

EUROPAN 5 – ANCONA – ITALIA

Location: Ancona, Fiat di Corso Alberto Amedeo

Population: 100,000 inhab.

Area: 0.945 ha



CONURBATION

Ancona is the administrative centre of the Marche region. It has expanded considerably since the 1970s, following two natural catastrophes, the 1972 earthquake, and the 1982 landslide. The town has spread southwards with the formation of three large residential districts. Between rehabilitation in the city centre, and the development of new districts on the outskirts, the intermediate belt has been neglected. As a result, the urban fabric has lost its continuity.

SITE

The competition site is on the historical alignment towards the south known as the “Seconda Ancona”. Close to the site, the railway station forms a major junction between the Rome-Ancona line, the fishing and commercial ports.

This district, which grew up at the end of the 19th century, was nearly entirely destroyed during World War II. Since the war, random construction has had no respect for the site’s functions.

The buildings are of different styles, houses built round courtyards, 1930s social housing, even older housing, and five-storey post-war buildings. Today the urban fabric has been rendered useless through being severed by roads bearing heavy traffic.

The site is flat, at the centre of the district, and completely urbanised. It is occupied by a FIAT factory (7,820 m²), and by the town council (1,630 m²). Two major roads, planted with trees, the Corso Alberto and the Via Giordano Bruno, border the site, along all its length. No buildings need be preserved.

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OBJECTIVES

The area's general development plan aims to transform the area, with the construction of a building with an internal courtyard to be used for service activities. The municipality wants to see the construction of innovative housing that will support the regeneration of the site and confirm its centrality. The lack of parking, and the heavy traffic, are currently being seriously studied in the context of an "Urban Traffic Plan". The creation of a tramway-train gives a certain dynamism to these suburban districts in anticipation of their redevelopment.



PROGRAMME

The brief calls for 10% of the site to be designated for the creation of 500 parking places, half of which are for public use; 55% is for housing; 5% for shops; and the remaining 30% for public and private activities. A square within the site is to be reserved for pedestrians.

THEME

The brief is to reduce the negative effects of the road junction near the site, to give a new interpretation to the perspective, provide a new centrality, and regenerate the urban fabric through the fusion of housing with different functions.