

Genova, 22.05.2018



*Ministero dei beni
e delle attività culturali
e del turismo*

DIREZIONE GENERALE ARCHEOLOGIA BELLE ARTI E PAESAGGIO

SOPRINTENDENZA ARCHEOLOGIA BELLE ARTI E PAESAGGIO
PER LA CITTÀ METROPOLITANA DI GENOVA
E LE PROVINCE DI IMPERIA, LA SPEZIA E SAVONA

Prot. MBAC-SABAP-LIG 11438

Cl. 34.19.04/...2628

Allegati11.....

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SUBJECT: Genova, Municipality of Genoa - Waterfront of Levante D. Lgs. 22.01.2004 n. 42, Code of Cultural Heritage and Landscape, Part II and III Opinion on the preliminary design of the Renzo Piano Building Workshop

In reply to the note received on 10/05/2018 (nr prot. 10922 of 17/05/2018) and having reviewed the documents already in our possession; Given that the area in question is subject to constraint pursuant to Parts I and III of the Code, pursuant to Article 142, letter a), being a coastal territory included in the range of 300 m from the shoreline;

Moreover, given that in the immediate vicinity of the area in question there are buildings subject to conservation order pursuant to Part II of the BCP Code, among which we highlight: Fort Stella, presumably built in the 1880s as a small fortification in stone and brick and currently in use as a barracks by the Capitaneria di Porto, who have in recent times erected a reinforced concrete structure; the Mura delle Cava, part of the widest circle of the 16th century city walls, a continuation of the Mura delle Grazie and the Mura della Marina.

Considering that within a short distance are located: Villa Croce, subject to protection with a declaration of 2014; the Poggio della Giovine Italia and "zona di rispetto", with declaration of 1953; the Drying Basins, subject to protection pursuant to Part II of the BCP Code since 2007, The fishermen's houses of Luigi Wetti, subject to protection with the declaration of 2014; Bearing all that in mind, it is considered that, the preliminary examination of the project proposal of the "Renzo Piano Building Workshop" concerning the new Waterfront di Levante of the city of Genoa provides a general urban re-design that is correctly inserted in the coastal landscape. The design scheme is based on a navigable canal, with mooring along the banks and cyclable-pedestrian embankments, parallel to the coast line and the adjacent road axes of Corso Aurelio Saffi and of the elevated road Aldo Moro. This channel is intended to link the areas, currently isolated, of the Old Port, the so-called Naval Repair yards, the Fiera del Mare and Foce, connecting them to the seafront of Corso Italia to the East and to the area of the Maritime Station to the West. In this way the

complete redefinition of the city promenade on a single axis is achieved, which can then be traversed from the Maritime Station to Boccadasse.

In this framework the new channel becomes a linking element between the city and the sea, restoring the connection between land and water, which had been lost by the road and port arrangements, constructed with a clear separation between city and port.

Area / phase I. Piazzale Kennedy and the Fiera del Mare

The Fiera del Mare has been identified as a priority in this redevelopment program. The layout of the Fair was designed by Luigi Carlo Daneri, commissioned by Giuseppe De André, who was also its first president. The current complex consists of a number of pavilions, built between 1957 and 1970, which take full advantage of the possibilities offered by reinforced concrete technology to cover large exhibition spaces with slender supporting structures. The intensive use of reinforced concrete and steel trusses to support prefabricated curved intrados slabs allowed, for example, the construction of the vaults of the C pavilion (M. Vitale, D. Del Vecchio, E. Salzano 1961-62).

The developments proposed by the RPBW study provide for the general reorganization of the area through the demolition of some buildings (indicated in the section "current state / demolitions" as buildings no. 1-7), the recovery of others (indicated in the section "current state / demolitions" as no. 8) and the construction of new buildings (indicated with colored hashing in the design).

