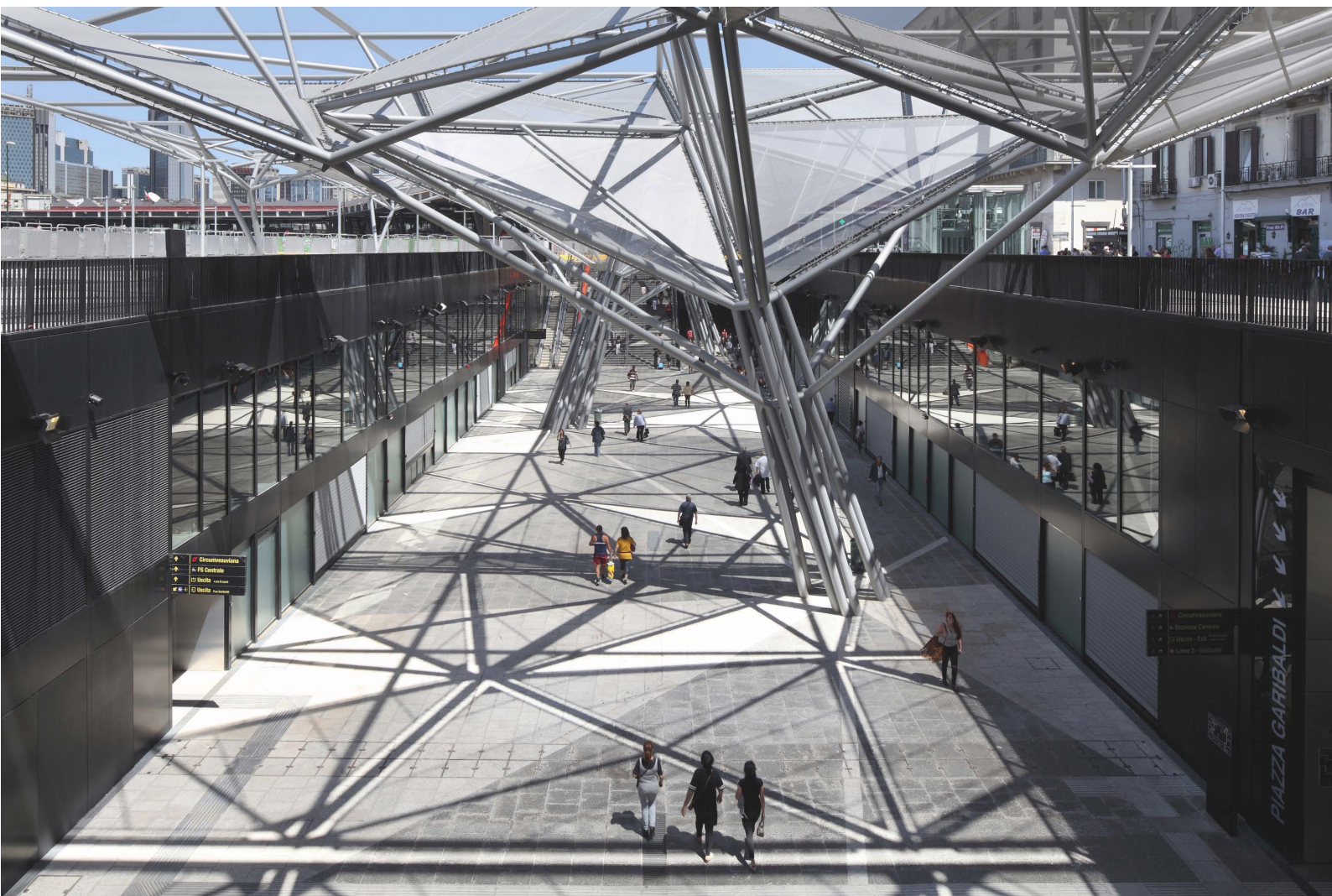


Dominique Perrault Architect

## PIAZZA GARIBALDI

NAPLES, ITALY



PRESS KIT

DPA  
6, rue Bouvier 75011 Paris  
[www.perraultarchitecture.com](http://www.perraultarchitecture.com)  
+33 (0) 1 44 06 00 00

