

EUROPAN 14 – ŠIBENIK (HRVATSKA)

SITE BRIEF

For the page specifying precisely the site particularities with regards to the organisation of the competition

SITE REPRESENTATIVE
CITY OF ŠIBENIK
ACTOR(S) INVOLVED
CITY OF ŠIBENIK

TEAM REPRESENTATIVE *
architect, urban planner
EXPECTED SKILLS WITH REGARDS TO THE SITE'S ISSUES AND CHARACTERISTICS
Urban planning, landscape design

COMMUNICATION*
Communication after the competition (with the events dates when known)

JURY – 1 ST EVALUATION*
with the participation of the site representatives
JURY – PRIZE SELECTION*
Ranked Selection: with Winner (€12,000), Runner-up (€6,000) and Special Mention (no reward)

POST-COMPETITION INTERMEDIATE PROCEDURE*
Meeting to present the rewarded teams to the site representative(s), followed by a discussion
Workshop onsite with the rewarded teams –winner(s), runner(s)-up, special mention(s)– allowing the site representative(s) to choose a team for the implementation phase
In case the site falls under public market regulations, organisation of a 2 nd step as a paid contractual study and/or workshop, involving the rewarded teams (maximum 3) to further develop their projects and approaches and to allow the site representative(s) to choose one or more team(s) for the implementation phase

EUROPAN 14 – PRODUCTIVE CITY

ŠIBENIK- FORMER ELECTRODES AND FERALLOYS FACTORY (TEF)

SITE INFO

LOCATION: City of Šibenik, Croatia

POPULATION: 46.332 inhabitants

STRATEGIC SITE: 173 ha

PROJECT SITE: 33 ha

SITE PROPOSED BY: City of Šibenik (municipality)

SITE REPRESENTATIVE: City of Šibenik, Department for Physical Planning and Environmental Protection

OWNER(S) OF THE SITE: City of Šibenik (municipality)

SCALE: L

SITE FAMILY: And Productive Again!

TEAM REPRESENTATIVE: Architect and urban planner

COMMISSION AFTER COMPETITION: Urban development plan

The City of Šibenik is a 950 years old town located in the central part of the Croatian Adriatic coast, in the picturesque and indented bay where the Krka River, one of the most beautiful karst rivers in Croatia enters the sea. With population of 46.332 is administrative, political, economic, social and cultural centre of the Šibenik-Knin County which extends along the 100 kilometre long coastline between the Zadar and Split Rivas, extending up to 45 kilometres into the hinterland area, at the bottom of Dinara mountain.

Šibenik-Knin County has 242 islands, islets and above-sea reefs. Most of this archipelago is in the north-western part of Šibenik's waters and is especially indented, bare and sparsely inhabited. The area of Šibenik has only 10 island settlements.

This region is characterized by limestone mountain crests, small valleys (Gornje and Donje polje) and plateaus which are the base for agriculture. Vegetation is mainly spruce in the hinterland and maquis on the coastal areas and on the islands. The Šibenik region has a characteristic mediterranean climate with hot summers cooled by the summer breeze "maestral", and with mild, humid winters.

Surrounded by fortresses St. Nicholas, St. Michale, St. John and Barone, Šibenik is a harmonious combination of the old city centre with narrow and steep streets and the modern architecture.

Direct and indirect damage caused by the Homeland war and transitional transformations influenced by the globalisation policies and the attempts to restructure the business companies had a strong negative influence on the economic growth of Šibenik. Industry and related activity that has marked the economy of the town have been losing their development potential in the past 20 years. In the last decade, this process has been accompanied by the processes of transformation of economic structure and the return of secondary and tertiary sectors.

Historically, the city expanded demographically and economically around maritime trade activity. At the beginning of the 20th century Šibenik became a centre for metal industry and during the communism era, the aluminium industry employed the greatest part of the population, while trade and transport were also important sectors. After the transition period (1990-2005) Šibenik lost most of its industry while tourism became a focus of economic development. The city has a rich cultural UNESCO heritage and two national parks at 30 km distance. Combined with the sun-and-beach attraction, all this resulted in the number of tourists doubling in 10 years (2004 to 2014), mostly coming from Germany, Austria and Slovenia.

Although industry in Šibenik today is in slow decline, it still remains important for overall employment and the business sector, together with the city's trade and the commercial harbour.

