



Città di
MOLFETTA



EUROPAN 13
The Adaptable City

SITE VISIT REPORT - MOLFETTA - 17|04|2015

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MORNING: Route by walk

Point 1: Starting from the First Cala towards the center

Abbattista. The challenge of the regeneration of this urban space is fundamental to enhance the waterfront as element of identity for Molfetta. We think this urban space has a big potential in every aspect, both because it has become attractive for citizens and for those who will attend, either because it can be a springboard for the development. Surely you have also read this aspect, important for us, that is declined differently depending on eastern or western waterfront. I would like to convey you that this challenge is crucial for the Municipality, which wanted to put yourself in the hands of young professionals with conviction. Then you have the responsibility to accompany us in this challenge that begins today. I wish you all good work and we start with this walk.

Point 2: Ex Colonia Marina

Vesco. We begin to move toward the first strategic point of this route. As you can see by the presence of some swimmers in this warm spring day, the area immediately reveals its potential, its natural qualities and the topography that lets you think of interesting items, while considering the problems of coastal erosion.

Abbattista. The area is used intensively at least 5/6 months per year for bathing and is usually cleaned after the winter to prepare it for the summer season.

Vesco. Unfortunately, the historical and photographic memories of the former seaside holiday camp are not available. The part of the basement, on which is founded the building, appears very attractive. The building consists of a simple framework with a plan shaped like a L and a height of one elevation above ground. The interior has been walled for security reasons, so it is not accessible inside. The idea is to recover the volume through a process of possible replacement or renovation, based on what the designers will decide to do. So the constraints, for the project, is only its form.

Abbattista: This volume is waiting to vocation. It is a structure for school camps dating back to fascism and could become an attractive area also outside of the functions related to swimming and also in other months of the year. Behind it we find the City Stadium. The space in front of the stadium, connected to the former seaside holiday camp, is currently unused and should be considered in your proposals.

Point 3: Via Marcantonio Colonna - waterfront near Stadium and Municipal swimming pool

We continue on via Marcantonio Colonna through the large parking area at the service of sports facilities and the Municipal swimming Pool.

The abandoned area adjacent to the swimming pool is privately owned. On this sector insists a Detailed Plan being approved but with many problems. For part of the lot it is foreseen the realization of residential units and services. Currently this area is accessed directly from the sea.

Point 4: via Marcantonio Colonna - waterfront of Inps's building

The building indicates a line of demarcation between the coastal area "free" and the more urban. From a certain point of the coast there is a swim ban, both because the reefs make impracticable the coast, and for the presence of a sewage drain. Some wooden platforms have been realized for allow, through this stairway, to enjoy the sea and swimming in some way helping the disabled and mothers with children. In some old pictures of postcard you see the use of this part of the coast which once did not have massive wall.

Mayor Paola Natalicchio meets us in promenade to welcome all participants.

- "The experience of European is taking shape more and more and stimulates the administration to believe deeply and to do this way together. We are now in a part of the waterfront, corresponding to the INPS building, that defines the beginning of the "promenade" as defined by Molfetta's people.

As you can see is a very built up area that could be much more attractive than it is now, from all points of view. You will continue in the area of Madonna dei martiri, which is important to us, that has the unexpressed potentialities, with the historical presence of the shipyards and with the Ospedaletto dei Crociati which represents one of the stops of the Italian path of Francigena route. The adjacent district of social housing building long waits its rebirth. Opposite is a large complex scar represented by the commercial port still not completed.

We want your ideas and your provocations. We hope the large participation of young designers also coming from Molfetta for an exchange of ideas that is not only on a local scale but it is an opportunity for them to get into an European network.

I wanted to make this institutional greeting together with the presence of the President of the Council, M Nicola Piergiovanni, to represent you the intention to seriously take in account the projects emerging from the results of the competition. In the new programming of the European Funds we are already strongly engaged to study the possibility to get financial resources to the implementation.





Step 5: Via Marcantonio Colonna at via Orsini

We observe as the predominant color of the frames consists of a particular kind of green. This is the "green molfetta" a tint that was handed down from generation to generation. Some elders say because once the sailors traveling recognized the coasts of Molfetta by the color of the shutters. In this part of the promenade is this parking. In the project you can make alternative proposals. Usually there is a massive presence of cars, even if the city is beginning to experiment a process of pedestrianization of these areas. In fact part of the waterfront, on weekends in the summer, it is closed to traffic. One of the current limitations of use, according

to the inhabitants, is the impossibility to use the area by families with small children and disabled. The question to ask is this: Could this space become something more than a simple walk? Could it have some more potentialities? Could it be a reason to stay and not to pass through?

