

"ON THE MOVE"

RE-IMAGINING MILAN'S CENTRAL STATION

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How can the design of a train station be transformed into a flexible, responsive, and scalable hub that addresses the evolving cultural demands of Milan?



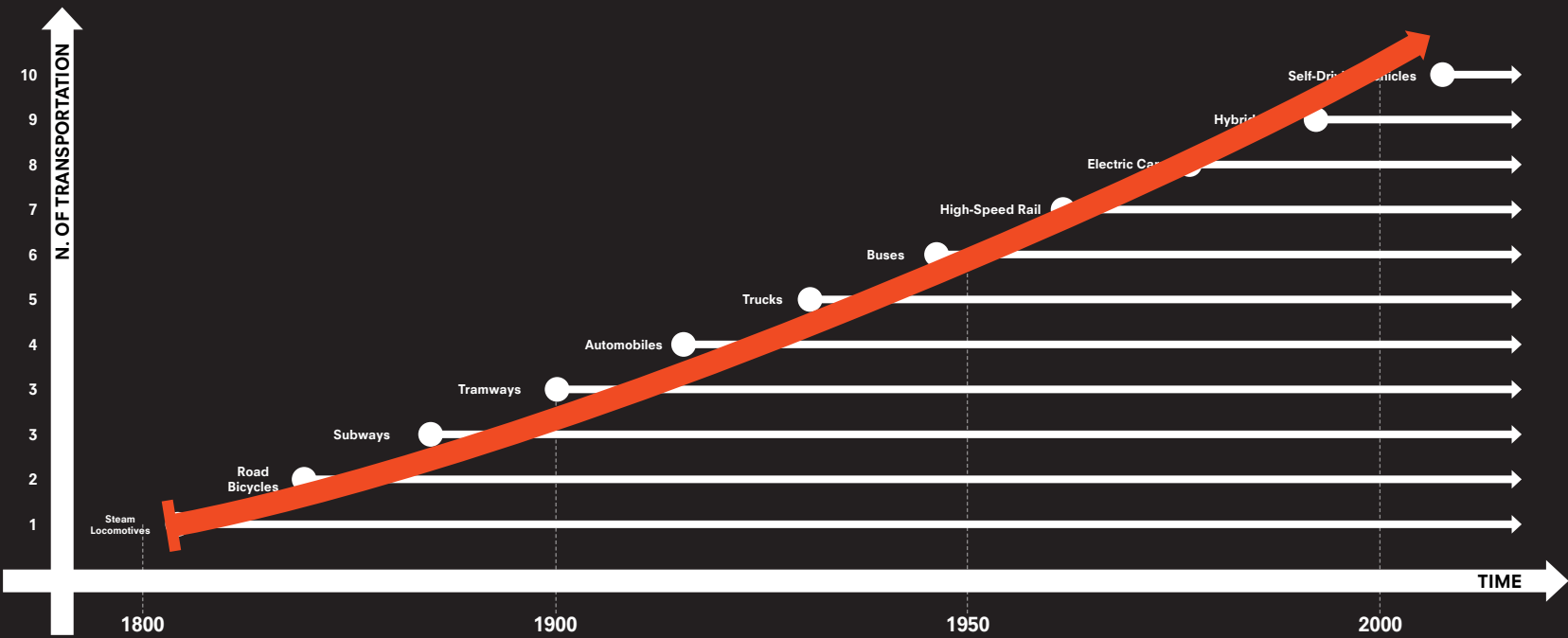
CONCEPT

The project “On the Move” – Re-imagining Milan’s Central Station explores how the design of a train station can transition from a rigid, static structure to a flexible, responsive, and scalable hub that addresses Milan’s evolving cultural demands.

Grounded in Bertolini’s node-place balance theory, the project focuses on increasing connectivity by transforming the station into a multi-modal hub that integrates various modes of transportation seamlessly, fostering greater accessibility and urban flow. Simultaneously, the station will be re-imagined as a cultural destination through the introduction of a “Mobile Experience Centre,” a concept that explores vehicles as living spaces, offering dynamic experiences for visitors.

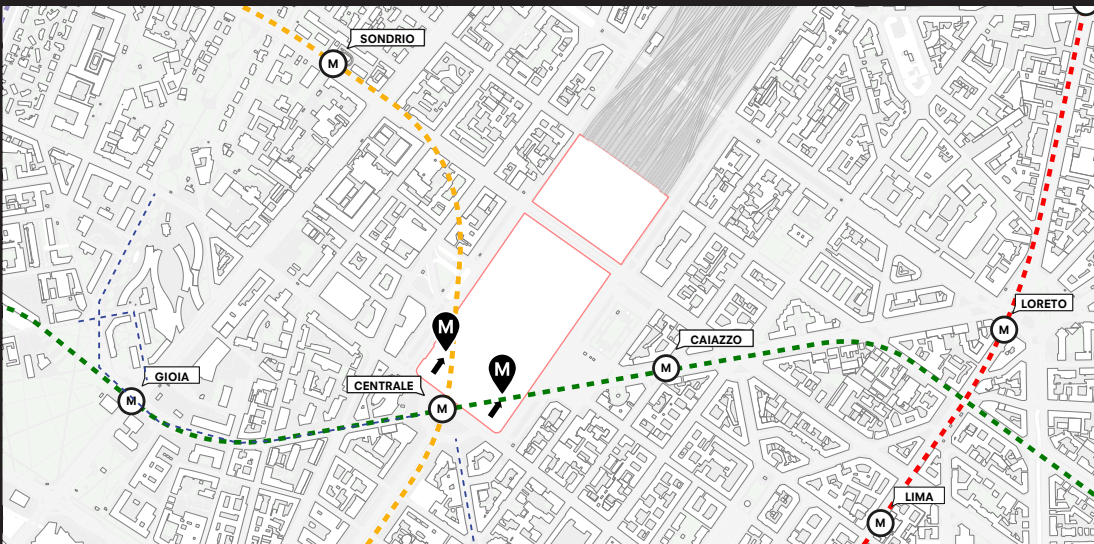
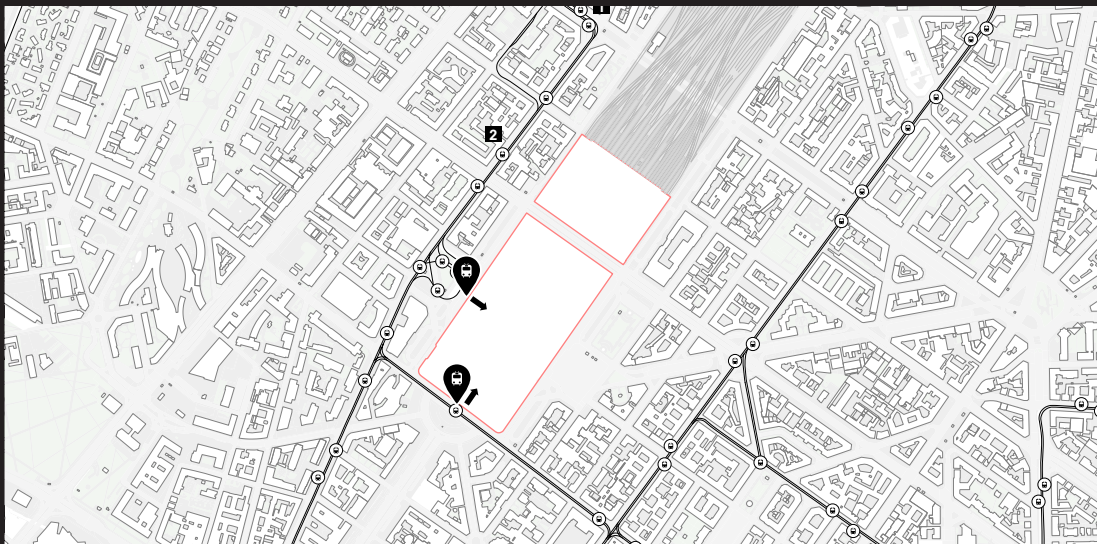
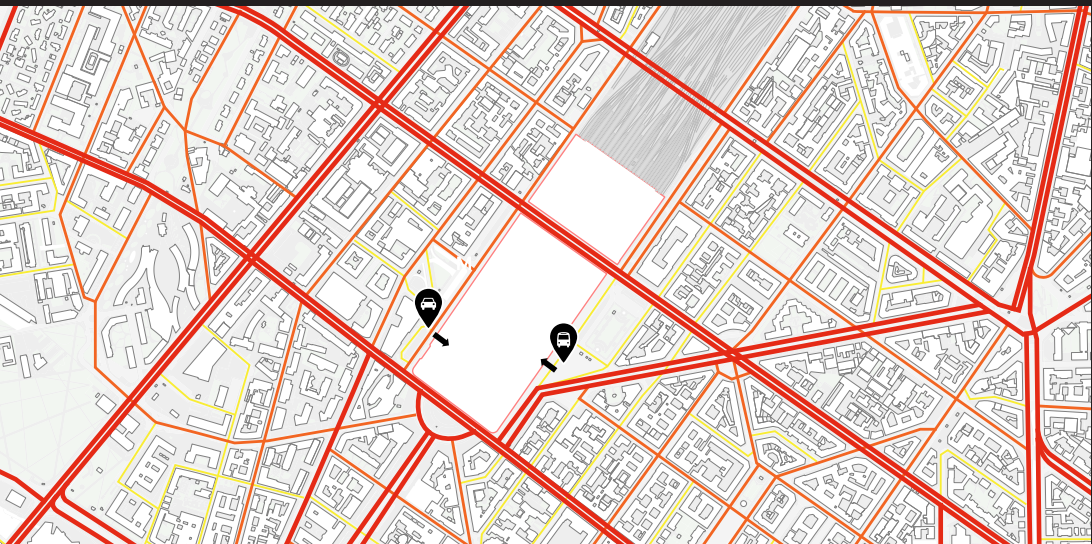
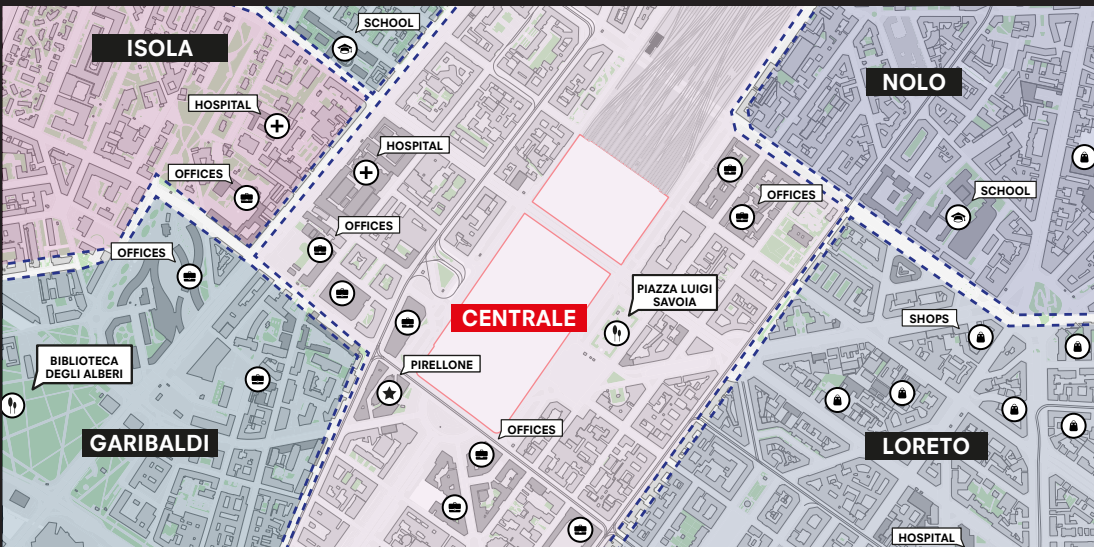
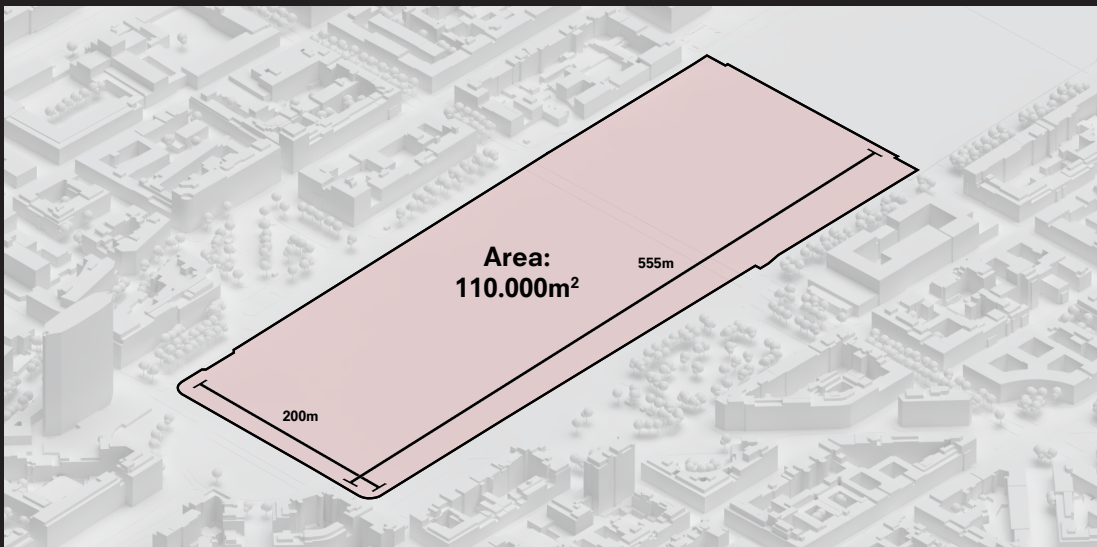
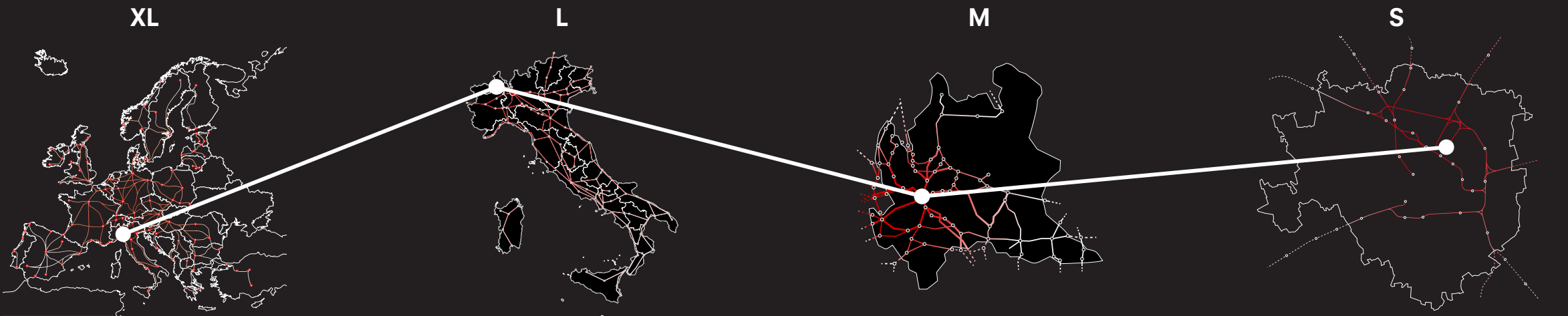
By combining these strategies, the project envisions a station that is both a efficient transit node and a vibrant cultural place, aligning with Milan’s identity.

