

POLITECNICO DI TORINO
Master of Science in Architecture
Honors theses

THE NEW HIGH SPEED TRAIN STATION OF BUSSOLENO: LINKING TERRITORIES

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The project described, based on the final route of the new high-speed / capacity Turin - Lyon, evaluates what are the development opportunities at local and urban level that such a controversial infrastructure could bring, looking at it in a constructive way and taking advantage of the implicit design opportunities of the work itself. The planimetric path of the new final route, the competition for the new station, and a "walk" around the places impacted by the line between Susa and Bussoleno, have led to a critical analysis of the project and the definition of an alternative design concept.

It's clear that Susa is not directly connected with a rail train infrastructure to the upper valley resorts, or that at least it is in an anomalous way (through 5 km of single-track railway that connects to Bussoleno), which is certainly not consistent with the high-speed lines project.

Historically Bussoleno has been the main root node for the connections to the upper valley's tourist centers and this is why it seemed logical, being mainly a touristic station, to propose Bussoleno as an alternative solution due to its location.

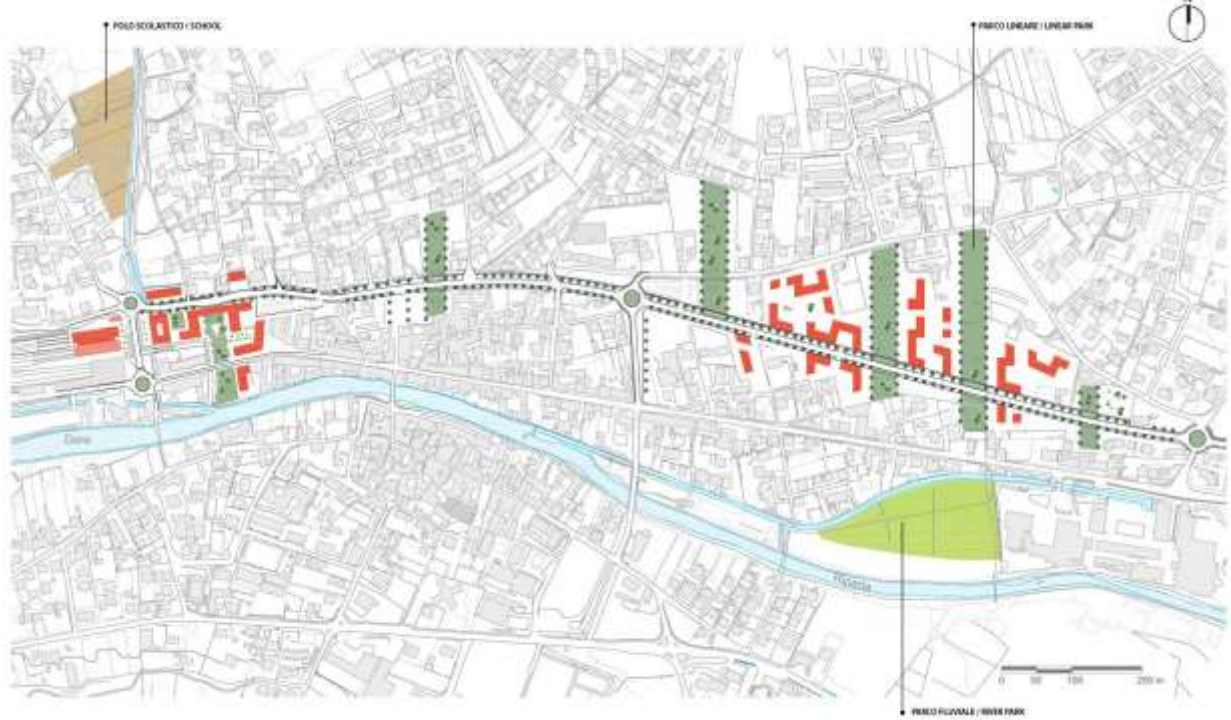
Choosing Bussoleno instead of Susa is not just a better marriage with the territory of the valley but it's also turns into an urban redevelopment, regeneration, transformation and recovery of a small town infrastructure wrecks.