Press contact DPA  
Camille Abeille  
[cabeille@perraultarchitecture.com](mailto:cabeille@perraultarchitecture.com)



# PIAZZA GARIBALDI

NAPLES, ITALY



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- **client** Metropolitana di Napoli
- **architect** Dominique Perrault Architecte, Paris
- **art director** Gaëlle Lauriot-Prévost
- **studies and construction** MM – Metropolitana Milanese S.p.A.  
NME - Napoli Metro Engineering
- **engineering** Structure: Bollinger + Grohmann (Frankfurt)  
Metal frame: C&SMA (Bordeaux, France)  
Civil engineering : MM – Metropolitana Milanese S.p.A.  
NME - Napoli Metro Engineering
- **execution** Metropolitana di Milano - Napoli Metro ENGINEERING
- **general contractor** Pizzarotti & C. S. p. a
- **subcontractor façades** ISA S.p.A.
- **subcontractor metal frame** Carannante S.r.l.
- **artistic intervention:** Michelangelo Pistoletto
- **location** Piazza Garibaldi, Naples, Italy
- **site area** 59 000 m<sup>2</sup>
- **built area** 21 000 m<sup>2</sup> (gallery and metro station)
- **depth** 40 m
- **beginning of conceptual design** 2004
- **beginning of construction** 2006
- **inauguration of the metro station** november 2013
- **completion of the gallery** avril 2015
- **projected completion of the piazza** 2019
- **estimated cost** 135 000 000 € HT (valeur 2011)

