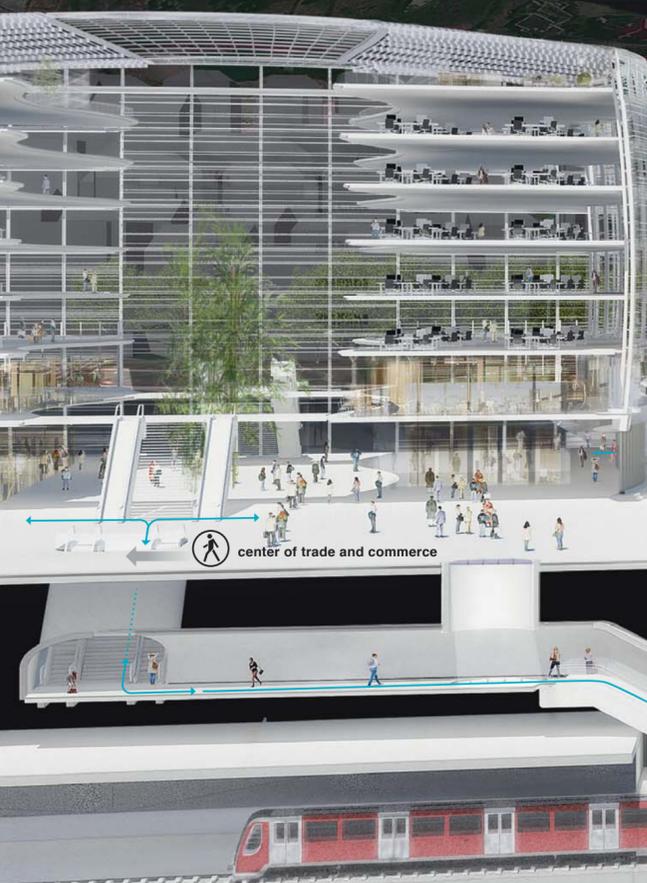


ingenhoven main station stuttgart • carbon free

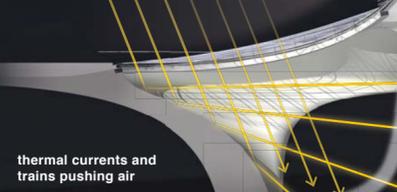
No CO₂ is being released as a result of natural heating, cooling, lighting and mechanical ventilation. This is possible due to the unique form and the effective and intelligent use of natural resources.



- Photovoltaics**
- Industrial center of Innovation**
Including an auditorium, research institutions, laboratories, administrative areas and meeting rooms.

Natural Light
Optimized daylight distribution due to curved white concrete surfaces and glass blocks in the distribution levels that reflect the light. As a result of the dispersed daylight coming through the light eyes there is a reduction of glare and overheating.

Natural Heating
Benefiting from the temperate groundwater and air ventilation in the tunnels.

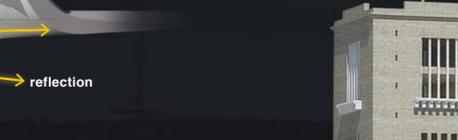


Optimized Daylight
Concourse flooded with daylight through 28 dispersed light eyes which supply the station with abundant daylight (5% of the total daylight) up to 14 h/d.



Natural Air Conditioning and Smoke Extraction
An air change factor of 0.7 per hour is achieved through natural ventilation by the trains pushing air and the thermal currents resulting from the constant temperature in the tunnels - a self regulating system. Additional air circulation is achievable through the use of openings on both sides of the light eyes (supported by the venturi effect).

Photovoltaics
Providing power for the lighting in the train station on the roof of the "Bonatz" building.



Public Space
More public space is created by reducing traffic in the Arnulf-Klett-Platz and by changing the old train station into an underground space.

Integration in Urban Development
The train station is the link between the old (city center) and the new city (Europaviertel).

New Area
Through the new orientation of the train station, a new urban district (Europaviertel) has been created on the old railway tracks.

Park Area
The underground station preserves the Schlossgarten as the main open green space in Stuttgart.

Respect for Heritage - Bonatz
The existing historic building remains as the main entrance to the train station and is carefully being renovated to accentuate the building's heritage.

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Central Traffic Hub
Good connection to the means of transport in the middle of the city.

Car Sharing and E-Car Loading Stations
Future means of transportation are supported.

Public Transport
The new station is the junction between the public transit system and local and long distance traffic.

Improved bicycle network, E-bike station

Traffic calming at the Station Plaza

Transfer level to underground

subway station

Local way service

Roof garden

Hotel

Old station concourse

Entrance hall

Station plaza

Public park

New station plaza

Station concourse

City center

Schlossgarten

New Area Europaviertel

City center

Schlossgarten

New Area Europaviertel

City center

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New Area Europaviertel

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City center

Schlossgarten

New Area Europaviertel

City center

The new main station of Stuttgart is the heart of the upgraded railway system "Magistrale for Europe" (Paris - Vienna) in the framework in the Trans-European Networks, which links five countries.



Connection to the European High-Speed Train Network
Increased efficiency by transforming the railway terminus into a through station, reducing travel time.
Stuttgart Main station → airport/trade fair from 27 min to 8 min
Stuttgart Main station → Ulm Main station from 54 min to 28 min