As for demolition proposals, it should be noted that none of these buildings are subject to verification of cultural interest pursuant to art. 12 of the Code of cultural heritage and landscape (Legislative Decree 42/2004), since their construction dates back less than seventy years. The writer has already expressed in favorable terms regarding the ex-NIRA building, considering its limited cultural interest, which is certainly not considered as "important", nor significant as "testimony of the identity and history of public institutions" pursuant to art. 10, paragraph 3, letter d and of the Code of cultural heritage and landscape, considering its historical function as offices. The condition of this building was also compromised by the use of highly polluting materials (asbestos and chromium) in the structure (see the opinion of the CdS made with note 9487 of 26/04/2018). The location of the most appropriate site for the artistic work by Pietro Cascella will have to be identified in the area under examination, the preservation and valorization of which has been prescribed by the Superintendence in the aforementioned note because of its undoubted value as a contemporary work of art. Similar considerations apply to the other buildings with the functions of warehouses and exhibition pavilions of the Fair which are expected to be demolished, with only the partial exception of the ex-FIAT pavilion. This pavilion was built between 1957 and 1961 by the architect, urbanist and designer from Trieste, Gustavo Pulitzer-Finali, who together with Ignazio Guidi and Cesare Valle developed the plan of the mining town of Carbonia, in Sardinia, in the second half of the 1930's. The building is constructed of six slender reinforced concrete trestles, resting on a base that lifts them three steps from the ground, connected by two beams below which – were originally housed - a refined window system created a partition of horizontal glazing and vertical infills. This system has been radically altered in the partition of the frames but preserves the original structure of reinforced concrete trestles and the side entrance shelters. Taking into account the urban and landscape value represented by the new program for developing the area and, in particular, the necessary insertion of the new channel in this site, it seems appropriate to consider its eventual delocalization in the neighboring area or their formal insertion in one

of the new planned structures. The “Palazzetto” or Pavilion S is the first large tensile structure built in Europe, among the largest indoor sports facilities built in Italy after the war. Its value for contemporary architecture and as a "testimony of the identity and history of public institutions" in Genoa appears undoubted. Its complete conservation and restoration, as far as possible, of the original appearance and layout appears necessary and is, in fact, correctly foreseen by the new global project of the exhibition area. There is no limitations from the point of view of the landscape as regards the design of the new buildings (located near the short sides of the Jean Nouvel Pavilion and in the area between the canal and the East-West urban road network) with the exception of the requirement that they do not exceed approximately an average height of 24 m above sea level, so that the sea views from Corso Aureli Saffi and Carignano are fully safeguarded

The lowering of the last stretch of the sopraelevata is also a clear improvement to the current landscape, impacted, as elsewhere, by this cumbersome construction, which unfortunately continues to preclude a correct physical and perceptive connection between the Genova’s historical center and the sea. As for the transformation into an urban park with the, hopefully, public beach of Piazzale Kennedy, the proposed intervention clearly represents a significant improvement compared to the current structure, characterised by parking area with no elements of architectural value.

The architectural definition – detailed urban planning for this area can not be separated from the evaluation of the wider urban context, represented by the historic project of the neighboring Piazza Rossetti designed by Luigi Carlo Daneri.

Area / phase 2. Naval Repair yards

The new layout is noted (corrective compared to the first version of the project, which foresaw the filling in of the Marina "Duca degli Abruzzi"). The solution proposed in this phase, which extends the two "islands" of the Naval Repairs yards, creating an intermediate basin that can be crossed with a movable bridge, appears in principle to be acceptable, given that it at least partly conserves the water mirror historically intended for pleasure boating (Yacht Club Italiano) and its perception from the overlooking hill of Carignano.

Considering that with note 5397 dated 23/05/2000, the Superintendency for Liguria’s Environmental and Architectural Heritage had already expressed perplexity on the landfill, rejecting the hypothesis of filling the port area, it is the opinion of this Office that :

- A further reduction of the expansion of the works on the ground in the current water mirror overlooking the Yacht Club and the Rowing Club, maintaining, as far as possible, the mooring for pleasure craft which is currently being upgraded;

- to provide, therefore, also a location further forward towards the sea of the mobile bridge, so as to increase the functionality as a landing place for pleasure boats in the space included between the new bridge and the buildings.

Regarding the hypothesis of the location of the new Pilot Tower (on whose full landscape compatibility the Writing has already expressed with note prot. 12946 of 26/05/2017) the proximity of the eastern quay of

the East Island of the Naval Working yards must take into account its proximity to the protected buildings represented by the cd. Fort Stella, from which an adequate visual towards the sea must be maintained.

Area / phase 3. Dry docks It should be noted that the area in question is affected by constraints ex Part II of the BCB Code which must be taken into account in the new project proposals. The four dry docks were subjected to protection with a provision of 09/07/2007, as "interesting testimonials of the port facilities of the nineteenth century Genoese basin". From 1888 onwards, the first two large docks were built, using for the first time in Italy the technique of compressed air "pneumatic caisson". Between 1928 and 1937 the first two were joined by the other two basins. Considering these protective measures, the inclusion of a "superdock" that would replace the current dock no 4 in this context is not considered acceptable.

Superintendent Vincenzo Tine

Responsible for procedures

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