Economic development is focused on trade, tourism, construction and metal processing, based on a small and medium sized enterprises. Šibenik has long industrial tradition in manufacturing of aluminum products, steel constructions and shipbuilding. Aluminum processing is the most important economic and export activity, with a tradition since 1937. In addition to aluminum, the important industry branches are connected with the building and servicing of ships and steel constructions.

The main characteristic of the population dynamics in Šibenik was depopulation, i.e. decline in the number of inhabitants in the majority of the neighborhoods. Based on the demographic analysis, the problems have been identified as overall depopulation and concentration of population and functions in the coastal area.

The solution to this problem would be to establish and improve public and social infrastructure, and to prolong the tourist season in order to create potential for employment and prevent emigration from the town.



Image 1: Old city center

The traffic position of Šibenik is extremely important as excellent traffic connections provide quick and easy access from any part of Europe. Air traffic is based in Split's Kaštela airport (45 km away) and Zadar's Zemunik airport (50 km away). The backbone is the Adriatic tourist road with branches that lead to Drniš (33 km) and Knin (55 km) and further into the Croatian inland. The newly built Dalmatina motorway (A1 highway) connects Šibenik with the other parts of Croatia and the rest of Europe even better. Šibenik is also connected to Croatian railway network to Perković on Zagreb – Split line.



Image 2: Traffic connections (source: Šibenik investment opportunities)

In addition to the rich cultural and architectural heritage, it is necessary to highlight the environmental elements which are of influence.

Proposed site is situated at the mouth of the Krka River, which is also part of the Natura 2000 ecological network - conservation areas important for species and habitat types, site code: HR3000171, which includes Prokljansko lake (upstream) and the lower flow of river Krka to its mouth in the Adriatic sea.

Area “Channel – Harbour“, a significant landscape protected in 1974., is also located at the site. This protected area of the Channel-Harbour encompasses the area from the Šibenik Bridge to the end of the Channel of St. Anthony, more precisely to the fortress of St. Nicholas (candidate for UNESCO World heritage list) with accompanying surrounding sea area. The channel represents the place where the river Krka symbolically ends but at the same time it is the place where the river flows into the Adriatic Sea. No one has yet passes through the Channel of St. Anthony without experiencing awe at rare sight of beauty. The natural value of the channel, which is more than 2000 metres long and between 140 and 220 metres wide, is associated with its geomorphological features and typical Mediterranean vegetation.



Image 3: Channel of St. Anthony and fortress of St. Nicholas

The project site, former Electrodes and Ferrous Alloys Factory (TEF), is located on the coast, near the western entrance of the city. Located less than 1 km from the old city centre and UNESCO site (The Cathedral of St. James), makes it the prime location in the city of Šibenik. The area that covers approximately 33 hectares of undeveloped construction, infrastructure-enabled land has been further enriched with approximately 1,000 meters of the coastline. Accordingly, within walking distance from the city centre is an immense potential for new investments and city's development.

In addition to overhaul shipyards for the service and building of ships up to 40 m, there are services for tourist and sports vessels active in the region, and smaller builders of the craftsman type. In the last few years the biggest growing sectors are tourism and renewable energy industry (wind power plants).