Point 6: via Marcantonio Colonna - Sala dei Templari

This point is one of particular nodes, because it provides access to the old center and represents the "end" of the promenade to the sea. At this junction there is the historical downtown area more directly connected to the sea and currently inaccessible due to the presence of this balustrade that hinders the whole walk.

Point 7: Dock of San Domenico

We cross the center from Corso Dante and we head towards the area of the shipyards. The dock is the heart of the fishing activities. From the distribution of fish to retail at the interesting building of the fish market, the morning becomes animated through the typical shouting of sellers.

The fish market that we find ahead is animated before sunrise when auctions for wholesale up come.

Point 8: Shipyards area

This area is particularly sensitive. The charming presence of these sheds of which only a part used as warehouses or artisan laboratories for sea of Molfetta.

The areas in front of the sea are used for the repair of the hulls and for the launching of boats. Each lot is divided by gates corresponding to different municipal concessions that were initially only refer to sheds and now they are extended to the shore line. Right now it is unthinkable their relocation to other areas because this would weaken a sector that lives a crisis, despite positive historical past and the value of the traditions that have made famous the carpenters of Molfetta throughout Italy. This afternoon during the debate we'll deepen this theme..

Point 9: Molo Pennello

Abbattista. The free area begins here and get to the Madonna dei Martiri.

What you see in front is a historic restaurant representing a tradition, for inhabitants of Molfetta.

This wharf is used as a tourist port. At present its actual location is under debate. During the briefing we will deepen.

Point 10: Secca dei Pali

Abbattista. This large space, now completely empty and unused is much lively during the procession of Madonna dei Martiri. In September, the community flocking to this area for the landing of the Virgin carried in procession in the sea. The area at that time home to the carousels. But it seems to a function quite reductive than the potential and size of the surface.

With regard to the rimessaggio of boats currently present, it does not have estimates of short-term relocation and so you have to take this into account. From Secca dei Pali we continue the walk to Madonna dei Martiri. It outlines a system of tree-lined whose background is outlined by the social housing complex, currently undergoing of a PIRP for redevelopment.

In summer there is often wind from the east. In the early twentieth century the restaurant "marechiaro" was a real beach where it was possible also make the springboard dips, sunbathing etc ...

Furthermore the area also welcomed people from neighboring countries with chariots and horses. Real caravans camped with the "tele" (those used for the olive harvest), stopped for the whole summer and went away after the procession of Madonna dei Martiri.

The market that you see before the start of this avenue is the former abattoir which sells both fish and fruit, but it does not work so much. The idea for public beaches is not among the list of objectives in this western part. The eastern part is more suitable for that.

Punto 11: Madonna dei Martiri

The sequester of the commercial port is linked to many events such as the remediation of this explosive devices landfill site whose dredging, during the work has caused the block for safety reasons. During the post-war all kinds of unexploded devices were thrown in this basin by fishermen, who found it in the midst of the nets. This fact has led to an illegal dump over the years. Slowly it is making to the reclamation and thus the work slowed down because the areas to be demined. Now they are preparing contracts for the works of safety that will advance the construction of a 10% and will remain a 30% of work to do. Realize the commercial port would transfer, out of the historical center, the heavy commercial traffic.

AFTERNOON - MEETING AT COUNCIL CHAMBER - PALAZZO GIOVENALE

City of MOLFETTA: Paola Natalicchio, *mayor*; Giovanni Abbattista, *assessor to the Public Works*; Lazzaro Pappagallo, *architect, executive of Department of Public Works*, Marilena Lucivera, *assessor to City care and urban maintenance*.

European Italia: Rosalia Marilia Vesco, *architect, national secretary of european italia*; Virginia Giandelli, *member of Scientific Committee and representatives of CdIE coop in european*, Mauro Saito, *architect and Jury member*.

Natalicchio. Welcomed all at the afternoon session and welcomed to Molfetta, for those arriving from other cities.

This day is a special day for us because it begins to take shape through your presence in the city, the challenge of european for the redevelopment of the waterfront in Molfetta. This morning, during the long site visit you have got to get in touch with those who are the places that the city has decided to candidate for competition.

As mayor of the city, I want to explain the reasons why we have decided to entrust to young professionals, with conviction, an important part of destiny of this city.

I speak about destiny because I believe that the urban destinies are determined by the ability to choose and to dare. The city is not self-determining but are determined by the vision and development of model.

I was born and grew up in Molfetta. A territory that has in its natural destiny the sea.

Molfetta is a city of seamen, related fisheries, the main production activity of this city and still sees seafaring activities and the fish market among the most important reality in Italy.

The world of seafarers consists of about 7000 workers. The sea has always been the horizon of the way for living in the world for this city.