This can be done by designing an underground line which starts just before the current station with an overall length of 4 km.

This solution eliminates the actual gap (the railway embankment), blending together the historical part of the city with the new expansion areas situated in the north, by replacing the railway embankment with a new road. A new boulevard (image 1), parallel to the main road 25, which allows a better longitudinal connection, and the construction of three new cross-connections on the three bridges on the Dora, will improve the connections with the areas in the north .

The design and placement of the new station has been driven by: make an underground rail track, reuse of rail track free areas and recover part of the former station workshops and maintenance buildings, including the area of the current station which will be demolished.

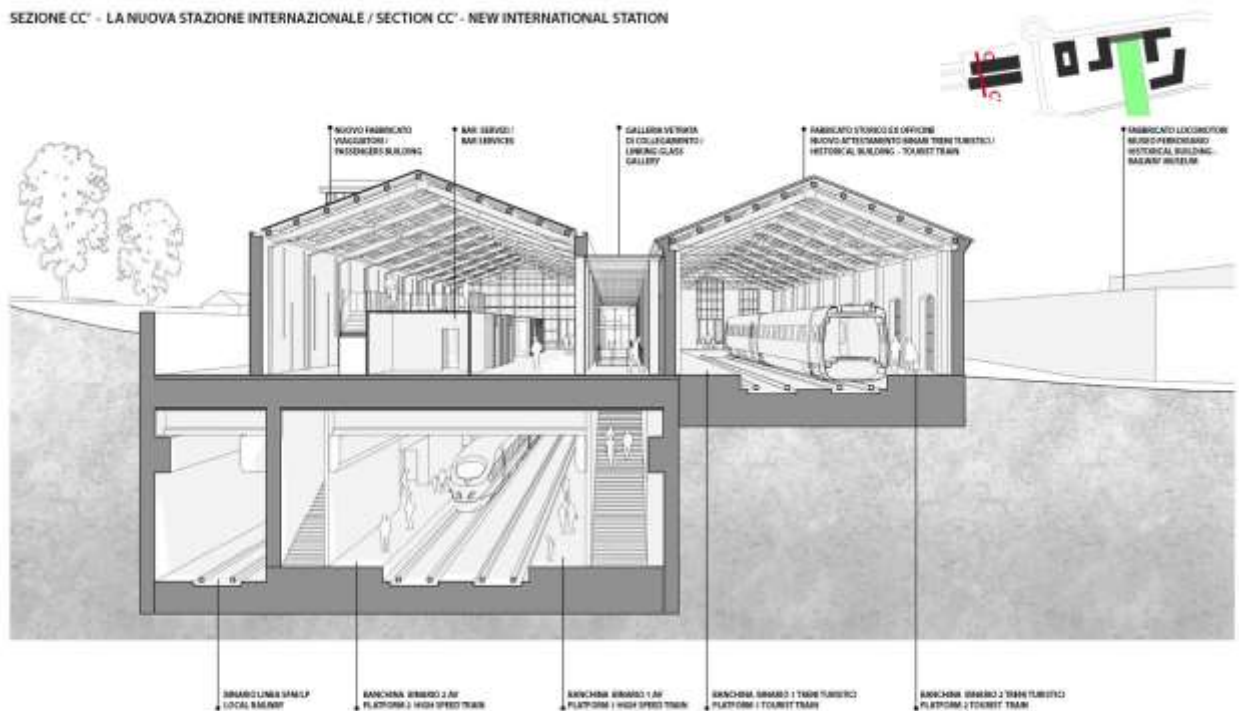
MASTERPLAN GENERALE E NUOVO BOULEVARD / MAIN MASTERPLAN AND NEW BOULEVARD



For the design of the new international station, the choice fell on a "widespread train station" model with two accesses to the tracks from the ground level: one to the international station building and one to a "small station".