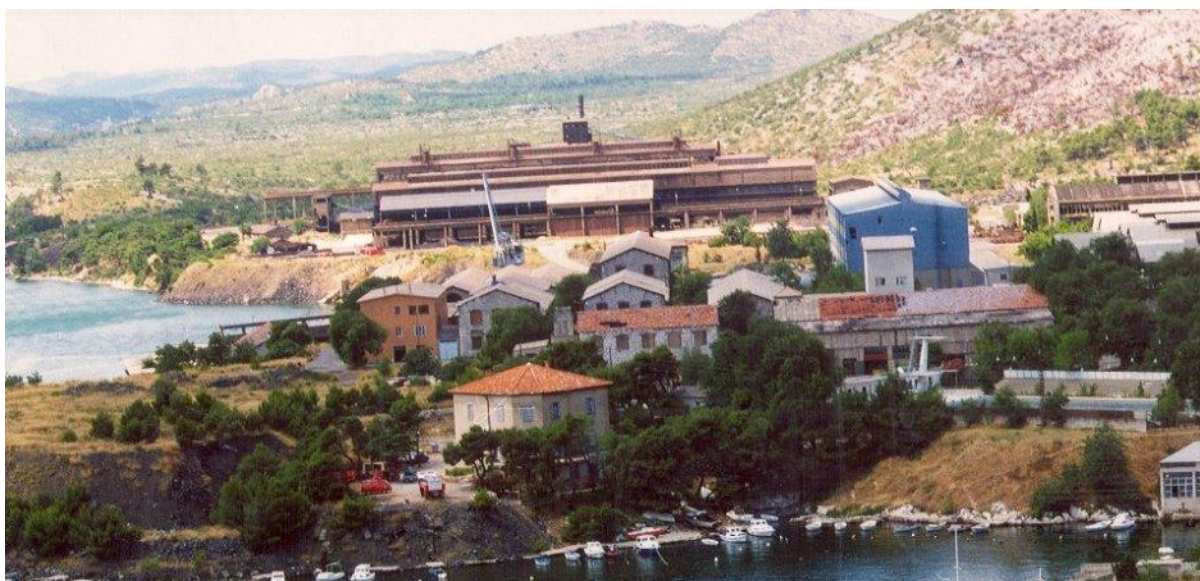


Image 4: Former Electrodes and Feralloys Factory (TEF) (source: www.tef.hr)

The former Electrodes and Feralloys Factory stopped its production in 1994., which was followed by its dismantling and land remediation. The former backbone of Šibenik's economy today serves as a place where fairs, concerts and similar events are held. Existing structures at the site are the remains of the factory complex, are going to be demolished. Therefore, teams are faced with a blank canvas

This attractive location which includes great traffic connections and attractive environment of urban areas and tourist centers makes the former TEF site extremely attractive for future investments and key potential of the city's development.

This area used to be an old city neighbourhood and it ended up on the outskirts because the factory limited any expansion. Now that the factory was removed and after the entire location is refurbished, we have the possibility to expand the city and commercialise the land as well as the naval and coastal belt around it, since the channel in front of the former factory leads directly towards Skradin and the entrance of National Park Krka.

The area in question is supposed to become a new residential area and not just another tourist zone. It would include many facilities that will attract residents throughout the year. It is suitable for the development and construction of high-quality hotels, sporting and nautical facilities.

With the affirmation of the area by transforming it into a smart planned space, City of Šibenik has the opportunity to develop tourism or other economic zones which will complement others in the city of Šibenik.

Except the possibility of building residential and commercial facilities within the construction zone, it is possible to restore green surfaces (parks, forest parks, protective (buffer) green zones), as well as other facilities and surfaces which are needed for the normal functioning, with the purpose of restoring and protecting the environment. This allows construction of traffic and pedestrian paths, bicycle paths, sport and recreation areas and playgrounds, smaller service, hospitality and commercial facilities. Port for nautical tourism is also planned on the location.