BUILD TO LAST
EVOLVE



SITE

The site of the project is Milan’s Central Station, a historic landmark that served as a gateway to the city. Positioned in the Centrale neighborhood, the station occupies a strategic location, acting as a critical urban connector between the “Milanese hinterland” and the inner city. This project envisions the redesign of the station as a vital element in shaping the future of mobility, re-imagining it not only as a transit hub but also as a space that seamlessly integrates with the surrounding urban fabric. By enhancing connections and fostering a stronger relationship between the station and its context, the project seeks to create contextual and inclusive environment.

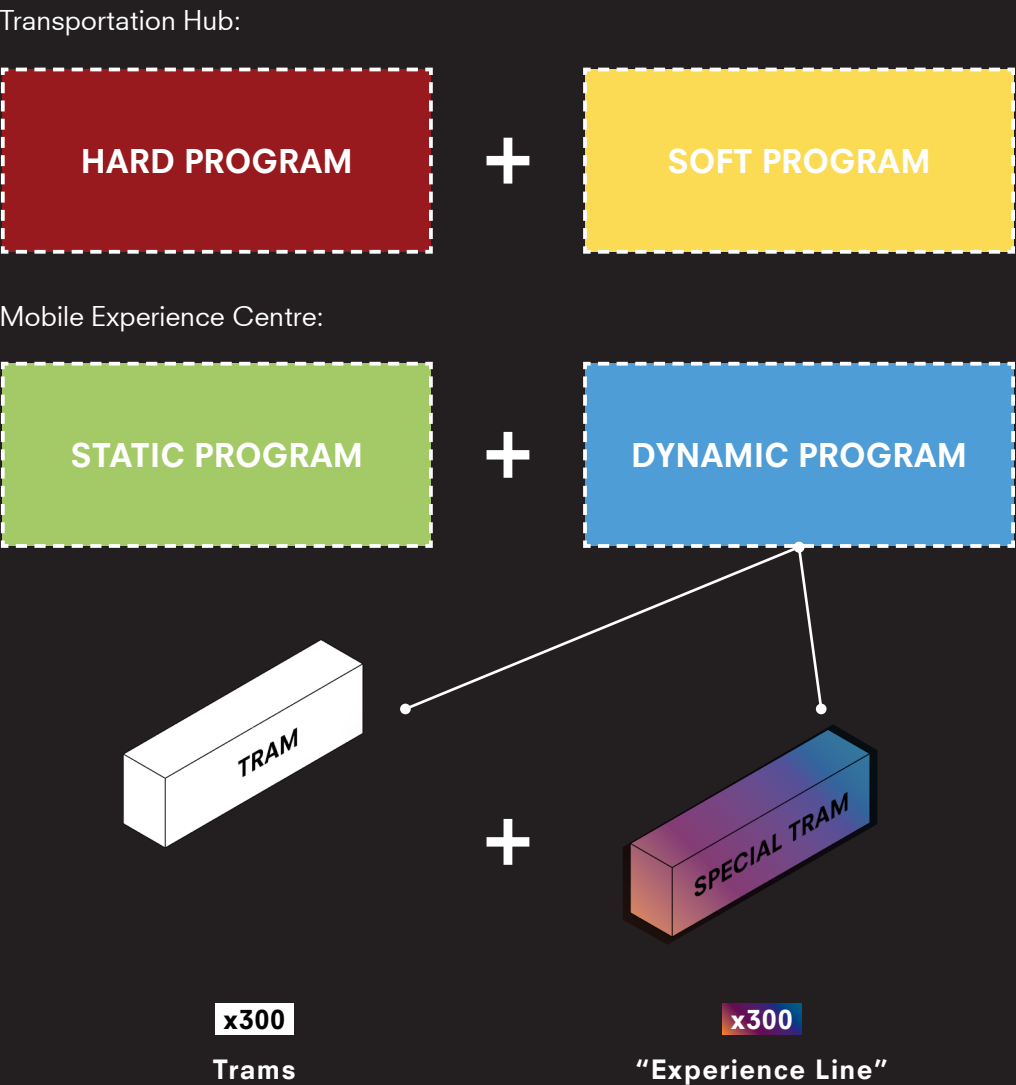


PROGRAM

The program combines the functionality of a **Transportation Hub** with the innovation of a **Mobile Experience Center**, creating a dynamic space that serves both practical and cultural purposes. The program is divided around four key concepts: **hard** (infrastructure related to transportation modes), **soft** (spaces catering to human comfort and social interaction), **static** (fixed functions within the station), and **dynamic** (elements that engage users in the city). The “Experience Line” Depot plays an essential role in the dynamic program, offering unique, curated experiences as they traverse the city, extending the station’s presence beyond its boundaries.



PROGRAM DIVISION



TRANSPORTATION HUB GFA: 122.500m²											
TRAIN PLATFORMS 53.000m²	BUS STATION 4.000m²	METRO STATION 3.000m²	TRAM STATION 1.500m²	TAXI RANK & CAR PARKING 3.000m²	SHARED MOBILITY ST 5.000m²	OPERATIONAL FACILITIES 4.000m²	PUBLIC SQUARE 25.000m²	FLOW CIRCULATION 9.000m²	RETAIL F&B 10.500m²	PASSENGER FACILITIES 2.500m²	
26 Railway Tracks (600x3x25)	8 Unobstructed Platforms 1000m²	4 Metro Platforms 400m²	Tram Platforms 500m²	Taxi Drop-Off 500m²	10.000 Bike Parking Racks 1000m²	Technical Facilities 1000m²	Urban Green 1900m²	Main Concourse 5000m²	Lifestyle & Wellness Stores 9500m²	Info Points 150m²	
26 Unobstructed Space (300x3x25)	8 Sheltered Waiting Areas 1000m²	Unobstructed Space 500m²	Tram Parking & Infrastructure 1500m²	Taxi Parking 500m²	Bike Repair Shop & Tool Box Totem 70m²	Logistics (Storage & Delivery)	Waiting Area 500m²	Passages 2000m²	Kiosk / Edicola	Toilets 200m²	
Boarding Area 650m²	Malpensa Airport Shuttle Platform	Ticketing Area 200m²		Car Parking 2000m²	Control Rooms 80m²	Staff Facilities 150m²	Drop-Off (K&R) 500m²	Passages 1000m²	Cafe 500m²	Bank ATM 100m²	
Platforms Kiosks 150m²	Bergamo Airport Shuttle Platform 200m²	Gates 50m²			40 Car Rental Spots (2,3x5m) 400m²	Security Rooms 150m²	Plaza 5000m²	Stairs, Escalators & Elevators 1000m²		Luggage Deposit 450m²	
Heated & Closed Shelters 200m²	Linate Airport Shuttle Platform 200m²	Transfer Areas 100m²			Parking Op. Rooms 525m²	First Aid Rooms 100m²				Ticketing Office & Machines 250m²	
	7 Flexibus Platforms 350m²	Control Rooms 100m²			Vehicles Parking 3000m²	Rail Operator Offices 1500m²				Service Desk 200m²	
	Vehicles Circulation 1000m²	Maintenance Rooms 75m²			Vehicles Maintenance 200m²					Lockers 500m²	
	Ticketing Kiosk 50m²	Lost & Found 15m²			Staff Facilities 200m²					Seating Areas 1000m²	
										Lounges 1300m²	

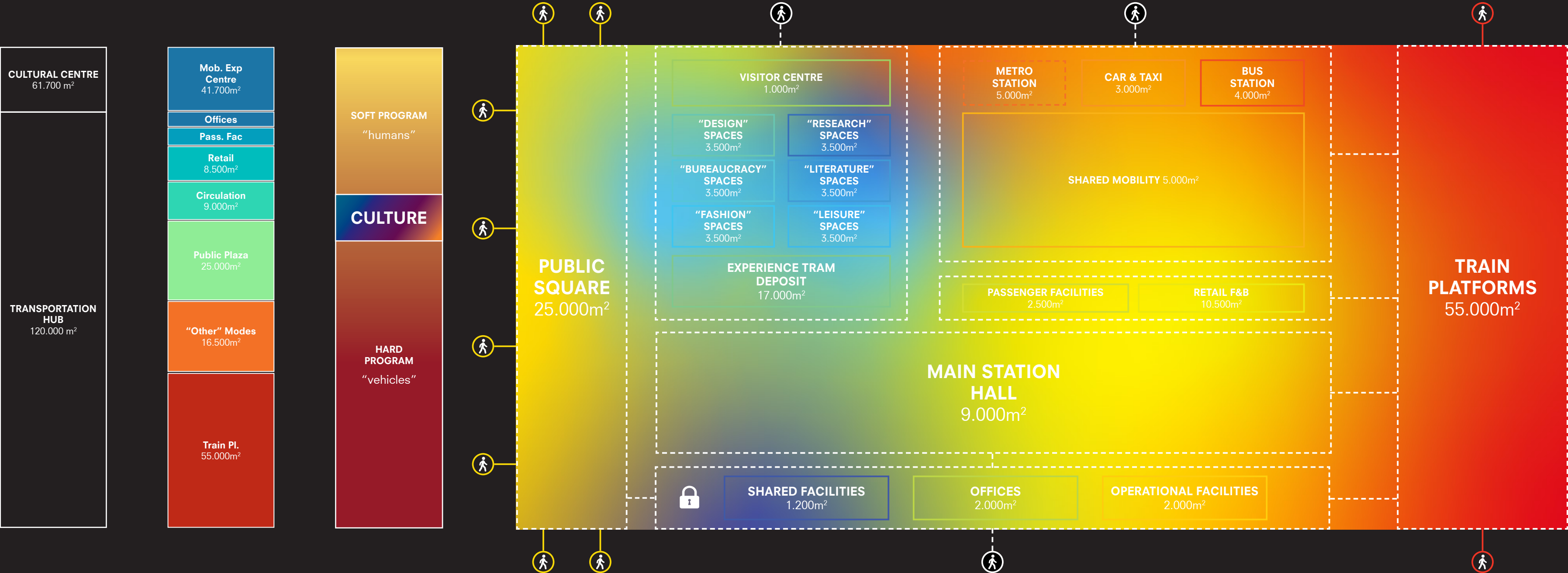
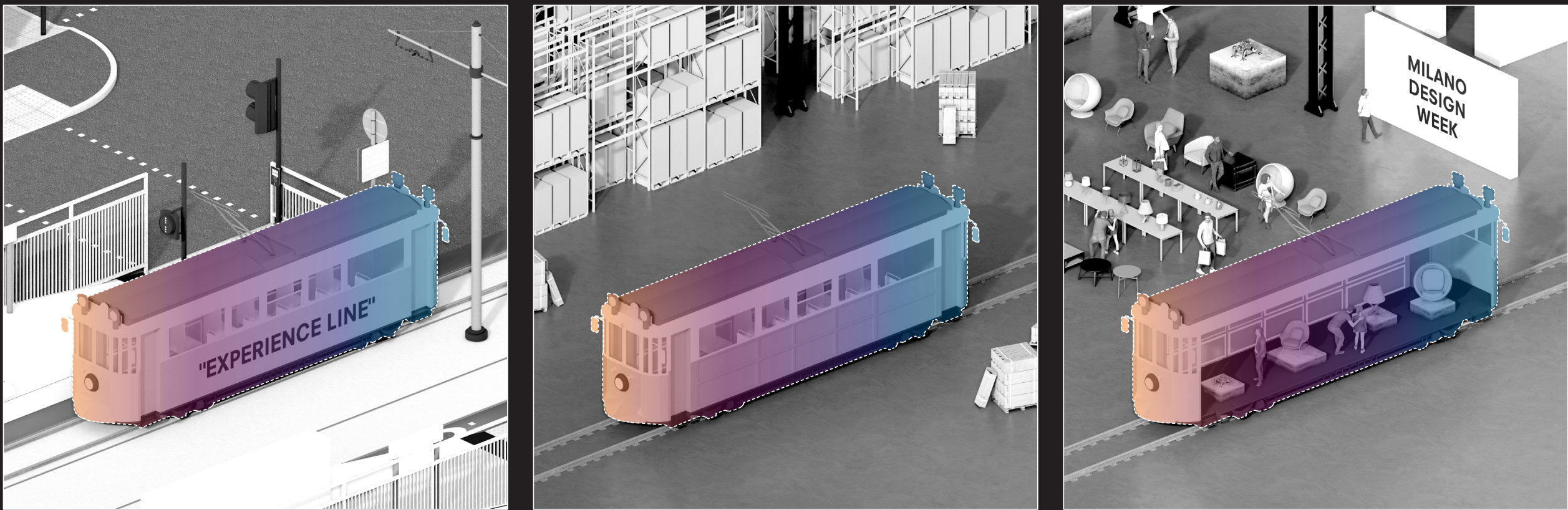
MOBILE EXPERIENCE CENTRE GFA: 41.700m²											
"EXPERIENCE" TRAM DEPOSIT 17.000m²	VISITOR CENTRE 600m²	FLOW CIRCULATION 1.500m²	ADMINISTRATION OFFICES 400m²	SHARED FACILITIES 1.200m²	"DESIGN" SPACES 3.500m²	"BUREAUCRACY" SPACES 3.500m²	"FASHION" SPACES 3.500m²	"LEISURE" SPACES 3.500m²	"LITERATURE" SPACES 3.500m²	"RESEARCH" SPACES 3.500m²	
Maintenance 1000m²	Waiting Areas 100m²	Stairs & Elevators 500m²	Offices 400m²	Back of House 500m²	Canteen 1000m²	Gathering Area 1000m²	Foyer 500m²	Staff Services 500m²	Storage 500m²	Open-Air Theatre 1500m²	
Loading / Unloading Space 200m²	Foyer 500m²	Unobstructed Space 1000m²		Operational Facilities 500m²	Assembly Rooms (500 p.) 2500m²	Inventory 500m²	Technical Rooms 500m²	Garbage Fac. 500m²	Bookstore 500m²	Foyer 500m²	
Circulation Space 400m²	Reception 100m²			Toilets 200m²	Design Fair 2000m²	Seating Area 500m²	Stages 1500m²	Vendors BOH 500m²	Archives 500m²	Green Room 500m²	
600 Tram Units 12.000m²							Fitting Rooms 500m²	Food Hall 2000m²	Co-working 500m²	Auditoriums 1500m²	