The new passenger's building for the international station, will be next to an existing building from the first century, now used for train maintenance, which will be turned in the rail terminal to the upper valley for tourists (ski -train). The new building will link the high speed trains tracks with the ones of the trains to the upper valley (picture 2).

SEZIONE CC' - LA NUOVA STAZIONE INTERNAZIONALE / SECTION CC' - NEW INTERNATIONAL STATION

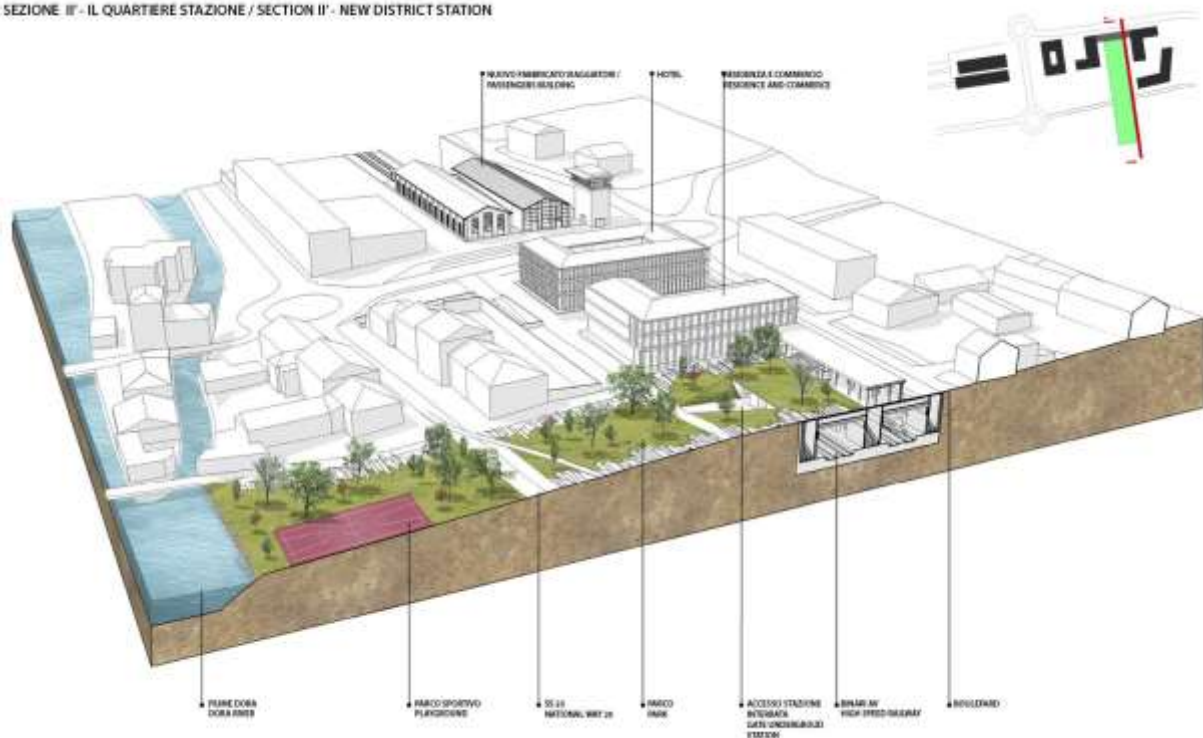


The rails stop for the regional lines and "small station" will be instead located in the same position of the current station. From the docks level, we will have two risings toward the ground level, linked together by a "railway bridge", a pedestrian railway overpass, which will be equipped with chairs as in a small waiting room.

There are two exits: one straight out from the railway bridge onto the new linear park going towards the city center, the second at the level of the new boulevard (Peirola course), exiting under a large shelter which connects the new buildings.

In the new district station residential, commercial, cultural, and tourist accommodation have been included together with a linear park which gives a direct view on the Dora (Picture 3).

SEZIONE II' - IL QUARTIERE STAZIONE / SECTION II' - NEW DISTRICT STATION



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