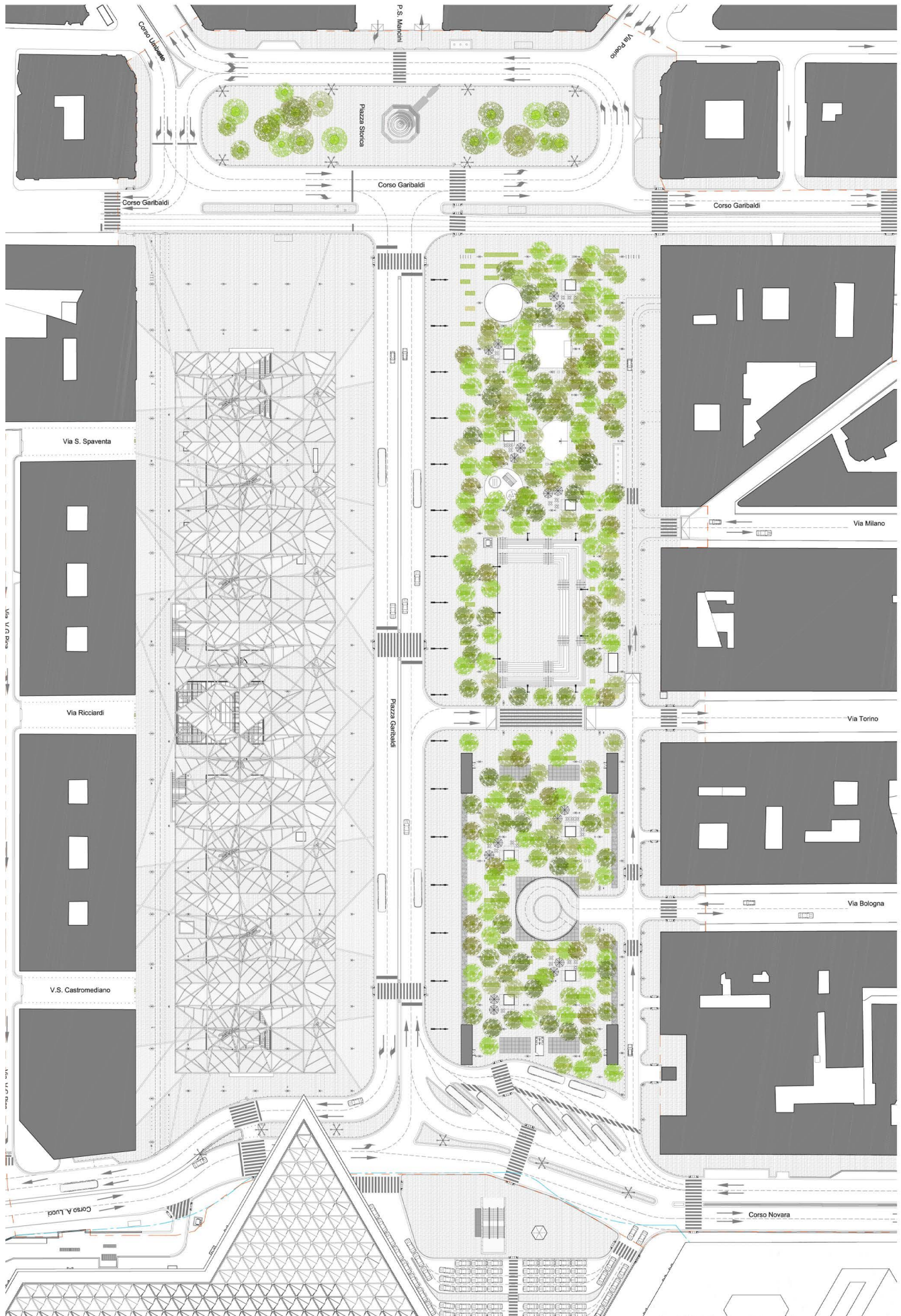
- **program:**

Creation of a «station district» and a multifunctional center :

Commercial gallery, car park, access to the metro and train station.

Design of the piazza: garden, pedestrian areas, reorganisation of the traffic.





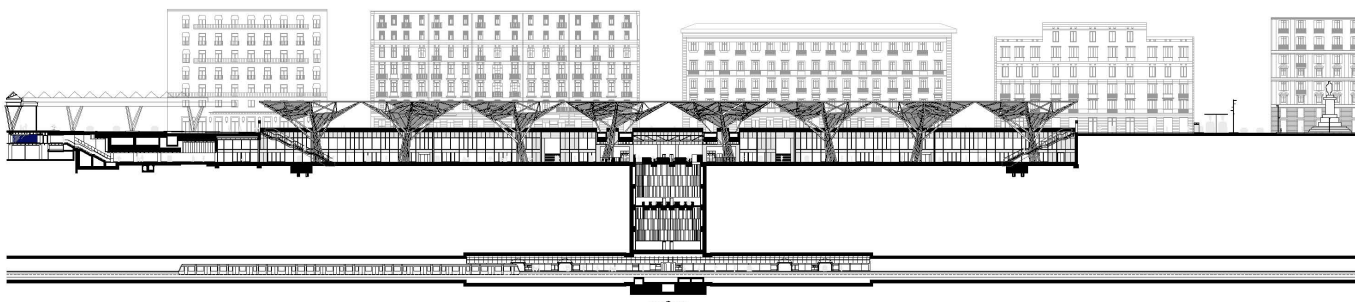


## GEOMETRY AND GEOGRAPHY

After a striking proposition made on the occasion of the international architecture competition for the creation of the future TGV Napoli station-Afragola (Treno Alta Velocita) in 2003 - the architect of the Grande Bibliothèque is entrusted, from 2004, by the Metropolitana di Napoli with the studies for the redesigning of the Piazza Garibaldi, but also the realisation of the eponym subway station on the new line 1.

Opened in december 2013, the subway station allows the access to the new metropolitan transport network. Dominique Perrault takes cleverly advantage of the addition of a new metro station in the plan, to reform an urban space full of vitality but marked by the intensity of the car traffic, the fragmentation of the pedestrian spaces and the discontinuity of the itineraries. The square, whose present configuration only dates back from the demolition of the 19th historic station in the early sixties, constitutes a void of 360 meters by 165, without making up or particular structure from the square where is located the general of the Mille Expedition to the new central station.