CULTURE AS MEDIUM

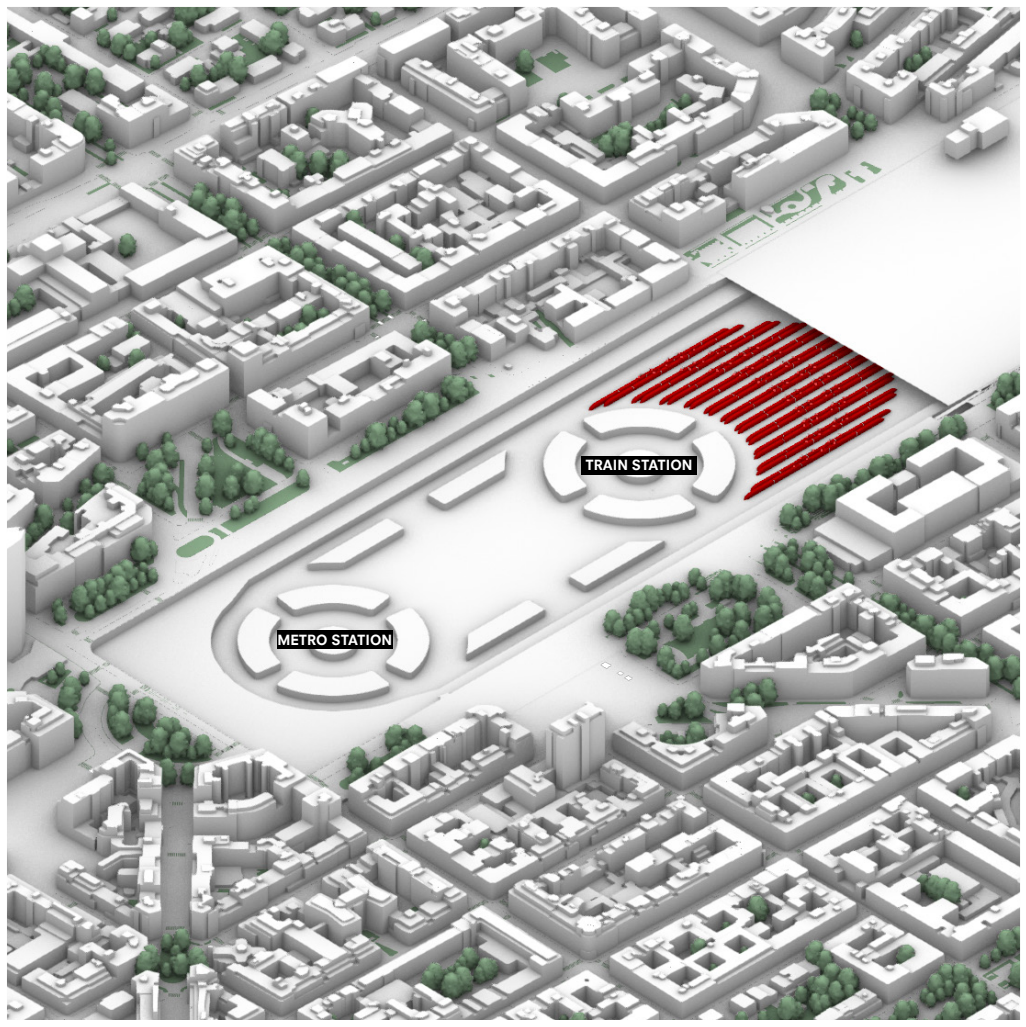
In “On the Move,” culture is not an additive layer—it is the connective tissue that permeates the entire mobility system. By embedding cultural programming both inside the trams and within the mobility hub, the project creates a hybridized spatial condition where infrastructure becomes experience. The tram depot, traditionally a space of equipping and maintenance, is reimaged as an active cultural platform: a site of preparation that transforms into a venue for exhibition and gathering.

This dual function allows events—like those of Milan Design Week—to extend beyond static venues, continuing seamlessly through the mobility network. Trams become cultural vessels, equipped and curated at the depot before dispersing into the city. Meanwhile, the depot itself opens to the public during peak cultural moments, adapting into a space for installations, performances, and interaction.

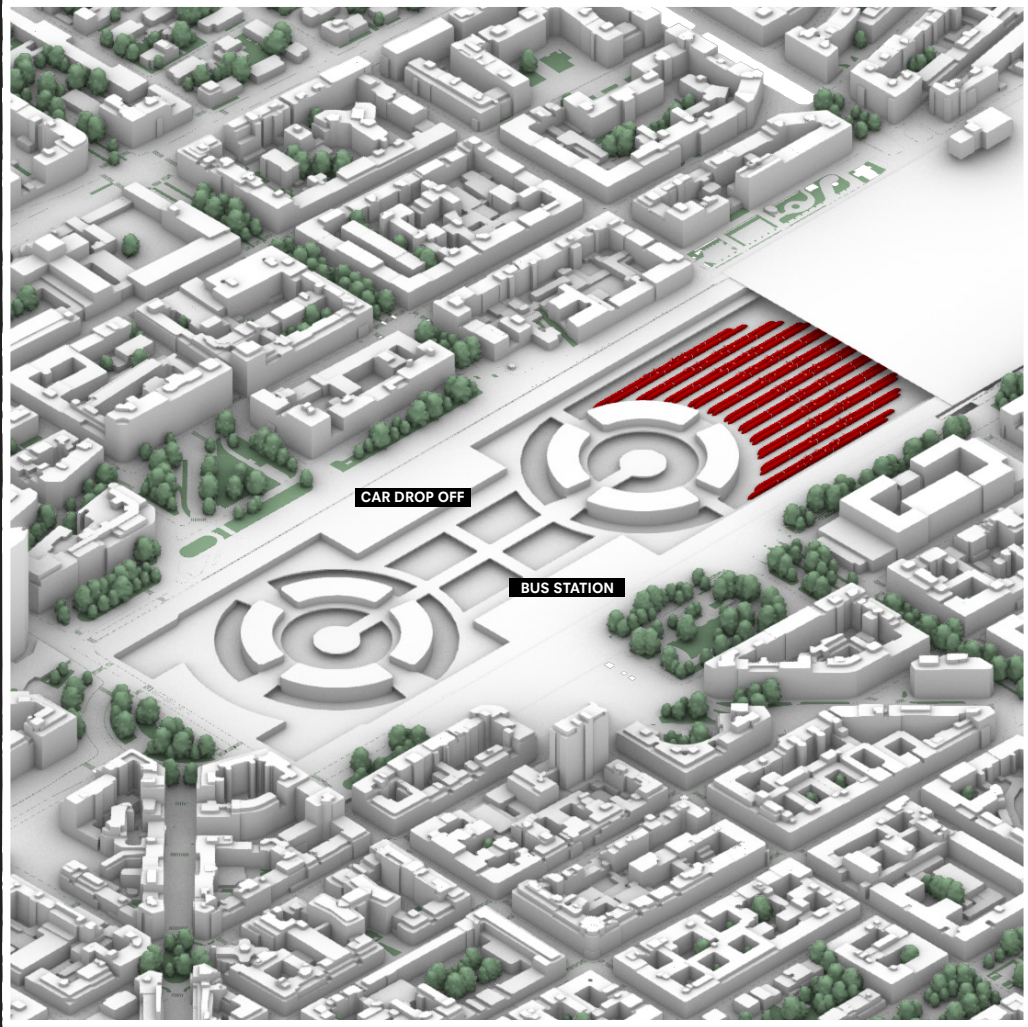
This fluidity blurs the boundaries between operational space and public forum, between motion and meaning.



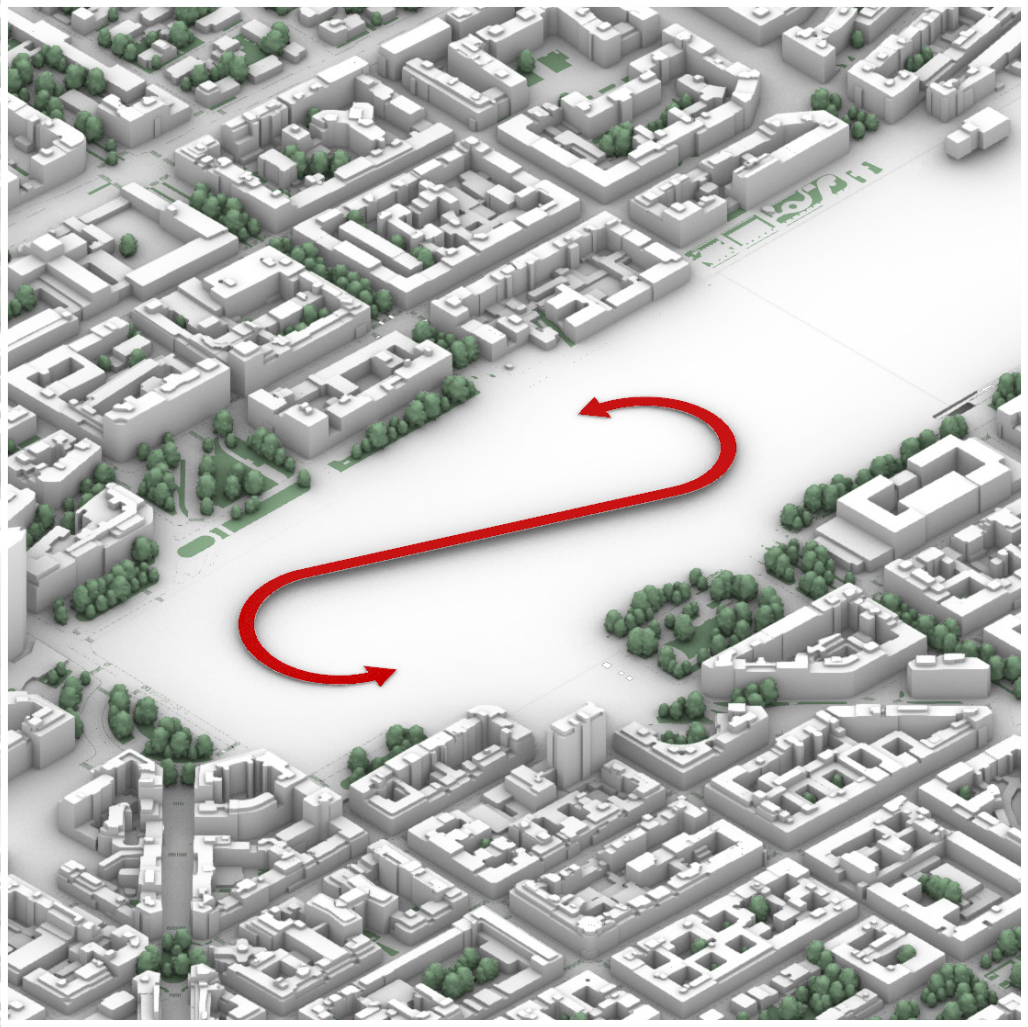
DIAGRAMS



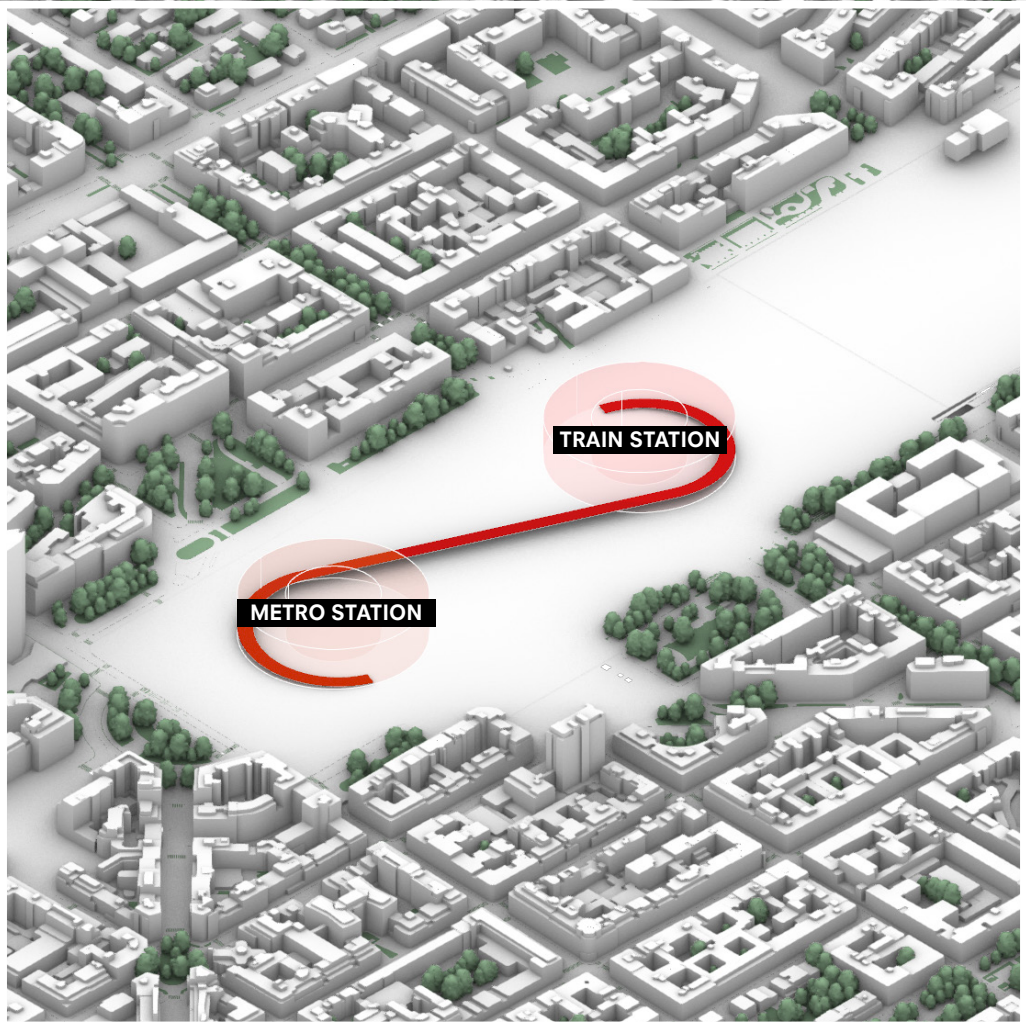
UNDERGROUND METRO & TRAIN STATION
At level -2, the metro and train stations intersect, with platforms arranged radially and buildings integrated around the circulation hub