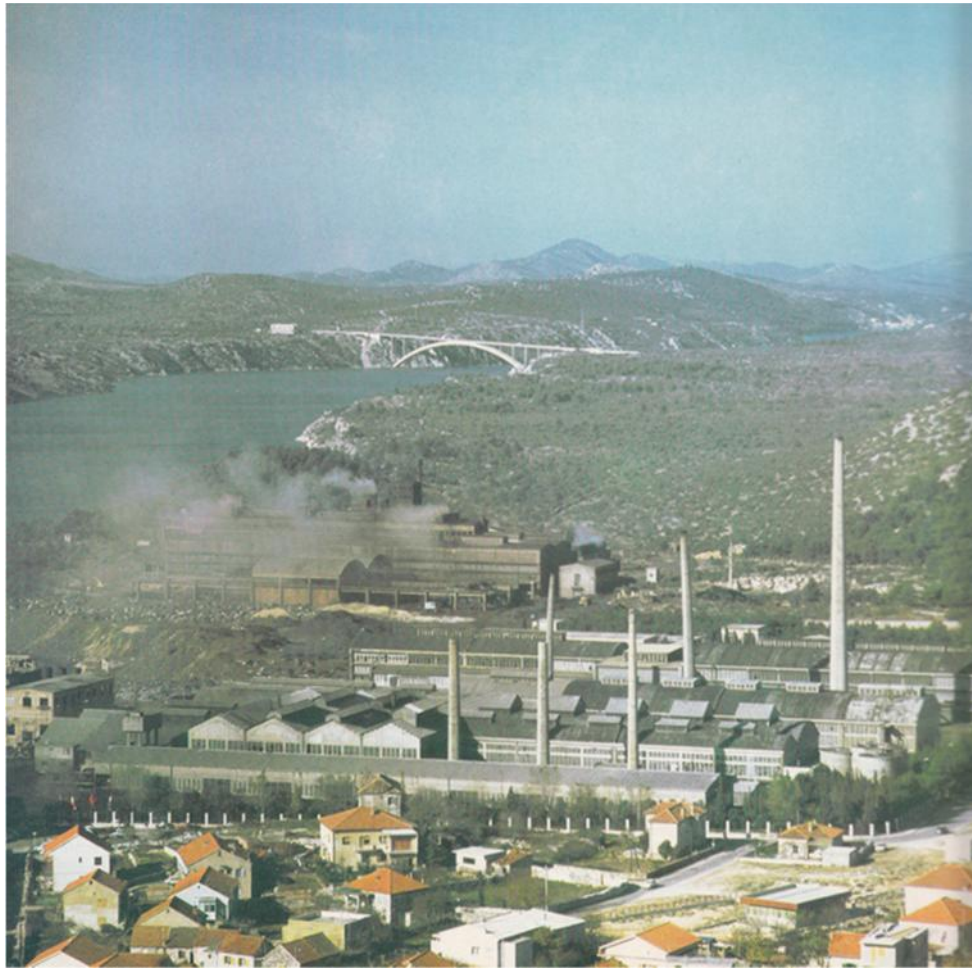


Image 5: Former Electrodes and Feralloys Factory (TEF) (source: www.tef.hr)

The City of Šibenik base its prosperity on entrepreneurship, industry, tourism and good transport connections. Development priorities of Šibenik are directed towards the development of productive activities and the development of supporting structures.

Development of the designated area into a new residential area, with commercial and tourist spaces, high urban standards and values, supporting urban functions, social infrastructure and with their integration into a solid, high quality public space; will contribute to the transformation of the whole area and to achieving the productive city.

The new nautical center of the Adriatic, the city of festivals and fortresses, are just some of the epithets added to the Krešimir's city (the city of Šibenik is sometimes called Krešimir's city - Krešimirov grad, named after king Peter Krešimir IV), that records strong growth of domestic and foreign investments in tourism in recent years. One of the main pillars of this development in the future will become the former TEF site.

Due to all these benefits, but primarily because of its unique geographical, historical, sports and cultural framework in which it is located, TEF site should in the future represent what it has been in the past – the pillar of economic, but this time the tourism development of Šibenik. Therefore the development of this region represents an unique opportunity for potential investors and the city itself.

Except the completion of land remediation of TEF site, there is another obstacle to its regeneration. Resolving debtor-creditor relations. Even though the area of former factory is owned by City of Šibenik, it is burdened by mortgages. After the completion of these proceedings, TEF area will have all the necessary conditions for final revitalisation and urban renewal.

Considering the aspect of physical planning, it is undeniable that the former industrial area should be transformed into a mixed purpose zone that “lives” 24/7 in which, all the facilities and spaces that Šibenik is lacking, should be represented. The area in question is supposed to become a new residential and working area and not just another tourist zone.

According to General urban plan of Šibenik, intended purpose of the area (Image 7) is defined as mixed purpose (residential, commercial and/or tourism/residential purpose), and Urban development plan of mixed intended purpose Crnica should be adopted (according to the requirements of use, development of space and space protection – Image 8). Urban development plan will precisely define the future use of the entire space. With a proper organization of the space, project area should upgrade and thus extend the city centre itself, as well as serve as a model of a transformation of an industrial zone into a new area of high-quality urban living. Former TEF area thus will become an extension of the city centre.



*Image 7: The requirements of use and intended purposes according to General urban plan
(source: map HR-Šibenik-SS-M1)*