To wake up a territory of such a dimension, the architect works by division and sets up on the square several places, more adapted to the pedestrian scale, so that the uses increase and the urbanity of the square operates both by day and by night.



coupe longitudinale © Dominique Perrault Architecte/ADAGP

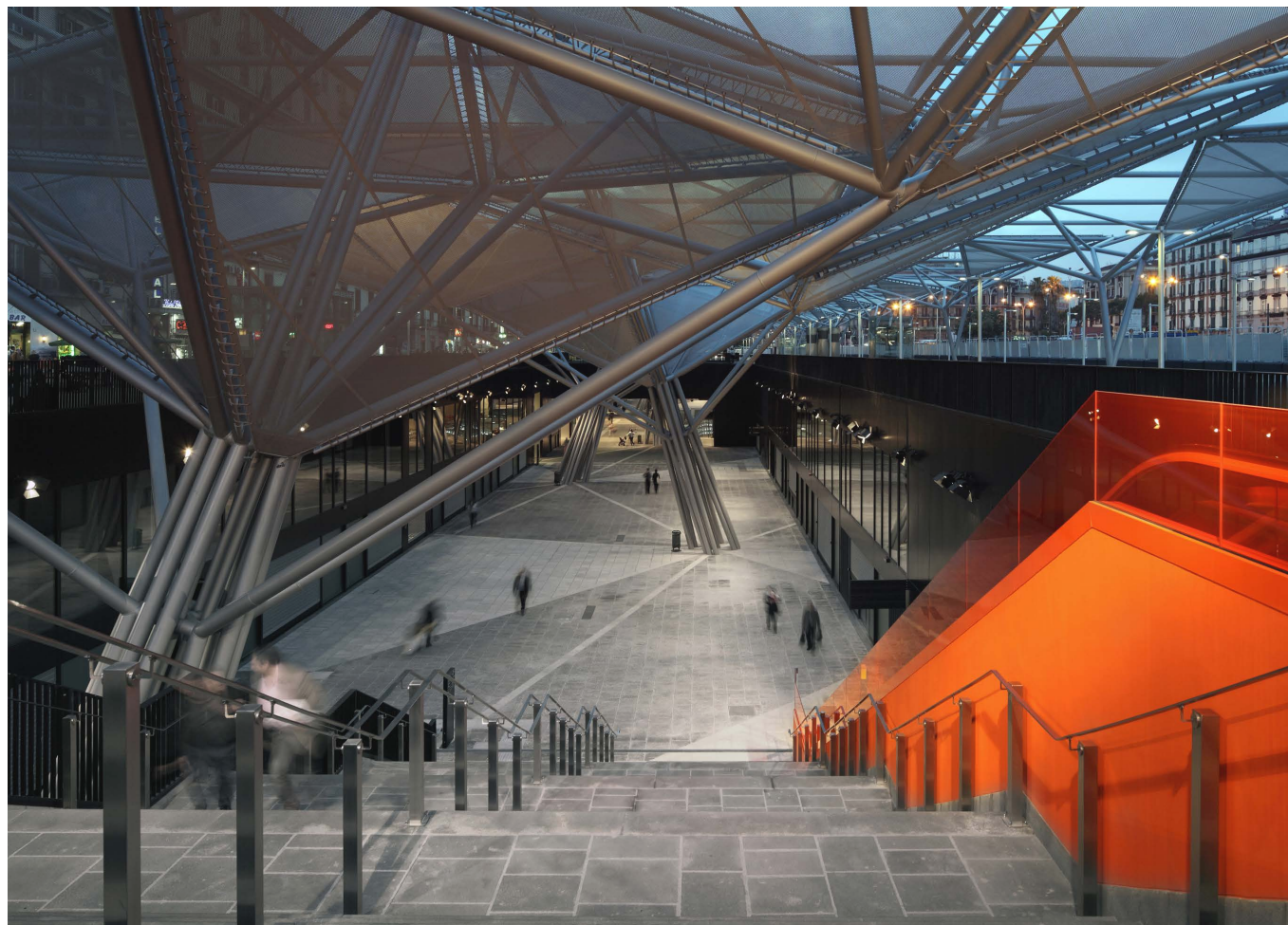




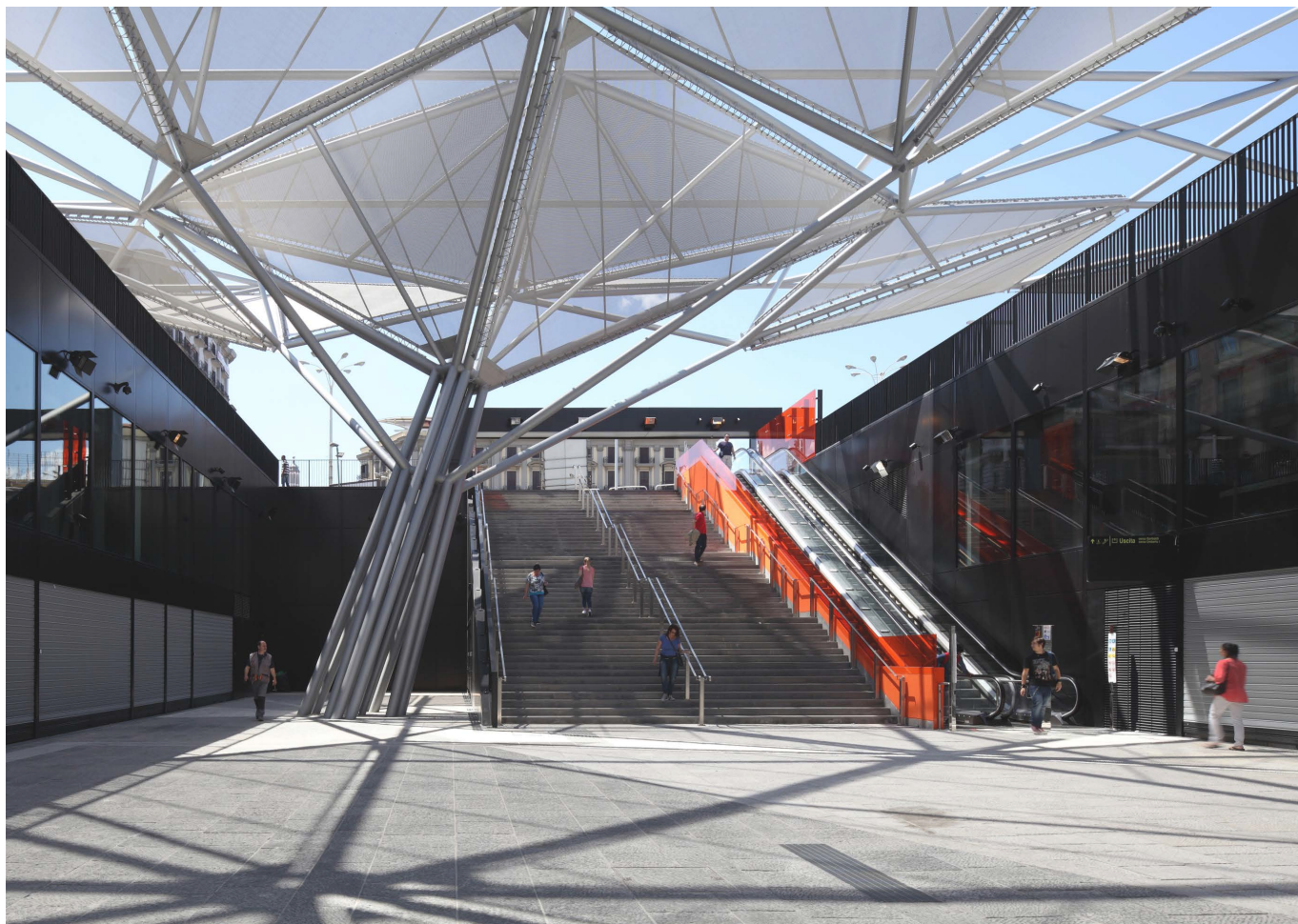
On the west side, in front on the central station, the piazza intermodale forms the new esplanade of the railway and bus stations (bus and taxi). A huge and open commercial gallery, inserted into the ground at 8 meters below the square level, slides and seeps down under the ground to join, through a network of buried galleries, the other stations. This is the shops square and the flowers market. The tops of the tall metal trees shading the new gallery are organized on the height of the V-shaped roof of the station. The physical proximity between the both structures opens a dialogue that is carried on in a chromatic and formal dialectic. Textile, the new roof extends in a firmly contemporary and fundamentally immaterial writing the triangular patterns designed by the architects from the station to the historic square. Stretched hands over the ages. In an assumed proximity with the French school of landscape, Dominique Perrault partitions the space and organizes the general landscape and urban composition by deporting the traffics on the square's periphery in order to free its heart. This loop anchors even more the place into the surrounding urban fabric through the connections with the adjacent streets.