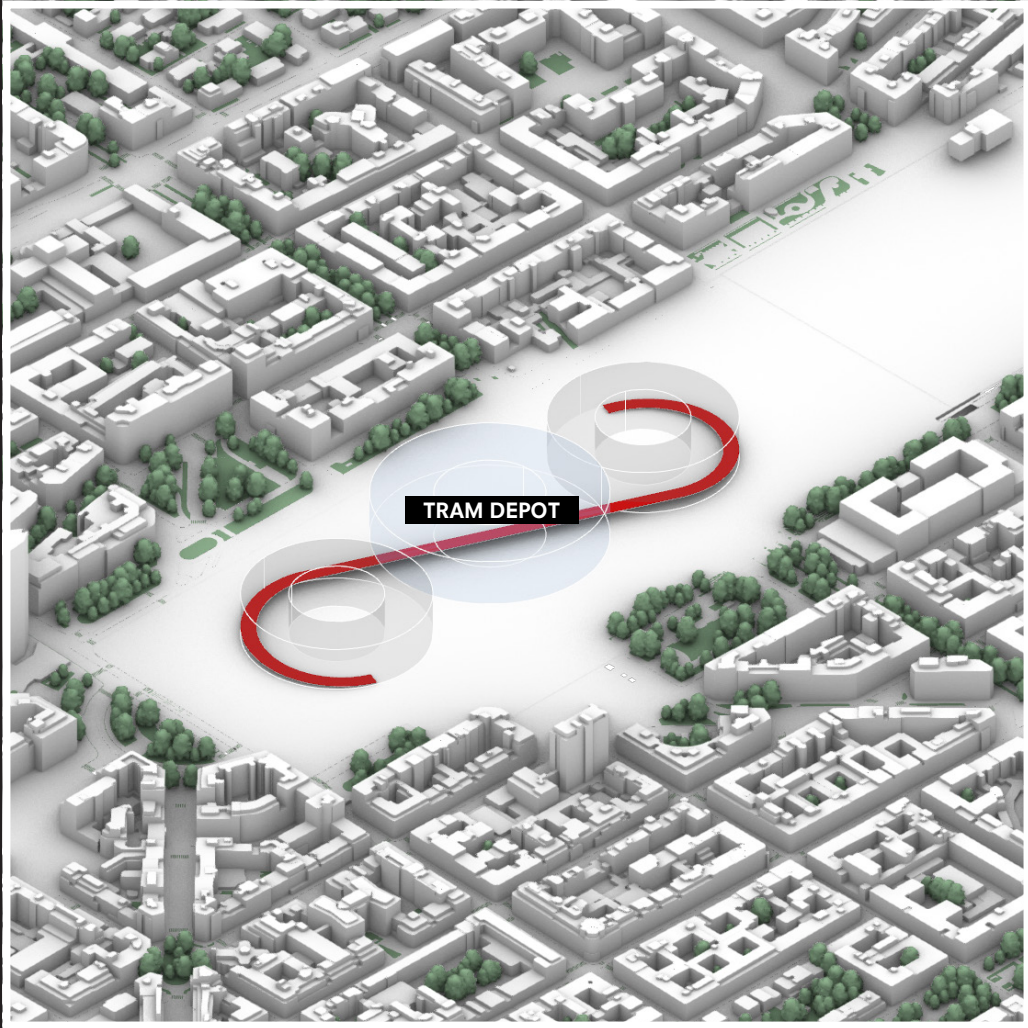
UNDERGROUND BUS & TAXI DROP OFF
At level -1, the underground taxi drop-off and bus station are positioned along the longitudinal sides of the building, enabling quick and direct access to both the train and metro stations.



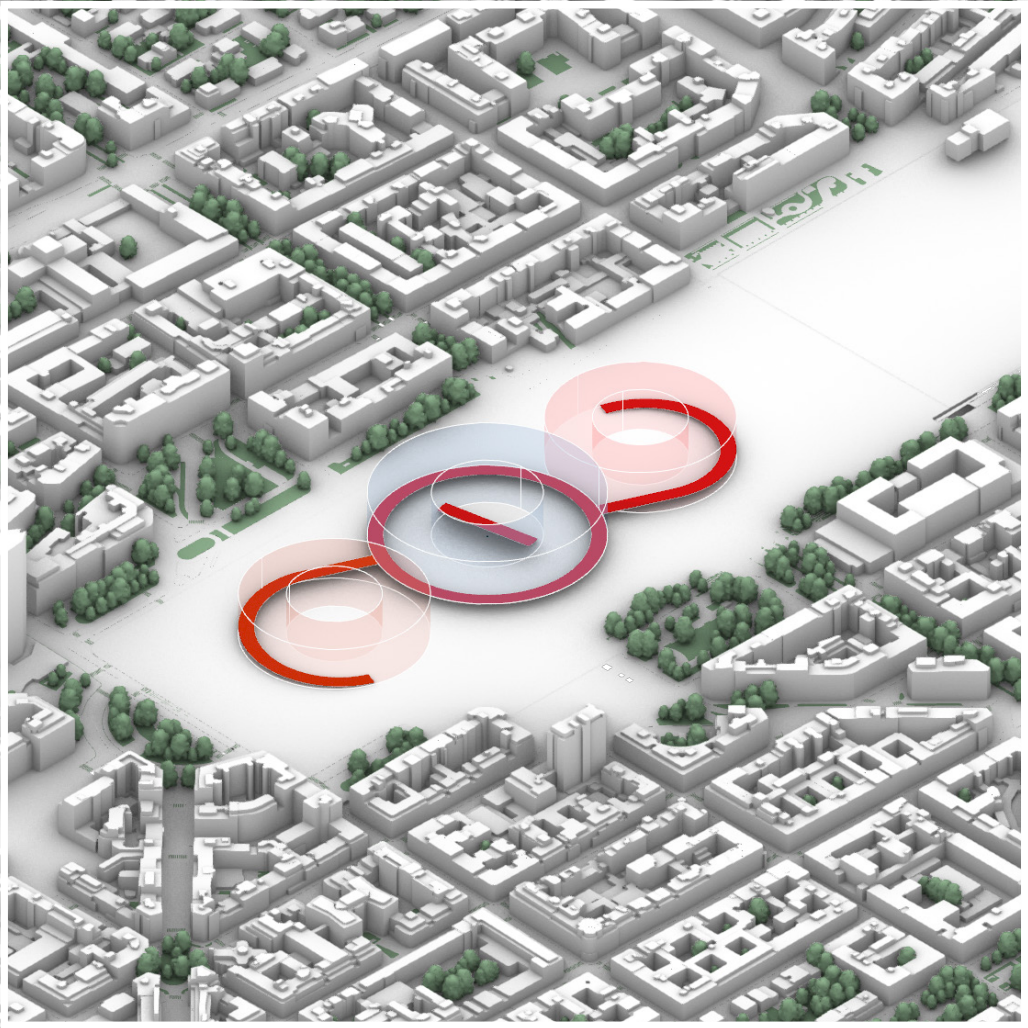
LOOP
At the ground floor, this configuration frees the ground floor from heavy traffic, allowing slow mobility to be organized in a continuous loop.



BUILDINGS
The initial massing derives from the extrusion of circles tangent to the mobility loop, forming two circular buildings positioned directly above the train and metro stations.



TRAM DEPOT
The third and final building is a circular tram depot, positioned in tangency with the two previous volumes.

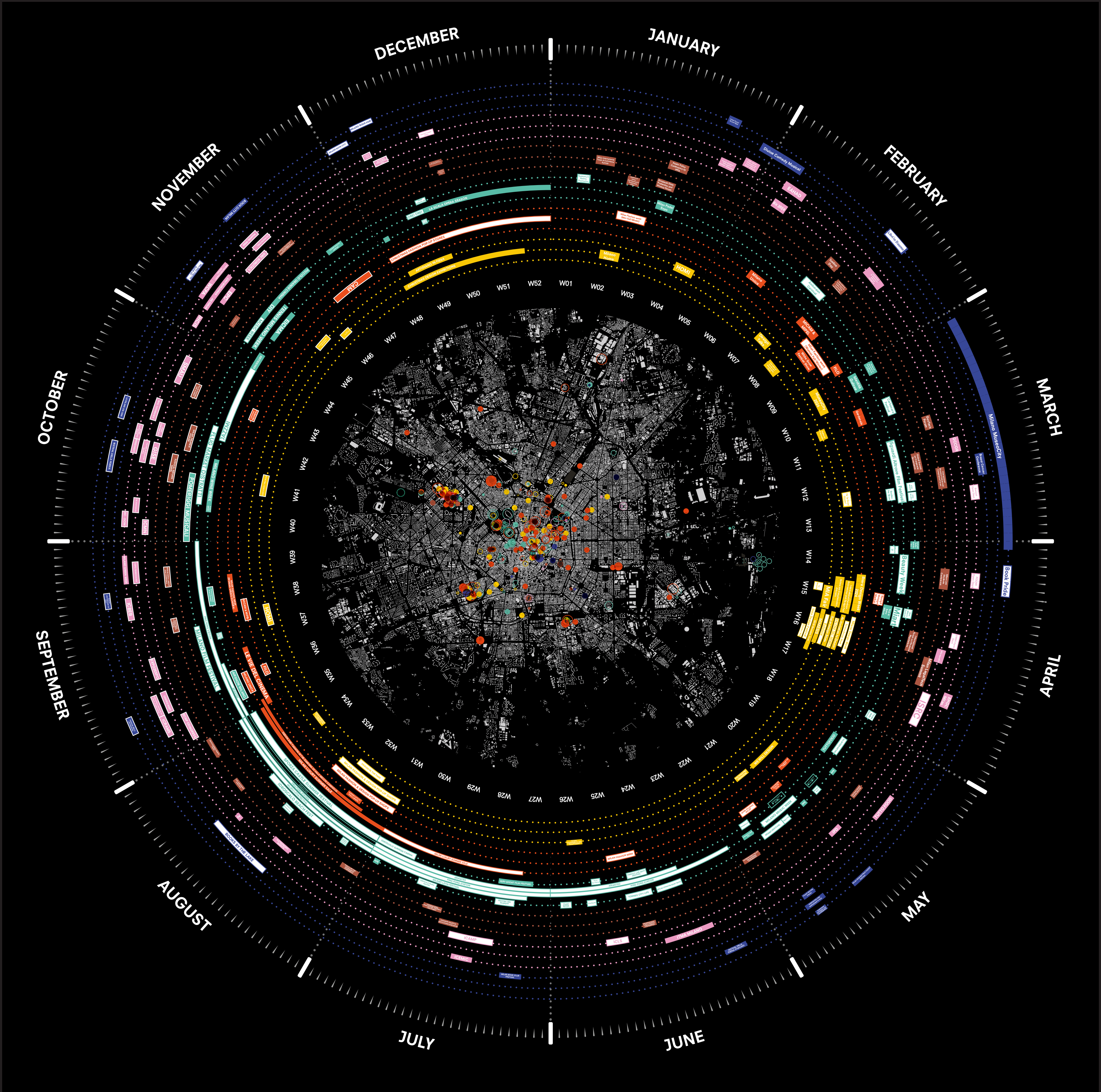


TURNTABLE
The circular tram depot operates with a rotating platform, or 'turntable', enabling radial parking and vertical movement of trams within the building.

A YEAR IN CULTURE

“As a world cultural capital, Milan is inextricably bound with the events culture. The city ends up in a state of continuous evolution changing based on its week, transforming itself into a **‘City of Temporality’**. But as the power of the city grows, so does its cultural eventscape, bringing up issues of overtourism, Disneyfication and overcrowding that are threatening Milan’s closed-off identity.

As a group of 8 buildings, we focused on reversing this process with a strategy that will adapt to Milan’s “weekly” nature. In each of our building, we will be hosting all critical elements for the occurrence of the events. (Location, Audience, Advertising, Logistics, Content, Mobility) that will be complementary to each other, providing all the needs for the weekly event. With the deliberate integration of these spaces, we aim to achieve a more coherent urban context that energizes Milan’s built environment during events while maintaining its character.