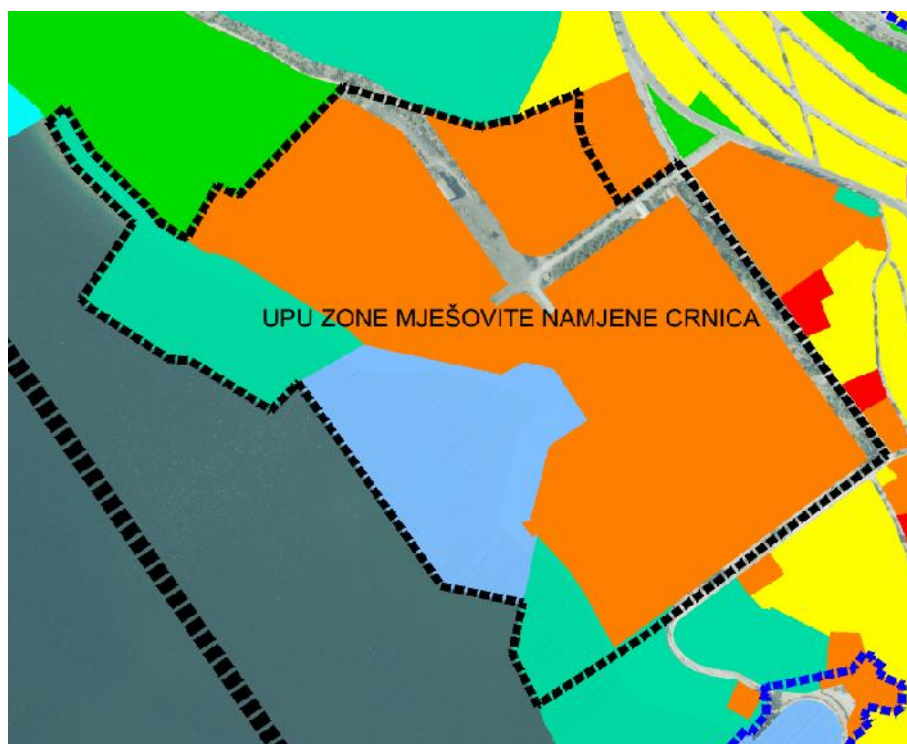


Image 8: The requirements of use, development of space and space protection according to General urban plan (source: map HR-Šibenik-SS-M7)

The location of Šibenik, in the indented bay of Krka River, due to brackish water, doesn't make it attractive for swimmers. But the view of the bay, the st. Anthony channel, a dramatic view of the city and direct contact with the sea is attractive enough to enrich the coast with public facilities and spaces (such as an extension of beaches, promenades, squares, green areas, playgrounds, parks, etc.) that will with no doubt attract citizens and tourists.

Summer tourism is mainly represented in Šibenik. Prolonged tourist season is one of the city's development goals. Providing tourist accommodations, sport center and other facilities needed for training and preparation of athletes, and with small sports hall (with 2000 to 3000 seats), which city unquestionably lacks, would clearly help in achieving that goal. Favorable climate conditions and proximity to the city pool (outdoor and indoor swimming pool) and a football field are a good prerequisite for the realization of such ideas. Rowing Club is also located nearby.

The zone is connected to the Adriatic highway, from which is planned quick access to and from zone. Connections with dense urban tissue are also available. Tracks of existing and planned roads shown on the map HR-Sibenik-SS-M3, can deviate, in order to adapt the existing state of development and configuration of the terrain or detailed elaboration, if they continue to retain planned function of traffic connections. depending on local conditions , different cross-section of the roads/streets are possible within specified width of the corridors.

The area is on the seafront and is dominant vision when the city is approached from st. Anthony channel by sea as well from the western entrance in the city. Therefore, only the construction of low and medium-sized buildings are planned. Construction of tall buildings

(up to ten levels) are exceptionally allowed only on small area, as a landmark, a striking point in space.

Preservation of coastline as public use is of the utmost importance, because Šibenik has long ignored the fact that it is the city at the coast. Industrial plants which were located at the coast (of course, for reasons of cheaper transport) also contributed to that fact. But today, it is necessary to change this situation and to turn back the city to the sea.

The coast is neglected, so special care should be given to its regeneration, which started in 2012. with development and construction of 200 m' of nearby city beach „Banj“.

Even though, according to spatial plans, nautical tourism port is planned at the project site, small capacity of the port and proximity of beach downstream, should be taken into account.

It is desirable that teams consider the possibility of accommodating communal port (dock) that would provide necessary link between the city and nearby island, other parts of the city, and National Park Krka, for tourists and residents.

The mission for the teams is to provide quality and detailed analysis of the area and sequentially determine (or suggest) the contents and spaces which should be included in this new multifunctional urban area and to assess/quantify their scope.