The landscaping of the place develops an organization structured in two sets. On each side of a central axis establishing a perspective from the statue of the General to the station, are developed two squares. On one side a mineral place giving access to the gallery, covered with big metallic trees and a triangulated roof. On the other side a vegetal counterpart of this roof, a vegetated square. This square gives access to a new underground car park. A mineral amphitéâtre will form a zone of relaxation and will allow to welcome events, while giving access to the gallery of the subway by an underground access. The square will be also equipped with street and sports furniture, and with outdoor children games.





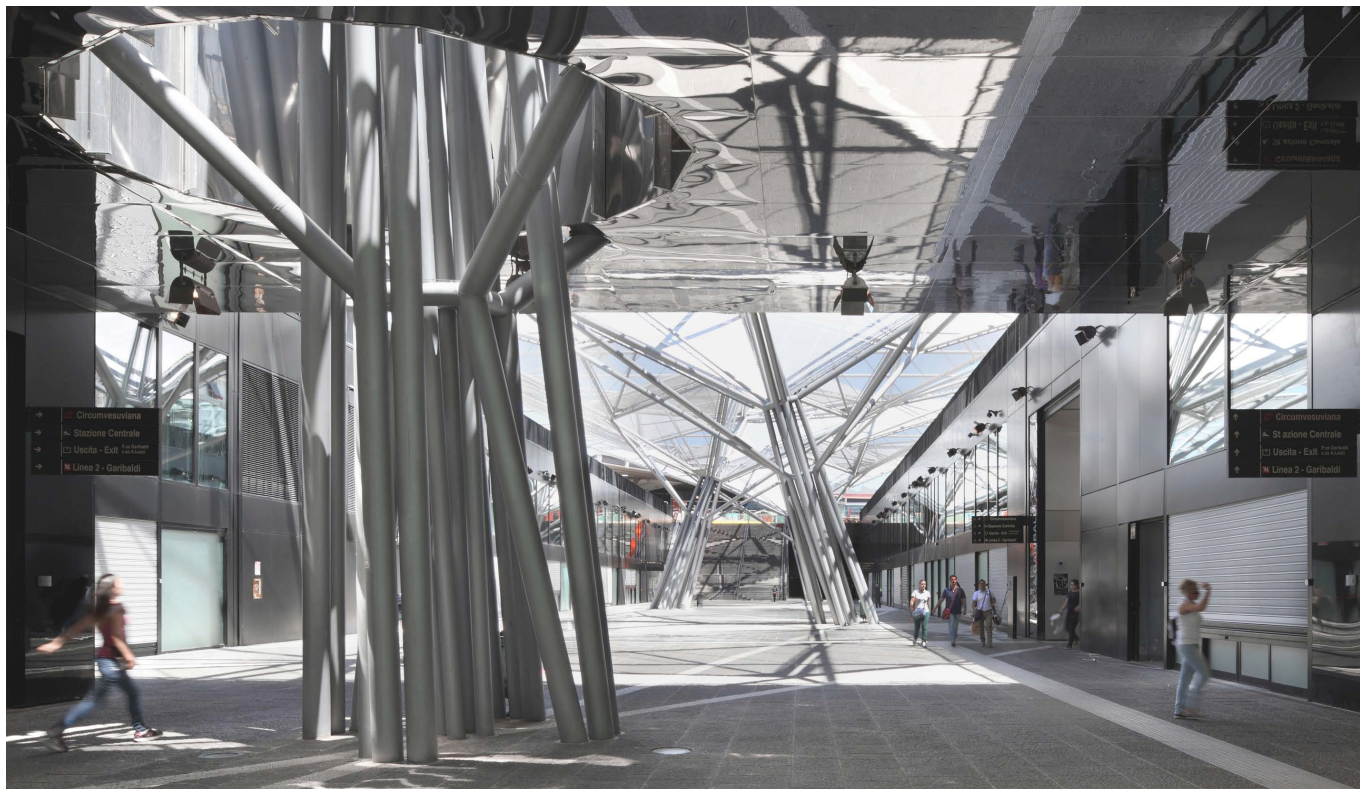




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**Dominique Perrault Architecture** 6, rue Bouvier 75011 Paris, France | tel +33 (0)144060000 [www.perraultarchitecture.com](http://www.perraultarchitecture.com) [www.dpa-xcom](http://www.dpa-xcom)