LITERATURE

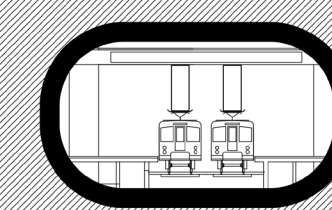
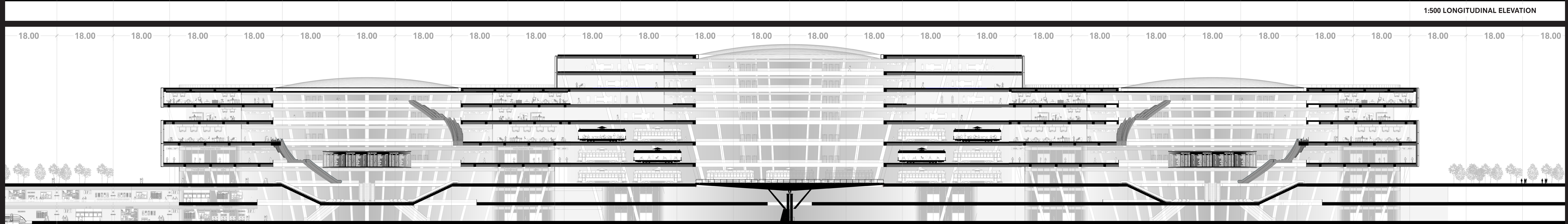
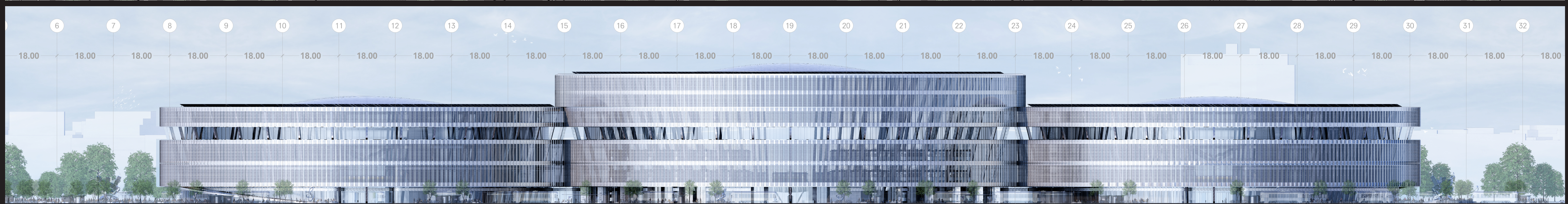
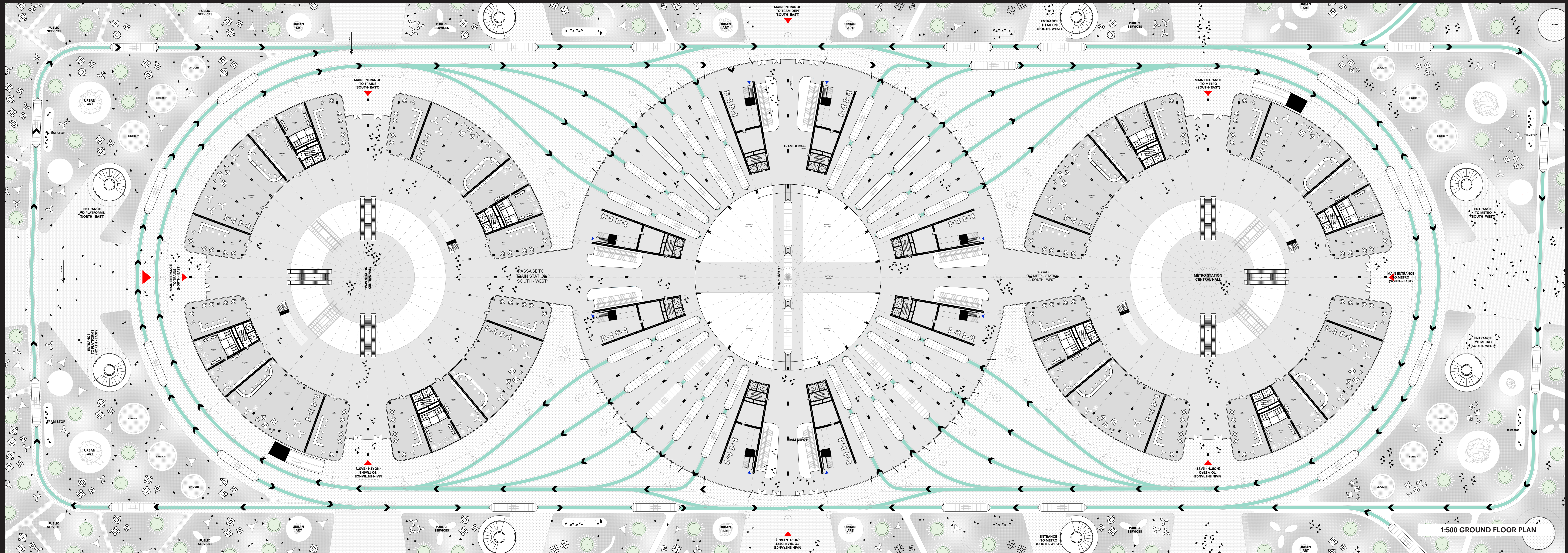
RESEARCH

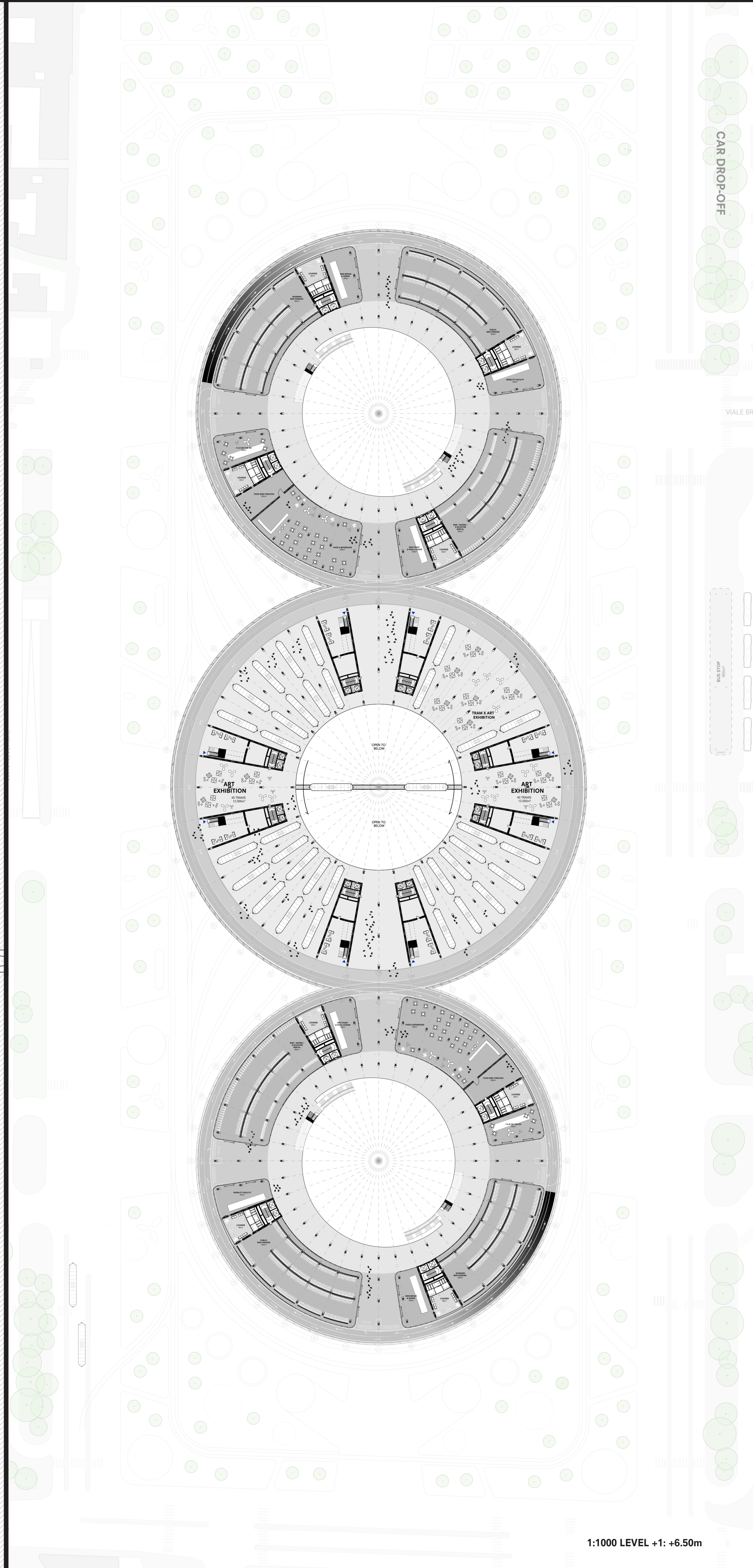
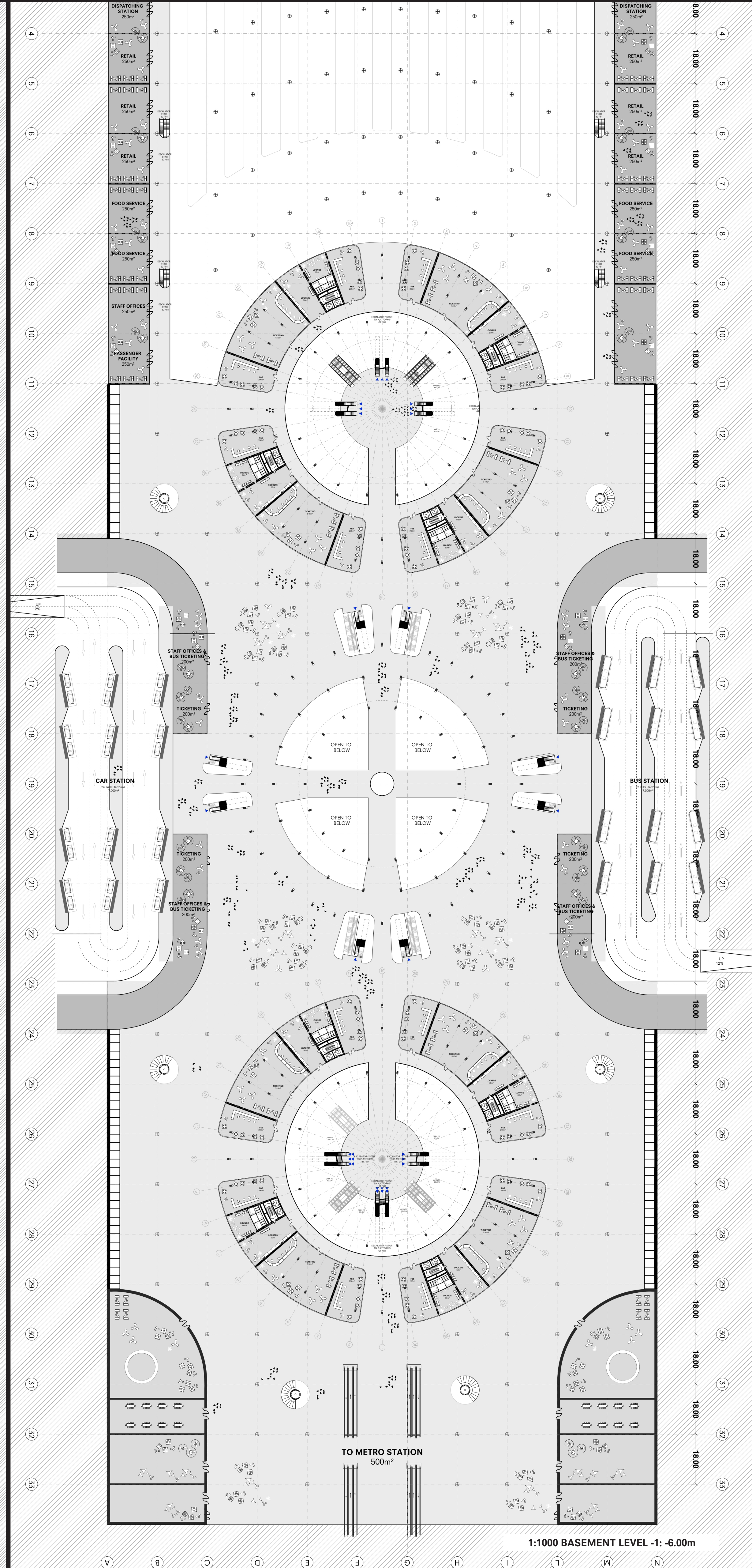
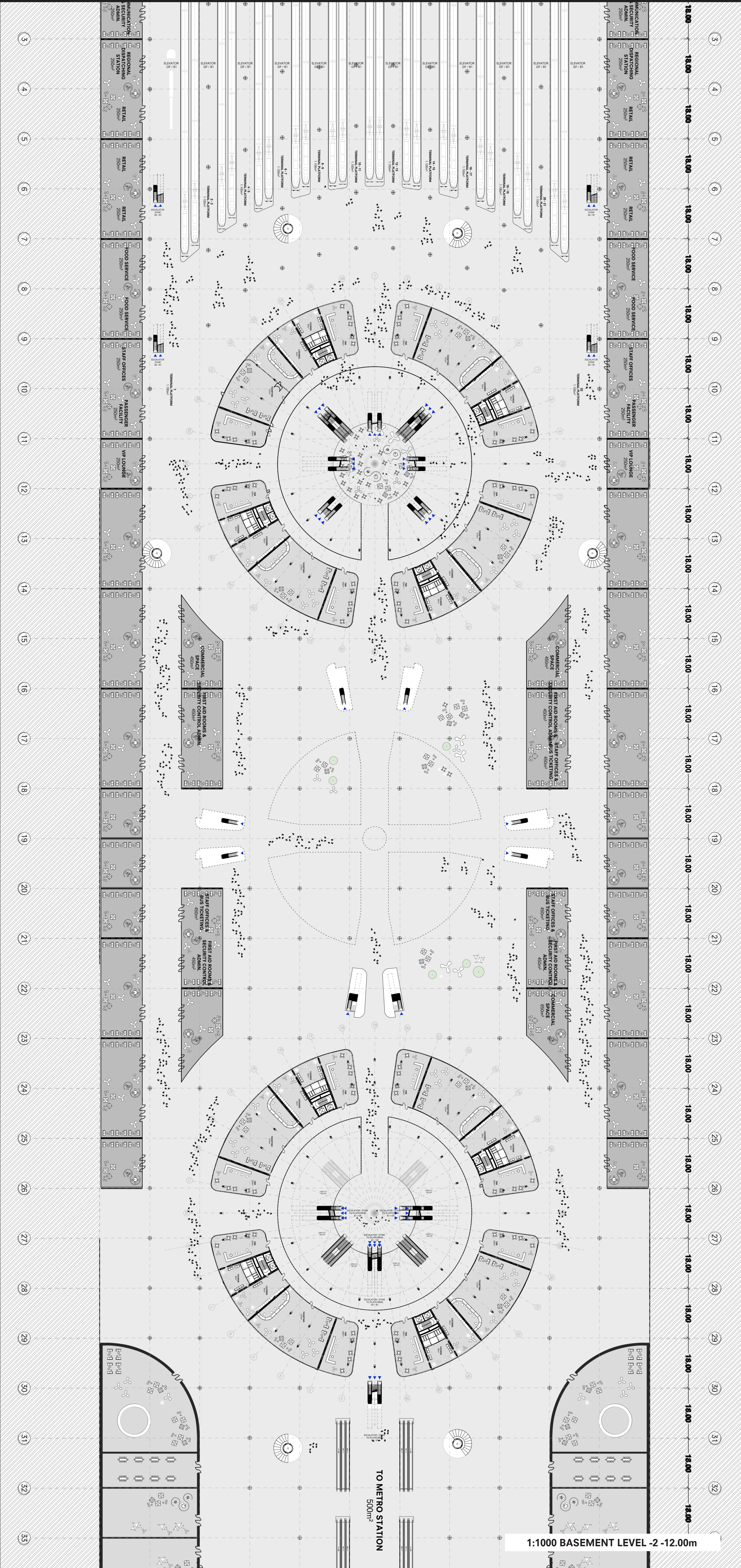
BUREAUCRACY