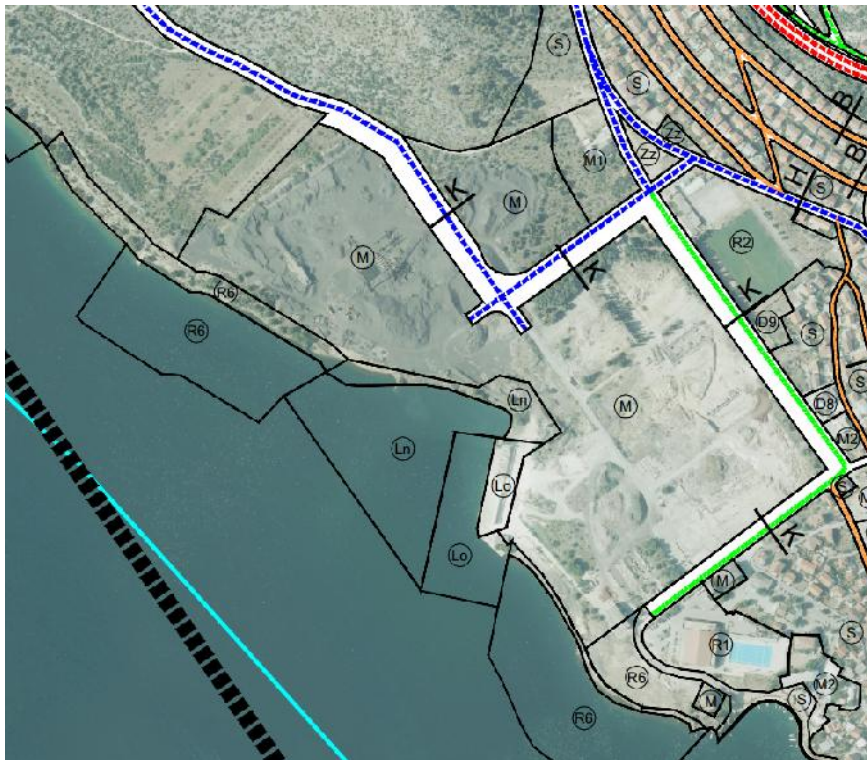


Image 9: Transport network according to General urban plan (source: map HR-Šibenik-SS-M3)

In accordance with such deliberation and area reassessment, the General urban plan of Šibenik determined the scope and the guidelines for development of “Urban development plan of mixed intended purpose Crnica”:

- transformation of an industrial zone into a new area of high-quality urban living

- due to the significance of the area, implementation of urban architectural competition before the development and adoption of the urban development plan is recommended
- main purpose: mixed zone with residential, public and social spaces, commercial spaces (business, hospitality, tourism), including spaces for sports and recreational purposes and green and traffic areas.
- by up to 30% of zone area for hospitality and tourism purposes – hotel with capacity of up to 2,000 beds;
- at least 10% of the zone area should be developed as a park and natural greenery
- other facilities and areas in zone (commercial, public-social, recreational, green areas, etc.) important for the function of residential area must be sized in accordance with the number of users of zone and generally accepted urban standards
- planning of facilities and spaces of importance for the whole city (construction of public and social spaces and facilities, cultural, sport, etc.);
- organization of public spaces, utility infrastructure, central square, network of pedestrian routes (especially in the coastal area) and smaller squares
- construction of low (up to three levels above ground level) and medium-sized buildings (up to five levels above ground level), depending on compliance with the nearby existing structures,
- building height in the contact areas aligned with the nearby building; construction of tall buildings with the highest ten floors above ground for part of up to 5% of the total layout area of buildings in the scope of the UPU;
- construction of tall buildings (up to ten levels) on the surface up to 5% of the total (sum) of layout areas of other buildings in the scope of the Urban development plan ;
- defining the physiognomy of the image of the city
- affirmation of the coastal area as primarily public space;
- construction type of residential buildings: condominium (residential, residential – business, business – residential) freestanding buildings or in the form of apartment blocks;
- construction type of other buildings: one or more freestanding buildings as spatial and functional unit on separate building plots;
- beach development as the extension of existing beach „Banj“ in the length of 100 m (see mark R6 on Image 9). Beach development is possible even before the development and adoption of the urban development plan.
- Planning and development of street network; enable the connection with wider area (linking with nearby street network); plan cycling trails within the profile of new road routes or independently; along the roads
- along the roads should be provided one-sided or two-sided green belt, 3-5 meters wide, which is included in the total green space area.

To comply with the overall theme of productivity, the competitors should introduce crafts, art workshops, small scale enterprises compatible with residential use and tourism, innovative services related to work or tourism into the programme and plan a lively productive urban neighborhood instead of a seasonal tourist resort.