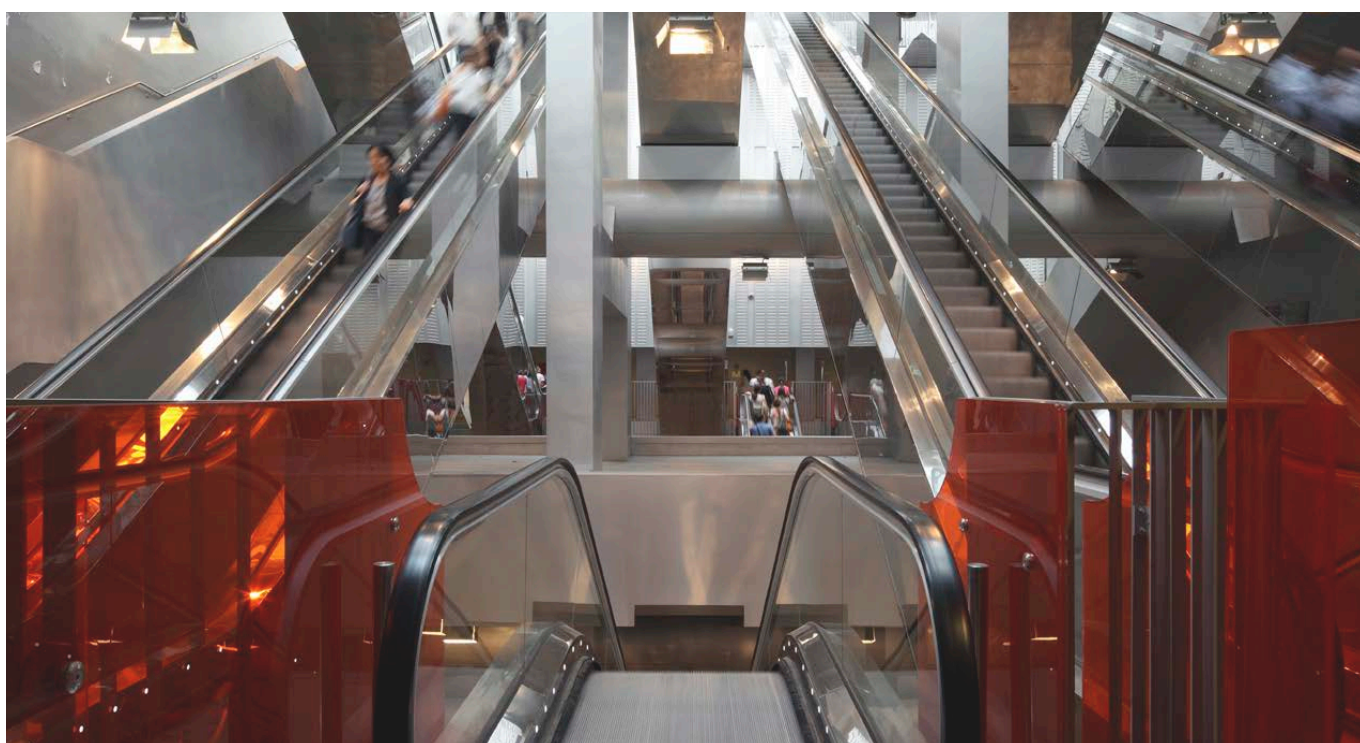


## MECHANICS OF THE GROUND

The miracle of Perrault, said Massimiliano Fuksas about the station of Naples, is bringing down the light to the platform, to the depths of the metro, at 40 meters from the square, showing the stomach and the entrails of Naples but also injecting the city's activity in the ground that history hadn't taken over yet.