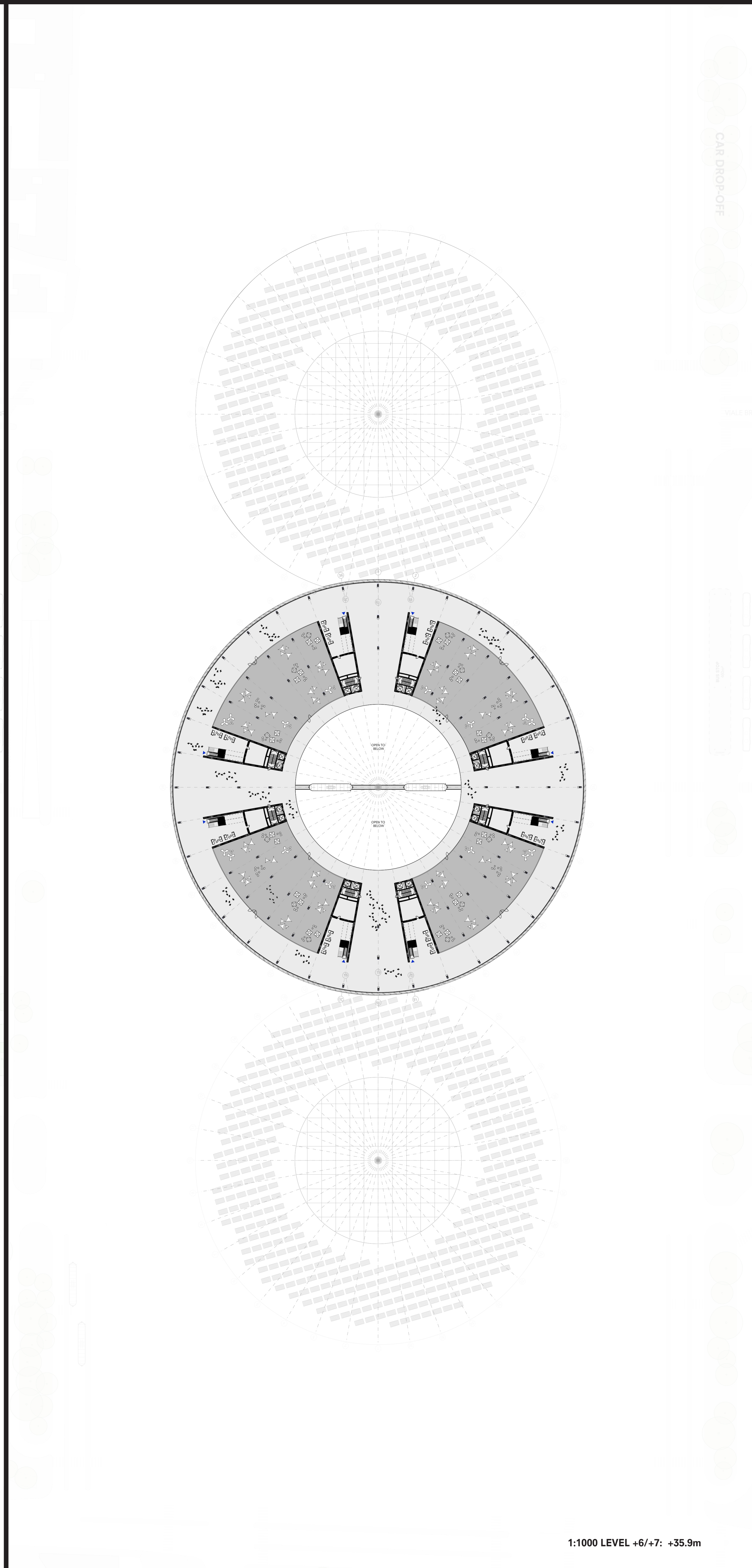
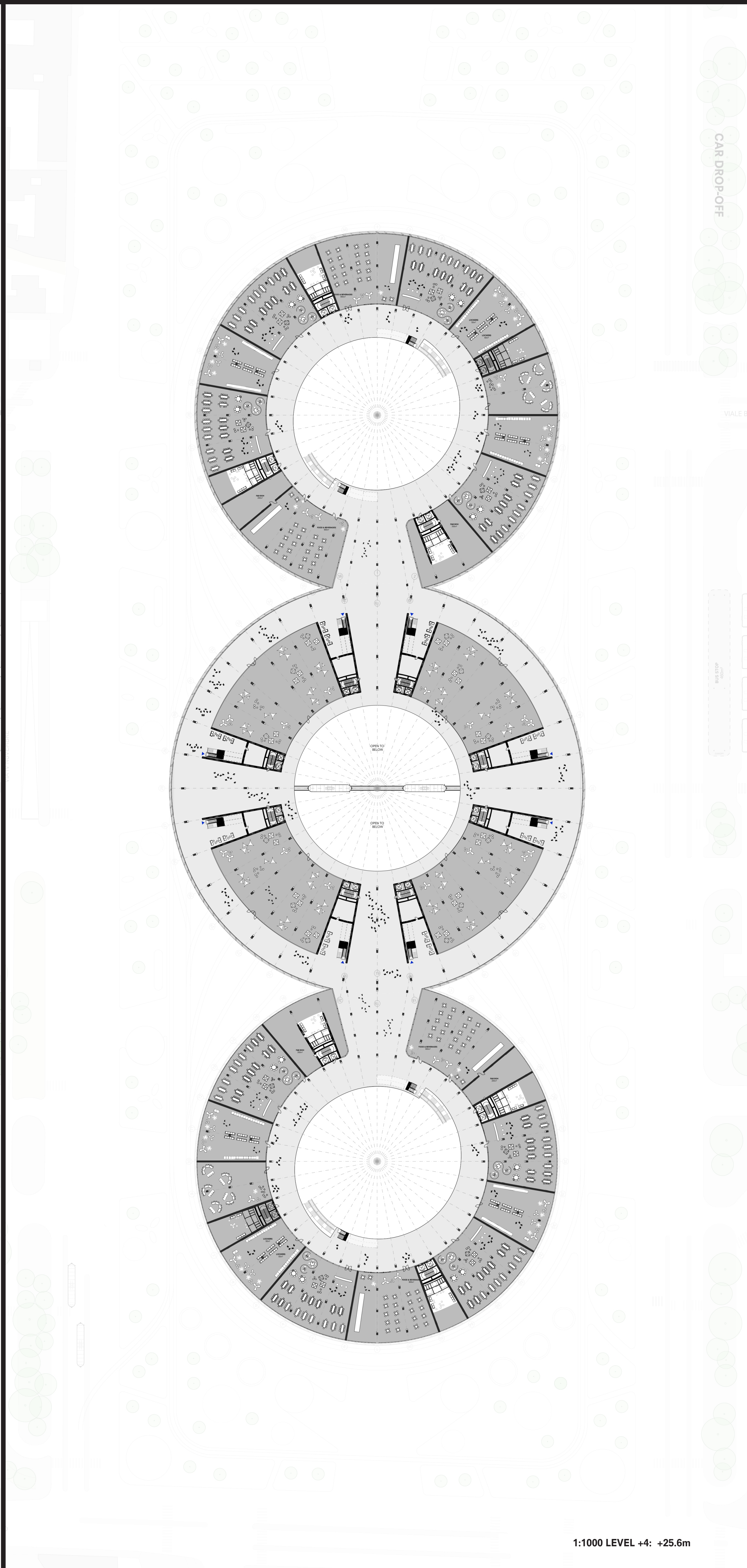
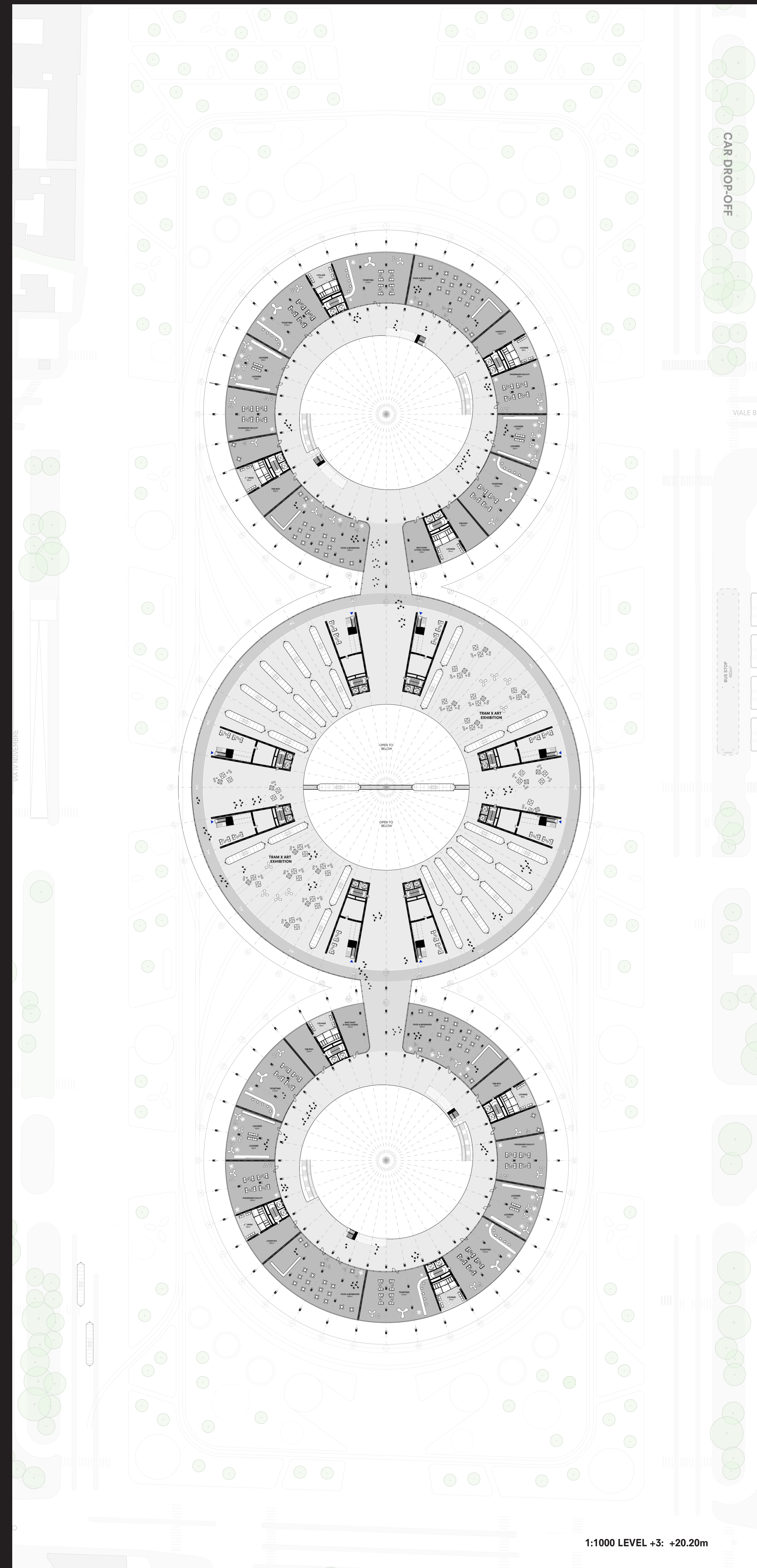
LEISURE

