes head of a green system, equipment and new buildings which innervates the consolidated city and surrounds the old town. This allows us to create a new alignment north of the building areas directly connected to the existing center. These areas are occupied by to locks of buildings with courtyards appropriate to the context of the historical center. This solution makes it possible to imagine an evolution without an interruption to the center. In the new building area to the south is create a multifunctional area that lends itself to be used in different ways. This area is characterized by a linear structure oriented north-south. Free space is created between the old passenger building and the new railway line is considered the town square closed to the north-east by a public building which we obtain, by large outputs, large basement from which you can reach the tracks and which is simultaneously connected by ramps, the built area to the south. This underpass is sustained by a formal point of view with cover over the rails beneath which we can find the exits. The new station with its spaces in surface and underground becomes a place with high levels of business. The choices of design were determined by the idea of a "widespread station" which involves an extensive system of urban spaces to fit the new size of exchange between the multiple forms of mobility.



Fig.5

3. Railway Stations Area of NAPLES

A full part of the case studies reported our PhD thesis that, starting from an urban analysis, hypothesizing the reconfiguration of the Central Station and Circumvesuviana head station in Naples³. In both cases, the materials collected in the field and surveys highlight the following issues:

- The great potential for regeneration of the urban context in question, related to its location, accessibility and availability for the transformation of urban fabric, mainly but not exclusively, in at there of the railways.
- The deterioration of the front towards the town, linked to the question of modal interchange and the need for new public spaces
- The need to overcome the "barrier" effect induced by the railway through the reorganization of the facilities and rail services with the redefinition of the urban margins.
- The urgent need to revive the station as a "central place" valuing the most of its proximity to downtown

3.1. Central Railway Station

The proposal that concerns the Central Station of Naples begins with a hypothesis formulated several times at different times: moving back towards the Station to the East. The area occupied by the last part of the tracks and the station head, built in its time at the boundary of the city, are now in a landlocked area become "central" as a result of city expansion towards the east. The most recent expansion of the business area and neighborhoods to the northwest and the disposal of the industrial area will mark the final employment. The necessity to give back this "empty space" to its contemporary city, creating a hybrid space in which tradition of transit and the exchange of goods and people to unite to stay and work in a mixture of urban design, landscape design and infrastructure. An "interstitial space" that once freed from its constraints, returns to dialogue with the different parts adjacent to it, which mark its perimeter. Regaining "the plain" means to repurpose as a set of elements which intertwine nature and artifice in the form of "urban park", to return to the city and make it part of redemption and re-interpretation of the eastern part of the subject for the past two centuries, the piecemeal and uncoordinated intensification and industrial buildings. The historic displacement behind the XIX century Station may be regarded as the beginning of a process that should be taken, the reappropriation of Piazza Garibaldi was the first step towards reclaiming the area but was not sufficient to relate the different regions of the city which are split now by large beam rails.

The proposal projects 'Il Viale-Parco' like small square out its walls. A few tracks the underground station in Piazza Garibaldi, and a basement is built above them is used for new city public space modeled by excavations, displacements and engravings. The requalification combines landscape architecture, environmental operation and nature by exalting them with new forms of landscape to define areas suitable for new languages of communication; It is the possibility to use the project and its positive effects as a stimulant of urban transformation with the addition of new social spaces and equipment, with the intent to create a better and renewed use of public spaces as a sign of a city that "includes" and not "excludes". The open space continues beyond the new station in the " area Q8", thus forming a large "field" which extends for several kilometers. The bordering buildings and

fenced walls on the main road South and road Taddeo Sessa remain as a memory of limit between the urbanized area and the abandoned area and are reinterpreted as elements of access for which there are passages and huge portals. A lower limit to the route offers a panoramic view connecting the new station to the city center. The vertical height of the Gianturco towers bridge allows in transversal the existing difference in height crossing of area. The head station is the central element: the roof of Piazza Garibaldi, becomes the "filter" in a system of squares, whose center is rebuilt gradually moving eastward. While you cross the "new city gate", you can see the Viale-Parco. Just behind roof of Piazza Garibaldi station you can find "Piazza Garibaldi". The new station is a new centrality, an architecture green piece of this axis, symbolizes the conquest of the East and the process of extension of the center. It's located along the axis of Via Ferrante Imparato, the "underground railway link", and like a large greenhouse laying on the park opening its view of the big "boulevard" linking the old city to new settlements. The station area grows and becomes rich in features, it is used more as a terminal at certain times of the day but also a space of exchange, for waiting and stopping of travelers who use the rail system in a more differentiated direct towards the city center, for different reasons. The pedestrian link between the station and its area creates an more even widening of the area station in the urban space. The huge "enclaves railway" is transformed into a new artificial earth that mixes urbanity, landscape and infrastructure, giving richness and variety as well as qualitative values to this unusual piece of city.

