Abstracts

Forced and different. A rethink of participation in urban planning policies, *Giovanni Laino* (p. 7)
Without belittling the merits of best practices, the field of studies and implementations of participation are conditioned by an underestimate of logical impasses and this limits the full achievability of democratic hopes. The need to rethink the parties involved, the morphologies and the social interaction in a basically plural manner, going beyond the absolute pre-eminence of verbal communication between and with the people with which it is intended to share implementation processes and consideration of the particularities of some contexts which are not recognised by the usual dialogue type approach are just some of the issues which deserve attention. In addition to a revaluation of elitism and a preference for mixed models, one promising path is that of reflection on experiences by which persons can concretely work on caring for public assets, experiencing paths of emancipation.
Key words: democracy; differences; participation

Railways in the landscape and in the community in Lombardy, *edited by Arturo Lanzani* (p. 23)
This article proposes reflection on the relationship between rail infrastructures, the community and the landscape in Lombardy starting from observation in the field of some newly built sections of the regional network or sections subject to potential redevelopment.
Key words: railway; community; landscape

For a unified infrastructure plan, *Angelo Monti* (p. 26)
Expo 2015 offers Milan the prospect of a programme of infrastructure projects the value of which may extend well beyond the functions strictly connected with the event itself. While considering the specific demands for the implementation of the Expo, the circumstance is such that it requires the formulation of a true and genuine unified infrastructure plan for the whole region, designed to determine a qualitative jump in the quality of the territorial fabric in Lombardy. The intent of the research project is to 'draw up a unified infrastructure plan' for the region, with a focus on planning public mobility and on rail mobility in particular, due to its specific potential to interpret network systems on different user levels ranging from those of municipal to regional transport.
Key words: Moslo; Expo 2015; rail mobility

Two speed railways, *Arturo Lanzani* (p. 29)
Today we tend to classify rail routes on three levels: the high speed rail network above all, the regional rail network and finally in exceptional cases a few odd branches of railway with a tourist function. In the hinterland of Milan we find two railways which persuade us to abandon these rigid distinctions, they are two railways which can function at two speeds: rapidly during the week for commuter traffic towards Monza and Milan and slowly during weekends (but also on some weekday journeys) for the discovery of two high quality environments-landscapes that may be enjoyed. The article describes the traits of these two railways and how they intersect with settlement structures and the system of outdoor spaces. It concludes by indicating some planning questions that are posed with a view to enhancing this co-existence of two speeds.
Key words: railways; commuter transport; slow mobility and close proximity tourism

Where the train slows: thoughts on stations, *Christian Novak* (p. 35)
Observation of the relationship between infrastructures and landscape allows policies and fields of investigation often far from each other to be viewed as one: movement practices, rail mobility policies and infrastructure architecture and the surrounding landscape. The crisis of small and medium-sized stations and the processes of the transformation of the regional rail network bring out planning themes such as: the quality of railway architecture and its capacity to integrate and interpret locally with respect to 'blandification' processes; the issue of manning and maintaining stations and their security; the search for 'intermodality' which goes beyond changing from car to train, but which reflects the whole field of accessibility; the construction of new relations between town and station, able to manage the complexity of movements.
Key words: stations; planning; context

New railway structures. Forms, norms and actions, *Alessandro Giacomel* (p. 42)
The processes in progress in Lombard rail infrastructures highlight two design aspects. The first relates to the works themselves and the type of design approach which uses codified forms, repeated patterns which give rise to buildings that are often 'self-referential'. These are factors due in part to a delimitation of the

field of expertises, and in part to the strong role which the norm has come to play in the design phase. The second is linked to the logic of the design and the relations with the places in question, often problematic environments, because affected negatively by other works and also by their proximity to urban contexts. Both aspects generate design limitations: on the one hand an inevitable 'atopical' placeless approach to places, an over simplification of the design composition of a structure and a loss of design quality and on the other hand a large gap between the design of the infrastructure and the design of the landscape, forgetting the 'territorial' nature of the project.
Key words: infrastructure; railway structure; design quality