FASHION

DESIGN

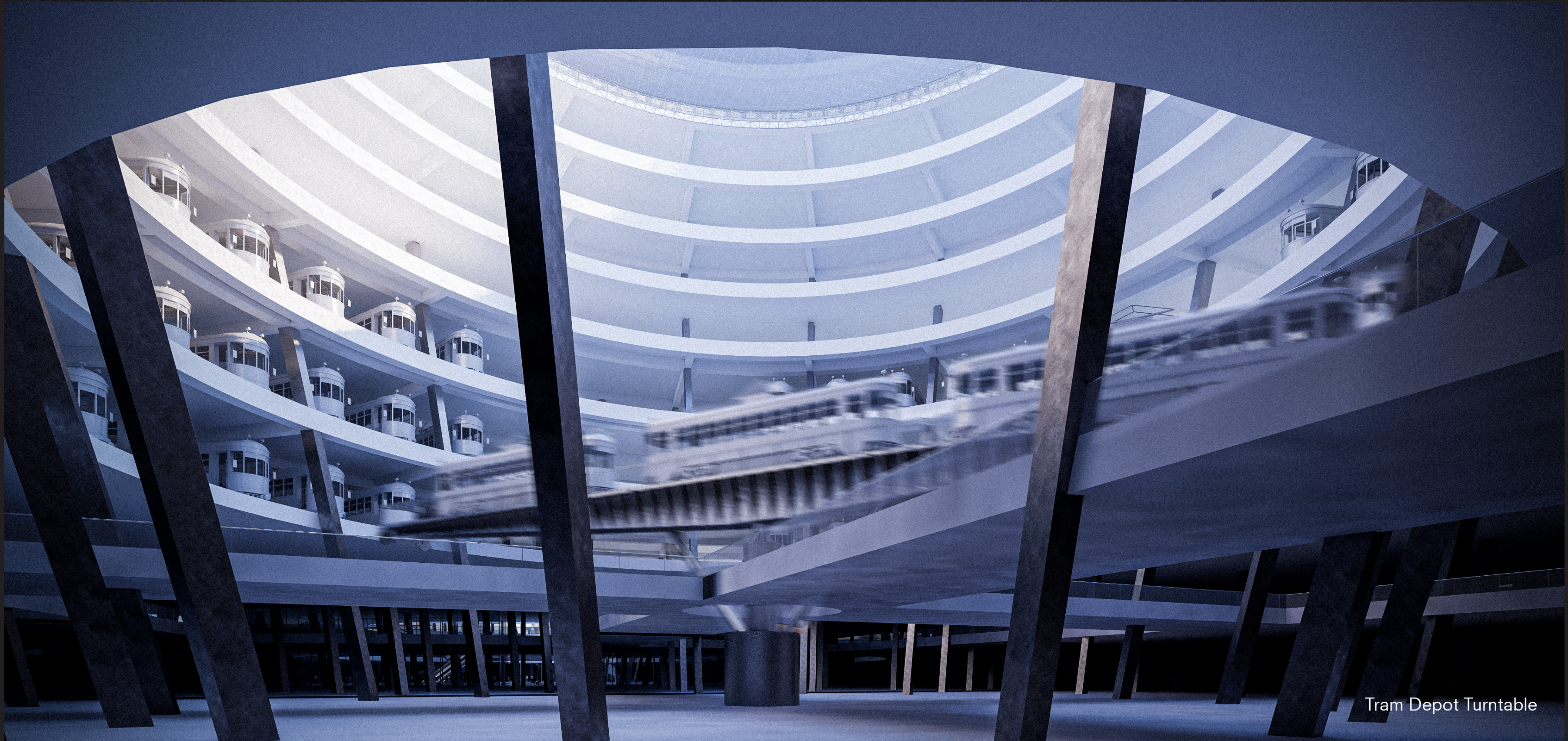








View from Corso Pisani



Tram Depot Turntable



Train Station Arrival



Tram Depot: Entrance Gates for Trams



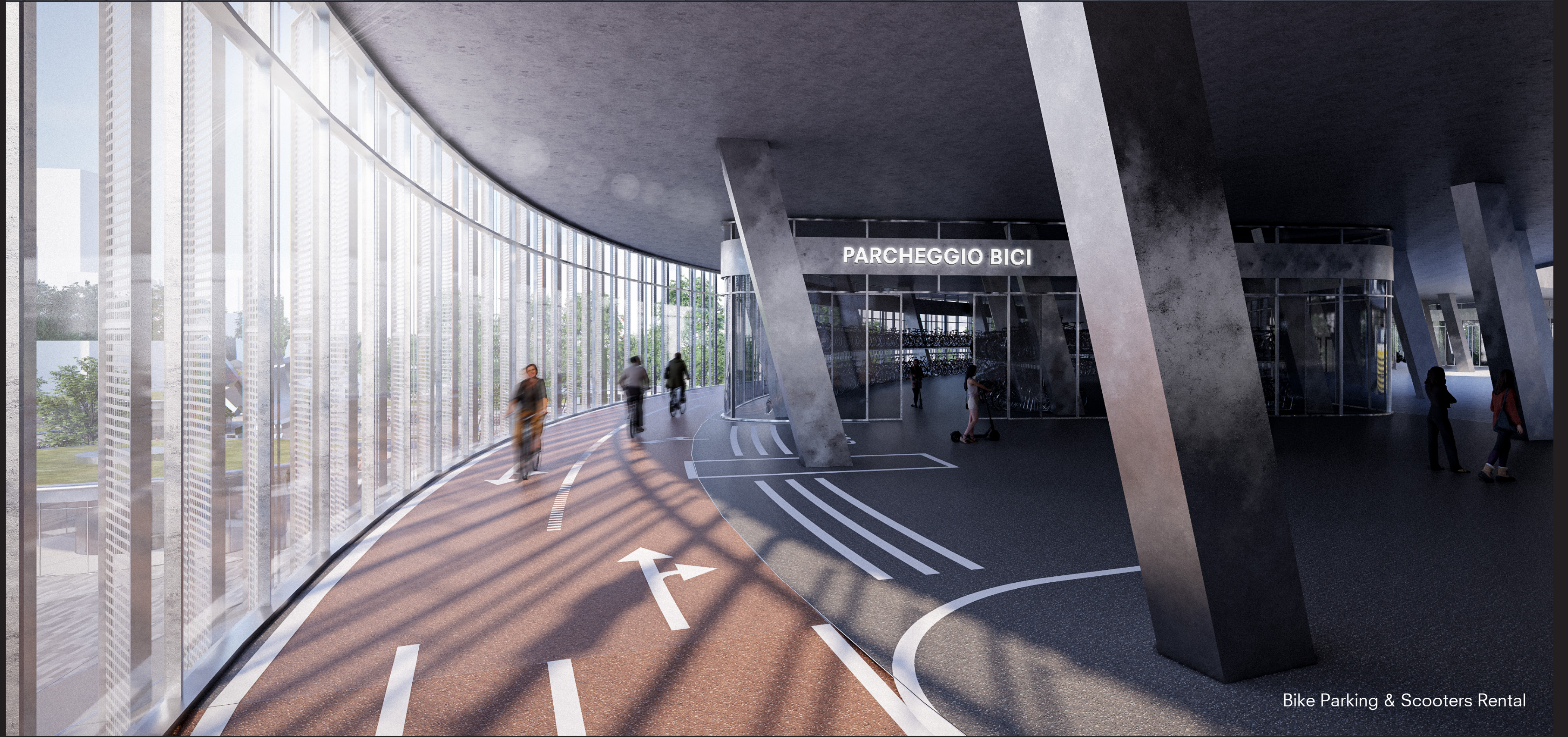
Train Station Central Hall



Outdoor plaza



Entrance to Tram Depot



Bike Parking & Scooters Rental



View from Piazza Luca D'Aosta



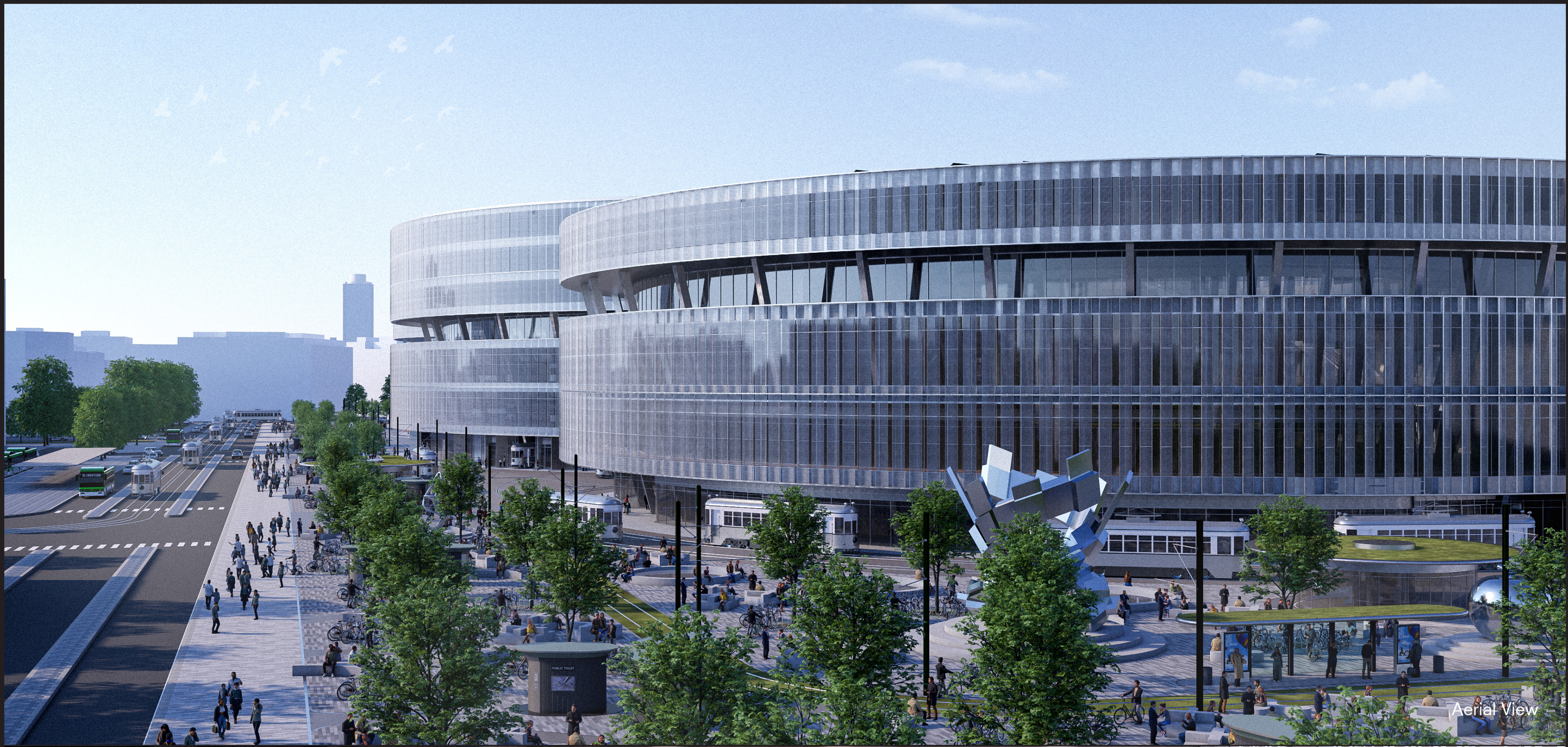
Aerial View



Tram Depot Central Hall



Bike Ramp leading to Parking & Services



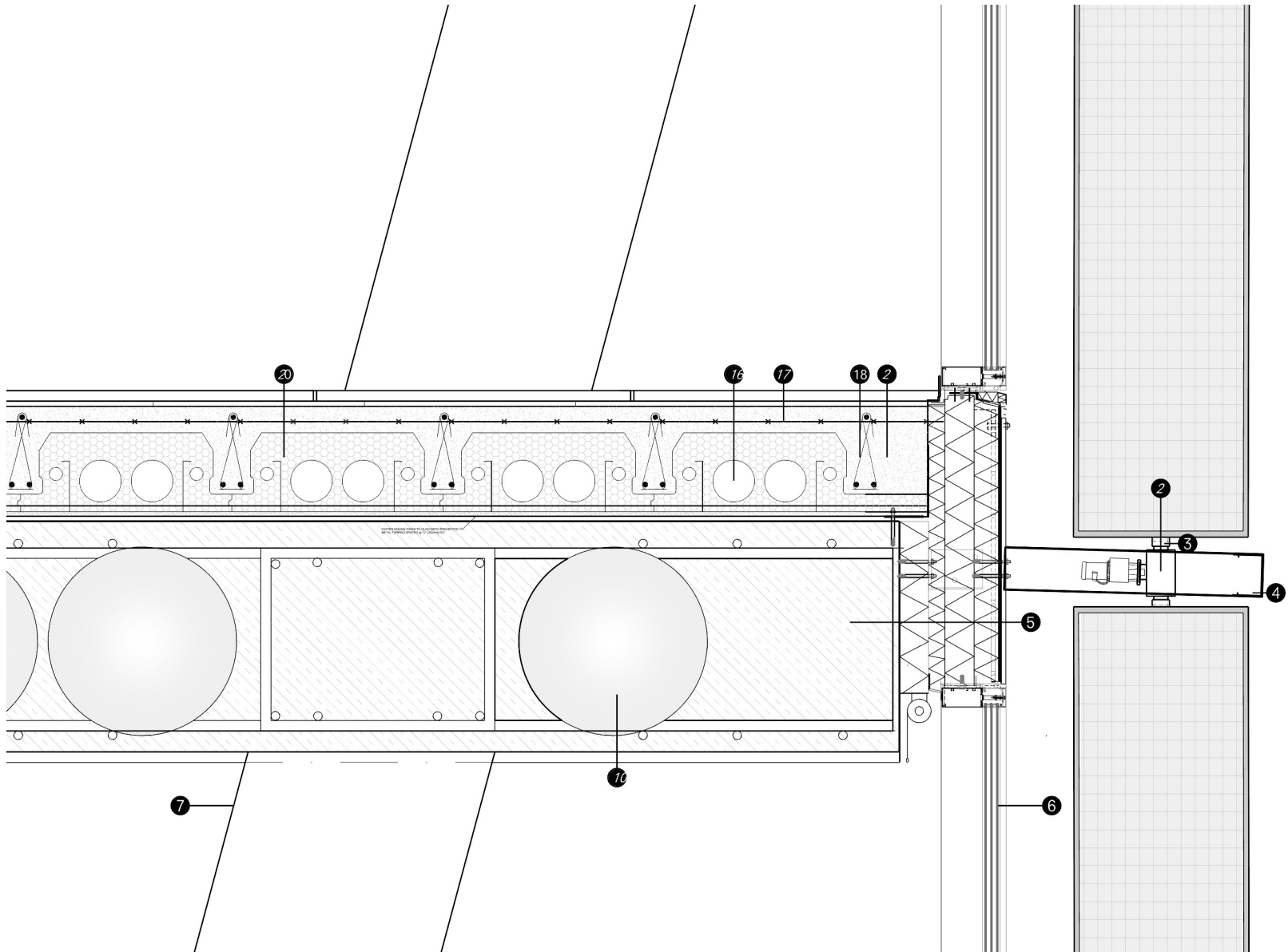
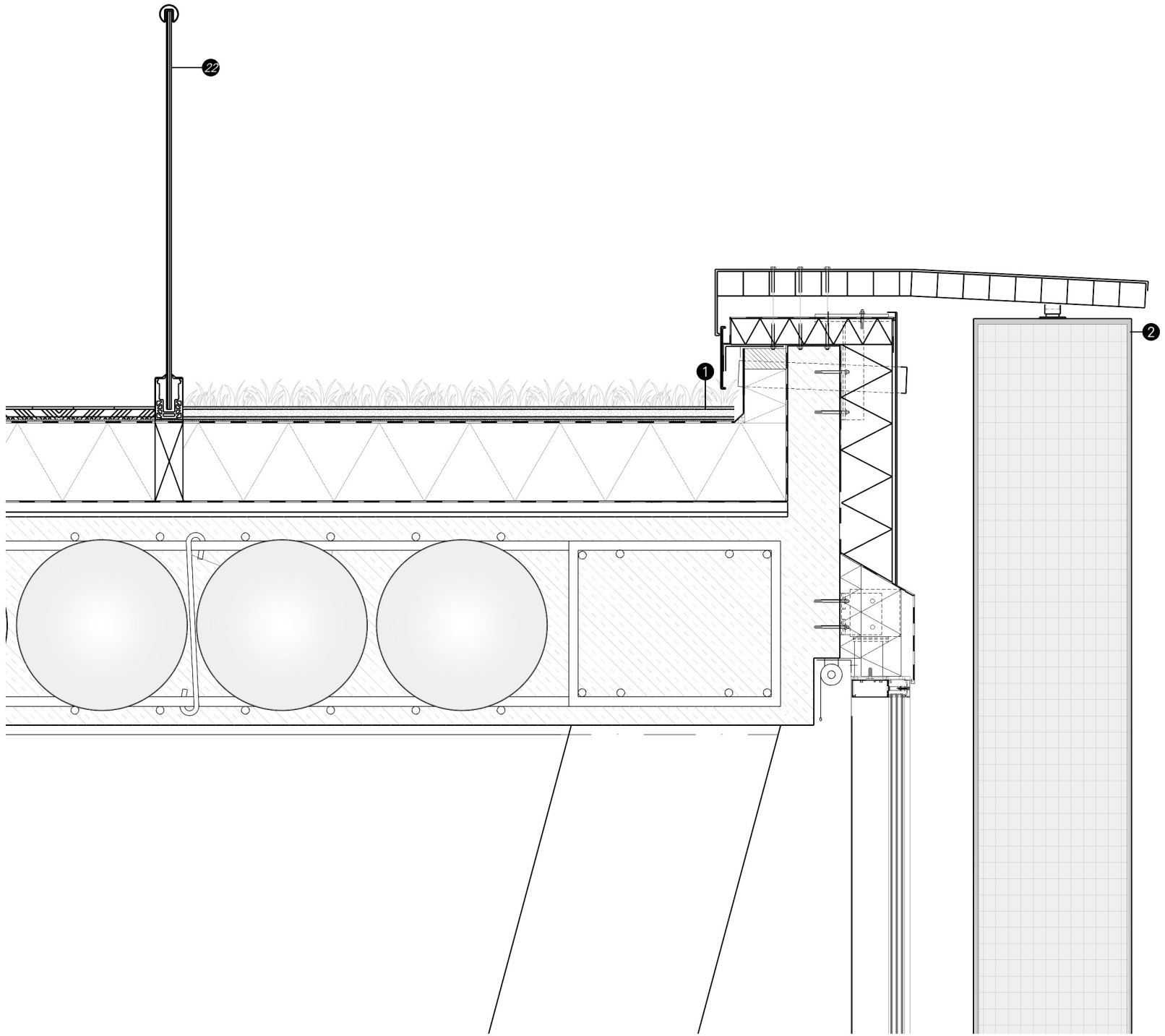
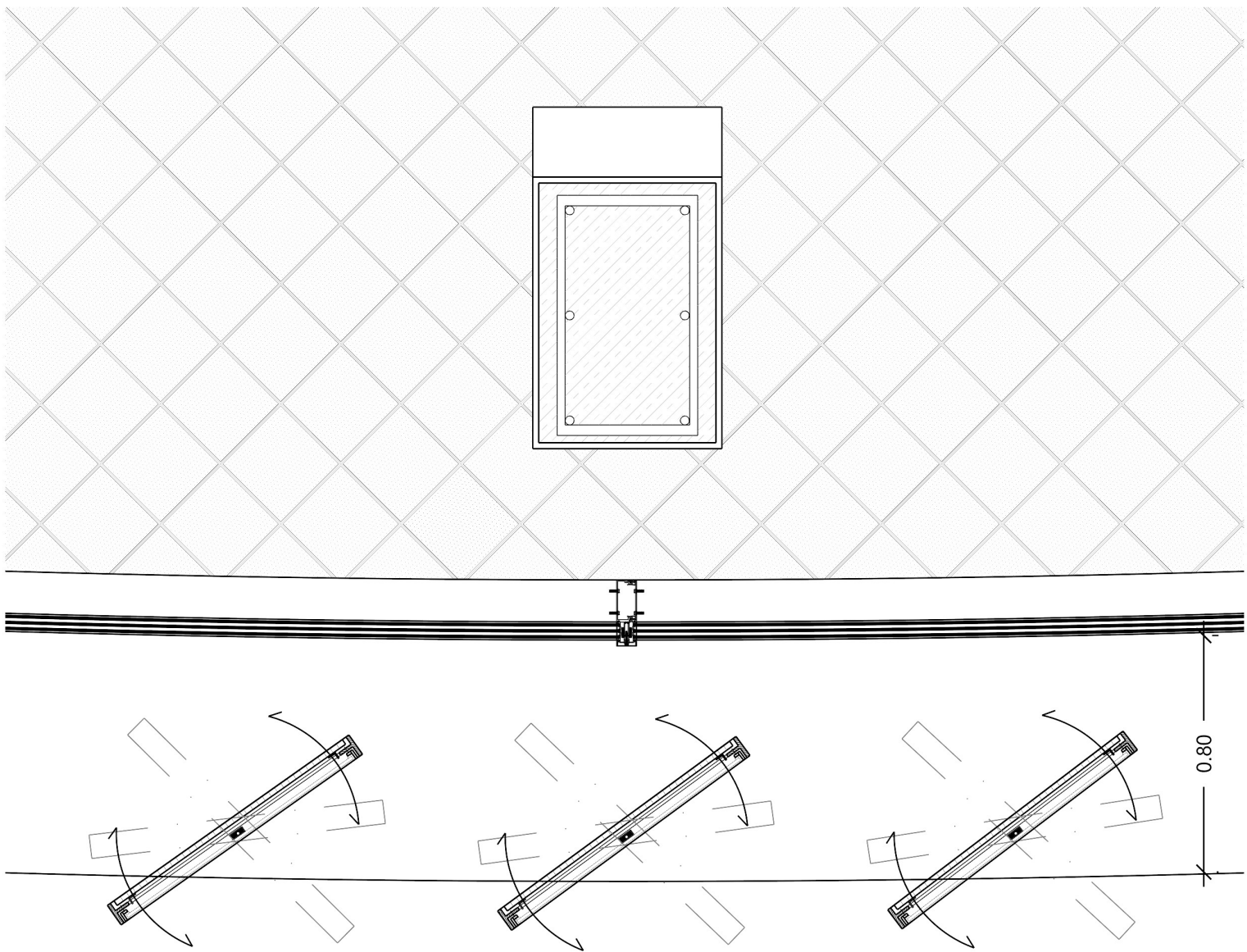
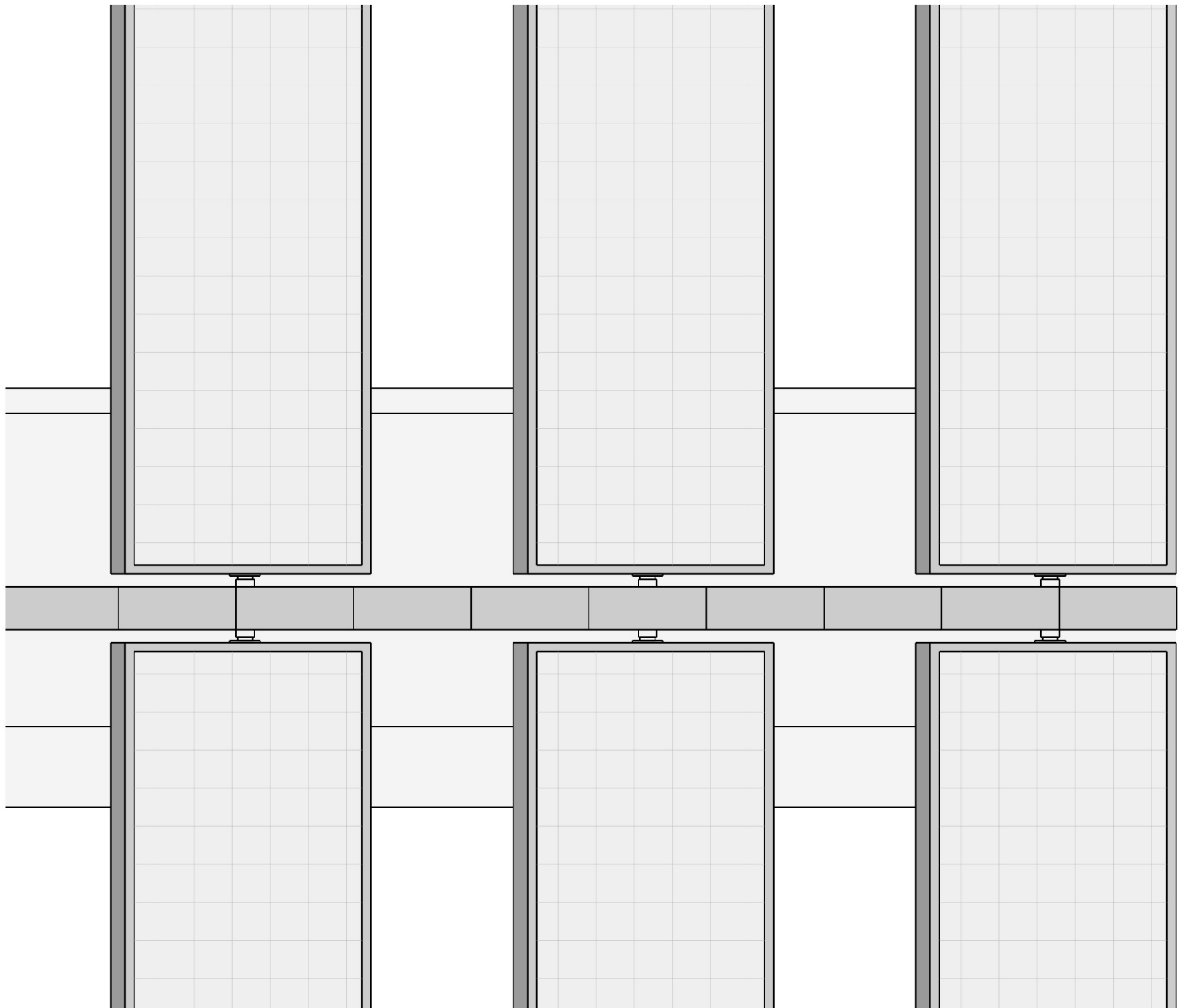
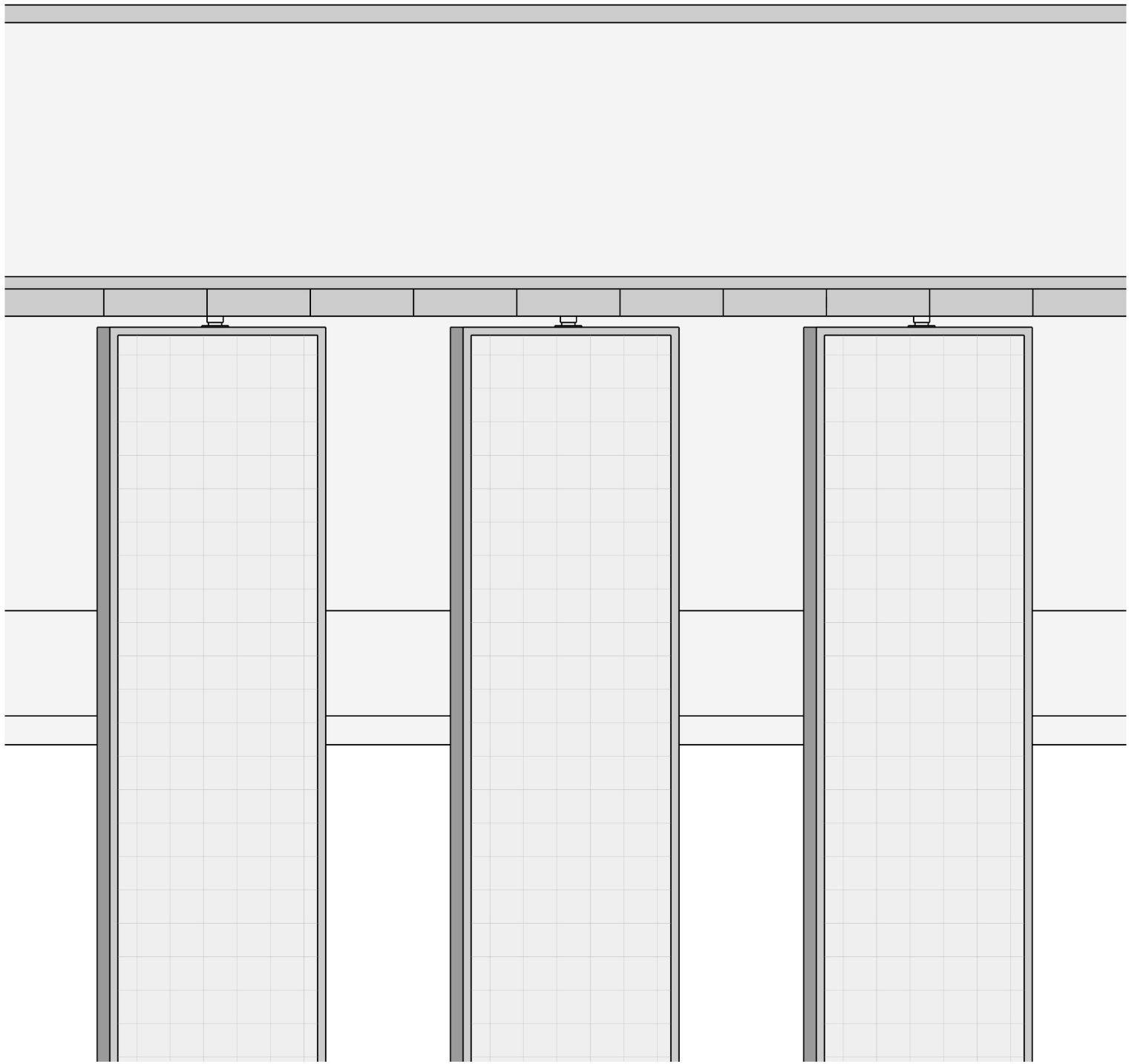
Aerial View



Bike Journey through Train Depot



Bird's Eye View



ANNOTATION FACADE FRAGMENT 1:5

- 1 70 mm gravel
- 2 80/12 mm aluminium rotating frame
- 3 60/4 mm aluminium tube as sleeve
- 4 extruded section
- 5 3 mm aluminium sheet cladding
- 6 window: triple glazing with 2x 4 mm laminated safety glass + 14 mm cavity + 6 mm float glass + 14 mm cavity + 2x 4 mm laminated safety glass
- 7 800 mm reinforced concrete column
