

MIAW

2017

Milano Farini Rail Yard

Just Like
Starting
Over

Visiting Professors:

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Liza Rachel Fior

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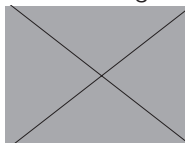
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Tom Holbrook

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Tran Quang Duc

Vaccari Veronica

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Tutor

Matteo Puglisi

Tom Holbrook came to architecture tangentially, co-founding **5th Studio** in 1997 as a spatial design agency, working across the fields of architecture, urban design, infrastructure and landscape.

Tom completed a PhD at RMIT in 2014. His thesis - *Expanding Disciplinarity in Architectural Practice: Designing From the Room to the City* - was published by Routledge in 2016, and proposes a generalist approach to architectural practice.

In combination with practice, Tom is Professor of Architecture and Industry Fellow at RMIT University, based in Melbourne & Barcelona, and he directs the Urban Studies programme at the London School of Architecture. Tom taught for ten years at the University of Cambridge Department of Architecture and has been an external examiner at London Metropolitan University and the MARCH school, Moscow.

Tom also contributes to teaching at the London School of Economics Cities Programme and at Central St Martins; he regularly contributes critical writing and opinion to a variety of media. Tom is a member of the Design Panel for High Speed Two, - the UK's high speed rail project - and for the London Olympic Legacy Development Corporation.

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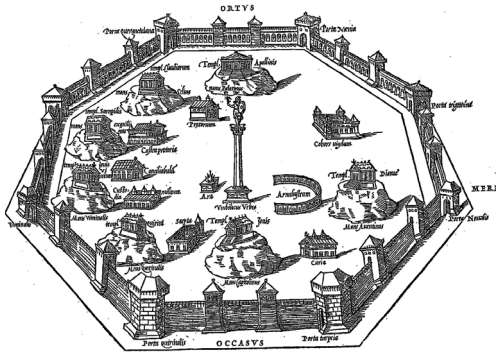
Cities and their hinterlands are critical engines of national economies - more agile and able to control their environment than the nation state. Milan - Italy's economic driver - is clearly one of Europe's prime cities with a vast and interdependent productive hinterland. At the crossroads of Europe, the city has key strategic connections to global trade.

The idea of the nation state - seemingly in decline since the second half of the last century - has recently found new vigour. With the reappearance of Nationalism, progressive urban areas have found themselves on the defensive as the hinterland votes for protectionist trade rules and insularity. In contrast to this introspection, China has been exploring a reinstatement of the ancient Sino-European Silk Road. Last month a freight train completed the 12,000km journey from east China's Yiwu City to London.

The economics of late capitalism has seen cities boom - and resultant rises in land value and demand for growth has brought into contention enclaves of industrial land that has previously been too marginal. Most European cities have seen a catastrophic decline in urban productive space as markets drive the production of development monocultures.

Rather than removing one monocultural use (railway sidings) from the city only to replace it with another, we will explore a strategy of superimposition, creating an industrious city as part of a rich urban situation and exploring new relationships between the city and its productive hinterland.

We will be considering this theme at a number of scales, from the strategic (map) to the hybrid structure (physical model).



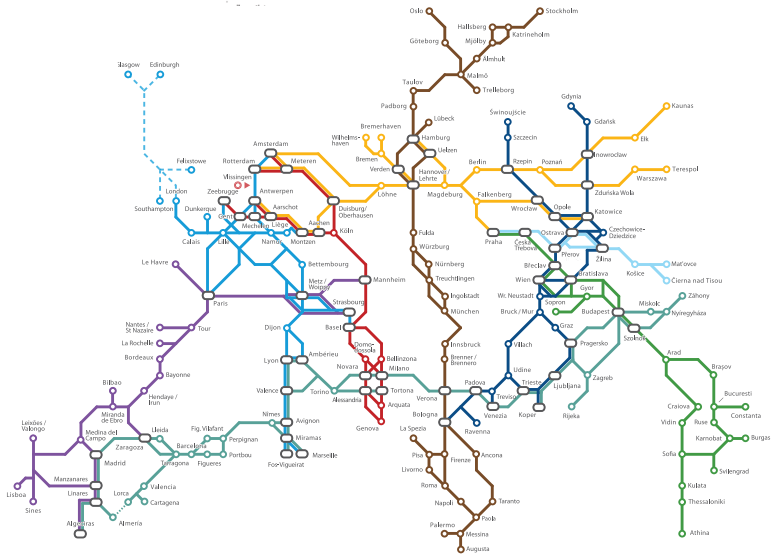
Left: Rome as an enclave

Below: Milan at a key crossroads of the European railway freight network.

Bottom: Stacked and juxtaposed programme at Stourcity (5th Studio, 2015).

Opposite Top: Rail freight campus as part of a rich urban mix on the London Olympic Park (5th Studio, 2016).

Below opposite: Calvert : a new city built around high speed rail (5th Studio, 2014).



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