Infrastructures and the outdoor spaces they cross, *Alessandro Giacomel, Arturo Lanzani, Christian Novak* (p. 47)
Observation of the outdoor spaces crossed by railways brings out two particularly important landscape conditions which should be considered as planning questions. The first is the construction of unsolved outdoor spaces on the margins, below and between newly constructed infrastructures or infrastructures being expanded. They are often inaccessible spaces filled with vegetation and fencing, either abandoned or in temporary use, and, more rarely, residual urban areas. The second is the re-use of abandoned railway structures as bicycle tourist routes, capable of giving life to a completely new relationship with the land crossed and with the perception of it and of reconfiguring the relationship between front and back and between structure and its use. In both cases the object is a landscape close to the infrastructure, its margins, the space between it and what lies beside it.
Key words: landscape, infrastructures; abandoned railways

Initial ideas to enhance minor railways: the case of the Brescia-Iseo-Edolo line, *Michèle Pezzagno* (p. 53)
The Brescia-Iseo-Edolo railway line is a minor Lombard railway and it offers interesting ideas concerning the opportunities that a historically important, minor railway can offer for the areas and communities through which it runs. These potentials can only be concretely realised if a strong planning approach is employed by the actors involved. In this specific case, this is a question of the desire to propose a new image of Franciacorta which associates wine production with forms of sustainable tourism and country bicycle routes with opportunities to see the areas crossed.
Key words: minor railways; Franciacorta; sustainable mobility

Sustainable mobility oriented urban and regional planning in Lombardy, *Maurizio Tira* (p. 57)
The Moslo research project has the not easy task of combining programmes and projects in progress and analyses of the demand for mobility, by means of a representation of the real settlement forms and territorial conditions of the region. More specifically railway infrastructures were subject to study, those which both regionally and locally might constitute a valid alternative to private motor transport, even just for tourist use. The picture of the layout of mobility profiles in Lombardy shows that there is space, above all in relation to the issue of non systemic mobility, to propose forms of sustainable mobility 'driven' by the promo-

tion of the different forms of regional Lombard tourism, including that for international events and the future 2015 Expo above all.
Key words: mobility; sustainability; minor railways

Infrastructure as art, or in other words, the Messina Bridge is also ugly, *Richard Ingersoll* (p. 66)
Why is it that in Italy, but not only and not always, the infrastructures are unable to construct new aesthetic and social landscapes? Infrastructures, whether they are bridges, metropolitan or mainline railways, motorways or parking facilities, are often conceived as necessary objects, often imposed on an area either to be accepted or opposed. In this context of confrontation between sterile technicality, political myopia and what is often hard opposition to the new projects, the quality of the project, its civic value, its utility and beauty, its capacity to generate urbanity, development and connection, often fall into second place, except for some rare, and also recent, examples. The high-speed bridge at Reggio Emilia, the Minimetro at Perugia, the Barcelona ring road and the Naples metropolitan railway tell us of another way to design infrastructures. It is a demanding way but it is followed.
Key words: infrastructures; art; social

The regional railway network. The Lombard way, *Paolo Beria* (p. 71)
The Lombard regional railway service is gradually coming into operation and is now almost complete. This article proposes a brief review of the project and how the key points of the Lombard railway network were conceived: the Link Line and the symmetrical, cadenced and mnemonic timetable. Now that the system is almost fully operational and that the results are fairly positive in terms of demand, it is possible to make some considerations concerning those missing 'details' which would have guaranteed complete success: above all the limited integration in local communities and with the rest of the public transport system. Finally some considerations are also made on how 'slow' services with landscape and tourist functions can be inserted in a very complex system.
Key words: regional railways; timetable; Lombardy

Architecture and landscape. Sustainable design in regulated geographical areas, *Andrea Di Franco* (p. 76)
The exhibition of sustainable architectural design workshop projects offered an opportunity to draw a multi-disciplinary picture of the issues of architectural and landscape design, conservation, sustainability, geography, policies, responsibility and ethics. The study day, which involved the discussion of a plurality of contributions that were as detailed as they were necessary, gave a deep insight into the complexity of both the physical and other issues inherent in the delicate – and regulated – landscape of the Adda Park.
Key words: landscape design; sustainability; park

Construction and landscape, *Roberto Spagnolo* (p. 87)
A new responsibility must start from the value that we confer on the notion of sustainability. It is a notion often used to refer to

the urgency and the necessity for particular attention to be paid to the technological and construction requirements of structures. The meaning of sustainability can not be reduced to a 'simple' technical problem, if as part of our general conception of the environment we really care about our material landscapes and their history, the quality of towns, cities and suburbs and the conquest of a more civic deployment of behaviours and social relations.