- 8 130/60 mm aluminium mullion-transom system
- 9 4mm building protection mat
- 10 two-ply elastomeric bitumen membrane
- 11 300 mm PIR thermal insulation
- 12 vapour barrier
- 13 320 mm reinforced concrete slab
- 14 5 mm aluminium sheet, powder-coated + 20 mm air gap
- 15 3 mm aluminium sheet cladding
- 16 window: triple glazing with 2x 4 mm laminated safety glass + 14 mm cavity + 6 mm float glass + 14 mm cavity + 2x 4 mm laminated safety glass
- 17 800 mm reinforced concrete column
- 18 130/60 mm aluminium mullion-transom system
- 19 4mm building protection mat
- 20 two-ply elastomeric bitumen membrane
- 21 300 mm PIR thermal insulation
- 22 vapour barrier
- 23 320 mm reinforced concrete slab

- 24 Plaster Ceiling
- 25 Hook Ø6 c/ 75 x 75 cm
- 26 Spheres Ø32 cm
- 27 Upper Metal Mesh
- 28 Acoustic insulation (expanded polystyrene)
- 29 Subfloor
- 30 Leveling bed
- 31 Concrete Tiling floor 30x30 cm
- 32 Void for Utilities Ø121mm
- 33 Beam Reinforcement
- 34 Stirrups Alternate Left to Right
- 35 Concrete Beam Reinforcement Ø20mm
- 36 Expanded Polysyrene (EPS)
- 37 Redi-Set Pivotal Motor
- 38 GLASS MOUNT HANDRAIL