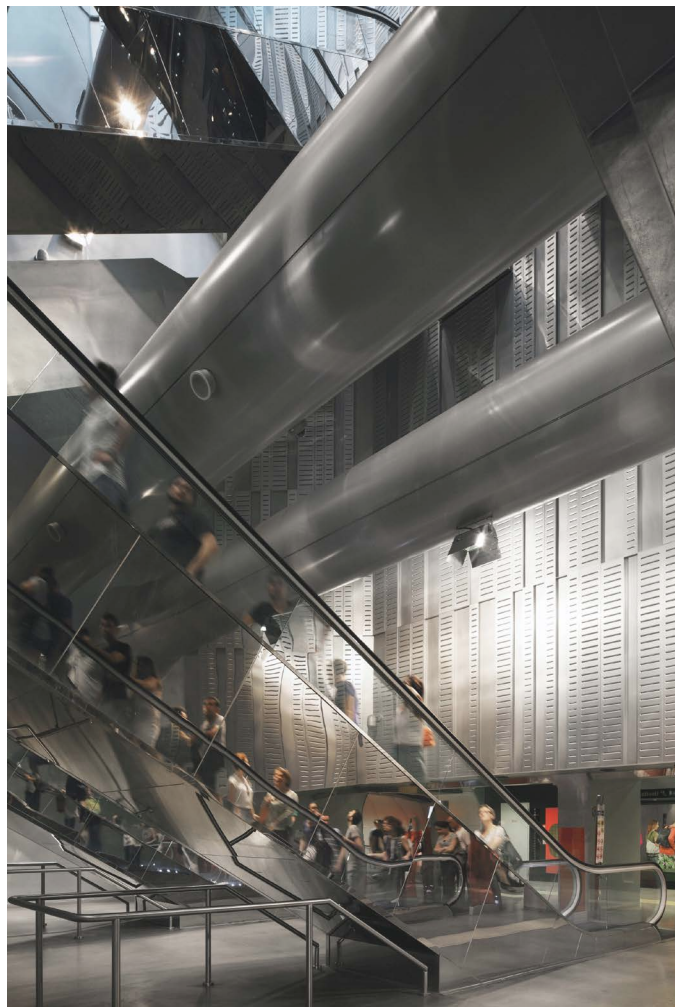
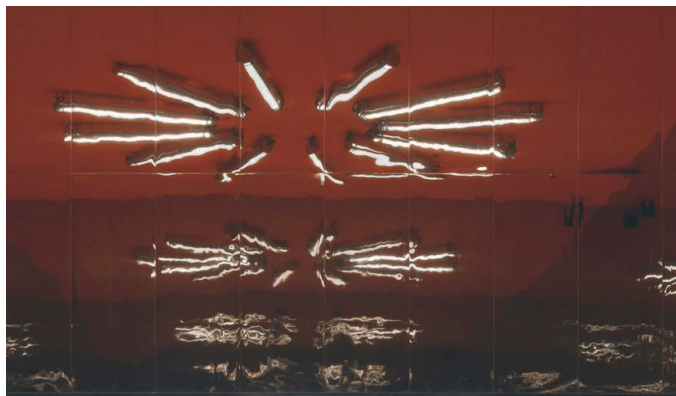
In the central body, the mechanic escalators unfold and fold up. They regularly turn over and reverse under the Neapolitan sky. A single shiny metal sculpture with hard edges, whose regular meandering ignores the presence of some impressive struts necessary for the structural stabilisation of the infrastructures. High point of the device, the traveller ends his descent in front of a work of the artist Michelangelo Pistoletto, setting up the platform and his waitings at the foot of the escalators. The miracle of Perrault, it's the metamorphosis of a work of art – the Garibaldi station – into a place where the practice of the city is reinvented.

1 «NODO DI LUCE» Massimiliano Fuksas in the newspaper L'ESPRESSO, 06 June 2013



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Dominique Perrault  
Architecte

6, rue Bouvier 75011 Paris  
+33 (0) 1 44 06 00 00

[www.perraultarchitecture.com](http://www.perraultarchitecture.com)