3.2. Circumvesuviana Head Railway Station

The project proposal presented is part of a larger study. Starting from the archaeological remains of the last track of the city walls and from the remains of the first Bayard station, it identified a theme of reading and project, "the wall and the path" through which to reinterpret as urban part with its own identity and autonomy, an highly area fragmented during the urban stratification and expansion. In this context acquires particular interest in the project, the 'urban crossing' from the Central Station, head of the Eastern, at Market Square, a historic square just inside the walls, which was placed near the first station "Bayard" just outside the walls. The three stations (Central Station, the terminal station of the Circumvesuviana and Bayard in ruins) are reduced to the system, emphasizing the greater area to the city, also in prevision of a new possible entry by sea from the Carmine's Wharf, opposite "Mercato Square". Through a "urban" project, a public space facilities that innervating filliform remaining spaces in and between existing and potential emergencies, are valued spaces is a fragmentary, full of potential public space can regenerate and make a large central area, today in a state of disrepair and unsafe. Since '39, the town plan had proposed a connection, that exploiting the gap between the city and the tracks could create a pedestrian link between the central station and the Terminal Circumvesuviana Station. In this plan the project is connected to the redevelopment of the Bayard Station, as a cultural or multifunctional center or Multicinema (giving it a function that there already was settled until the Second World War), and from the industrial buildings behind it, largely into disuse, whose construction occurred "as opposed to the urban plan of 1939" ⁴. In the proposed project a hanging path develops at different altitudes, clinging to the wall of the excavation of the railway extended by the leaning buildings, built on reconnecting the two cut sides of the railway system and entering, on Corso Garibaldi, with the square in front of the Terminal train station and the old Bayard. The latter in a state of ruin, from Corso Garibaldi becomes access to the new multipurpose center at the back. The upper floor of the station which is still only a few tracks

reconstructed in contemporary language to reconstitute the volume, accommodate new functions, and generate a view from which you can see the inner court of the seat rails abandoned, and Corso Garibaldi, the area the walls of the Carmine's Wharf. Through content operations of subtraction is converted into a basement parking, behind the station with access from and Via Enrico Cosenza and Via Padre Cuomo, and a large open space functional to the system, even for outdoor performances. The continuity in the floor, connected to the system, Corso Garibaldi, reinterpretation of open spaces and marks the continuation of the route with two bus shelters located on one side and by another road, at the opening of some passages in nineteenth-century building curtain, which suggest the presence the walls at the back. The path goes into the wall of stratified Lavinaio district. With a tip of the contained spaces outside the walls inside of the wall are given by weighted subtraction to generate an expansion inside the district, capable of revealing the layers of the Angioini track walls and remains of the walls Aragonese. The intervention denounces his presence with a new element, visible from Corso Garibaldi, which is a core internal section services logins and an intermediate in spatial perceptual distance between Corso Garibaldi and Mercato Square. A gap in the curtain walls of buildings along the Angioini path creates access to Mercato Square, which is an element that, by replacing the dilapidated low-rise buildings now present, turn to generate the churchyard of the Church Complesso del Carminiello and overlooking on the square. The three stations are so placed in the system and are re-read with urban materials of different nature (access from the sea, the archaeological remains of the walls, the Mercato Square, the industrial archeology of the Bayard Station, abandoned industrial buildings, the Lavinaio district, districts around the railway expansion) at the place, resolving conflicts of layers of history, that, through a unified design theme, shall be read as material unique identity and distinctive part of an entire city, a new center city.

¹ Since '91, the Community Directive 440, addressed a series of renovating measure most of heritage railway

² In Italy, the railway management, unified only in 1905, is now entrusted to the State Railways Group, and has reached a development of 16,700 km, in 2009 of which 1,000 high-speed and a heritage patrimony varied that alone amounted to 2.6 billion cf. in Construction in 2004 and Land n. 43/2004

³ Some drawings of this studio are the subject of the Poster presented at this Conference "Urban Railway Station /Naples"

⁴ As evidenced by the documentation produced for the variation to the Urban Plan of 2004

Legends

(Fig.1) *Roma Tiburtina Railway Station – ABDR Associates Architects*

(Fig.2) *Feasibility study for the requalification of the Europe square on assignment of the local government of Reggio Emilia*

(Fig.3) *Redevelopment Project Area of Railway Station of MBM architectes (Martorell, Bohigas, Mackay, Gual, Capdevila)*

(Fig.4) *Architectural Competition for AV Florence railway station – Participant Project of Ricci and Spaini Architects*

(Fig.5) "ARBO" Competition for the areal rail Bolzano, Project Winner of Boris Podrecca, Theo Hotz, Arlotti, Beccu, Desideri, Raimondo, ABDR Architetti Associati, Auböch+Karasz

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