Key words: architecture and landscape; North Adda Park; sustainability

Stockholm: city, energy, environment, *Elisabetta Troglio* (p. 90)
The city of Stockholm has directed its urban development towards integration between environmental and energy sustainability since the 1970s, with the aim of continuously improving its urban standards of quality. As a consequence it won the European Green Capital prize in 2010. The strategy pursued for urban growth involves close links with the issues of sustainable development and a particularly stringent environmental programme to manage it, as well as specific funds and finance. From the viewpoint of development and the integration of sustainable development and urban energy issues, Stockholm may therefore be considered as one of the most interesting examples in Europe. The article reviews the actions taken by the city within the various action areas with regard to new transformations, green areas, transport, waste management and energy and it highlights the repercussions, the results achieved and the replicability in different contexts.

Key words: urban development; energy sustainability; management

Peripheral centres and new forms of urbanity. Two projects in the urban region of Amsterdam, *Giulia Fini* (p. 97)
The article analyses development and recent projects to modify two important concentrations of peripheral activity in the urban region of Amsterdam: the Schiphol airport city, with the activities located around the airport, and the Arena area with large-size commercial and entertainment areas constructed close to the Arena multi-functional stadium. After the rapid growth in the economy and in settlements experienced by the region in the 1990s, the emerging external centres are now considered as preferred areas for the construction of the contemporary city, with intervention to physically modify the spaces and the elements of which it is composed in compliance with the general strategies for the region formulated in the 'Opting for urbanity Structure Plan' (2003-2010) and in the recent 'Structure Visie' (2011).

Key words: peripheral centres; airport city; urbanity

The role of the Far East Asia in the new geography of globalisation, *Mario Fumagalli* (p. 110)
The instruments provided by economic geography help us to understand the possible effects of the extraordinary economic growth of many countries in the Far East and in China in particular and of globalisation, based on multilateral trade, which is nevertheless contrasted by the tendency of many rapidly developing countries to create areas of economic co-operation. Together with the macro-regional structure, with the consequent shift of the world's economic and political centre of gravity towards the East, the balance between world markets and the capitalist model as we have known it to-date are also changing.

Key words: economic geography; development; the Far East

A closer look at Soleri, *Maria Antonietta Crippa* (p. 117)
Paolo Soleri is now 91 years old and he still collects many young people around him. He pays constant attention to man, the apex, as for Theilard de Chardin, of the evolution of the cosmos towards the point Omega. He considers that he has developed a sort of 'musical instrument' to obtain an 'urban effect' which solves the problem of the current ecological unease and disaster. He acquired his degree in architecture in Turin and located his activities in the Arizona desert with Wright at Taliesin West in 1955, a workshop from which 'archology' (architecture + ecology) was developed. Cosanti, with its earth houses, was started by him in 1955 as an urban morphology which co-operates with the natural environment by means of the potential cosmic generators of renewable energy. From 1960 onwards, with Mesa City he conceived of an entire city as organic, a phenomenon based on his own biological balance. Many 'archologies were to follow'.

Key words: Soleri; architecture; ecology

Inhabiting the landscape. Working in the landscape. The case of Langhe and Roero, *Marco Barbieri, Enrico Boffa, Francesca Camorali, Andrea Delpiano* (p. 127)
The article considers the case study of the Langhe and Roero localities in Piedmont, areas that are known today for the excellence of their wine production. The development of the wine and food sector, which attracts substantial numbers of tourists, and growing attention towards the quality of the landscape, require careful consideration of the development model to be pursued in the near future. Given the symptoms that seem to be emerging, the quality of the landscape will be a central theme of this model around which to construct an idea of these areas. It must be able to maintain a virtuous balance between development and excellence, by proposing shared visions which can be agreed upon at different levels of government and by the various actors involved in the process.

Key words: excellence; agricultural-foodstuffs sector; protection of the landscape

Administrative borders and network infrastructures: a case involving co-ordination of plans and projects in North Milan, *Federico Jappelli* (p. 131)
How can action planned concerning supra-municipal traffic be co-ordinated in view of the very many problems of peripheral urban and urban penetration mobility in North Milan? How can the consequent repercussions on the settlement system and above all on the quality and usability of outdoor spaces be determined and managed? In a context of the growing complexity and network functioning of these geographical areas, the resolution of conflicts and the presentation of sustainable proposals must be managed by flexible institutional means, in terms of greater co-ordination and co-operation with respect to the levels of consistency that some planning and implementation instruments might provide, by means of shared codified solutions to advanced technical and qualitative standards.

Key words: contextualised codification; quality of road space; decentralised concentration