The main cultural assets are above the sea. The cathedral for San Corrado and the Palazzo Dogana is just a few meters. So the backbone for this city speaks with the sea. However the development of the city has met little or otherwise has treated it in a distracted way.

For example, the "promenade" for Levante is much anthropized. The access to the urban beach is difficult and the sloppiness ramps, in terms of urban furniture and thought connective of places. A walk without "stumbles of wonder."

After passing the INPS building anthropization stops and starts the sports facilities that have the square behind of the former seaside holiday camp with its coastline (consider problems of erosion). There is the building of the former seaside holiday camp waiting for his second life and is one of the parts for the project that we put in your hands.

In the western part of the promenade, we find the area of viale dei Crociati, where still we have to write a piece of history, in my opinion more exciting.

The connection from the historical center to the viale dei Crociati is a part with a strong identity, one of the most important "postcards" of the waterfront system: the area of the shipyards with Molo Pennello and the lighthouse. Shipbuilding activities of Molfetta was one of the most important, at the national level, and the professionalism of shipwrights and mechanics of precision that have mastered the art of wood work and engines by the ships, generated other forms of development of the city. The second generation has founded a new industrial area that extends behind the city. One of the most important in the south Italy where the pole of precision engineering includes over 40 companies.

The Molo Pennello lives in recent years a new life related to water sports: the pleasure boating or rowing are beginning to develop and the it comes a first draft of the touristic port.

Walking towards the Madonna dei Martiri and the Ospedaletto dei Crociati (a stop on the path of national Francigena route together with Barletta), we find the neighborhood of social housing buildings waiting a generation plan for a decade and on which there is an ongoing redevelopment plan; the large area of secca dei Pali, the viale dei Crociati to the Ospedaletto run a scenario of stunted beautiful. There are places all waiting for your design.

In relation to the Secca dei Pali we have experienced years of resignation using the space for carousels, for country fair or to host circus families, in some cases for concerts, such as Caparezza a few years ago.

Other interesting areas are: the square of the Madonna dei Martiri that at the moment is a "graceful" place with some fountain... and the area in front of the Ospedaletto dei Crociati who view of wound site of the commercial port inherited from past choices and that we must bring ahead.

This is an area that needs dialogue. The two waterfronts represent everything from which can begins this city. Populate it of ideas could mean a starting point not only fo landscape or urban planning, but also a strategy of vision connected to the desire and the decision to charge positively the urban destiny.

Behind this call to young European professionals there is that: the desire to convert this piece of territory to find a city that points its future from its roots and at the same time be able to create new opportunities in

terms of production activities, employment for the tourism, entertainment, enjoyment and greater livability and accessibility.

European is the right place where to develop ideas on which to start this process and the European comparison, also for groups, coming from Molfetta, who wish to participate, will be a way to emerge and join the network of European colleagues.

We need to oxygenate our eyes and try to make eye looking Molfetta also from the sea, as they used to do our seafarers. We must not be afraid to create exchanges able to flower unimaginable things. This is not to say that I look extravagant proposals and solutions, but the city expects the possibility of urban provocations and new scenarios.

From the point of view of the concreteness of our intentions, the European Structural Funds will devote a substantial part of resources around these issues and therefore we intend to actually acquire projects and use them in an implementation process. I would like to see the translation from ideas to work. The characteristic of European is to give sure times. A path marked in December that will give results that allow us to immediately begin a process of development and we intend to engage the Municipality that this afternoon is together with you. We also put in your hands an important part of our administrative challenge.

Vesco. I think that the mayor has expressed, with the heart, what needs to be developed in this theme.

Analyzing the urban issues of cities that are candidates for European, in some cases we do not recommend using it because it would lead to inefficient results. In the case of Molfetta we went ahead because, due to the range of themes, the area is combined with the overall topic of the adaptable city, where it outlines a new role for the architect who, in the act of design, has to take into account all the sensitivities of the place and making sure that his project is able to generate new economies.

So we have embraced this challenge to open new scenarios, to find someone who can also indicate other ways than those channeled into consolidated paths, or, on the contrary, confirm the congruence of these paths. Deliberately we not have been included excessive constraints. The same plan of the port has not been introduced in the scenario of the call. It is only a document that exists, but that can be rethought because, since it was conceived, the needs, the economic and cultural mechanisms of the city have changed.

We tried to leave you a chance to think the line between sea and city, without asking bigger problems than the topics that concerns us and that still did not need to come into play over the given program. The commercial port is clearly off topic respect what we want to achieve: the determination of a vision of uses of the sea front. In this workshop will try to build a mapping, through your questions to identify also the elements already in play to consider as existences even if they do not exist physically.

Saito. First, I want to reassure you by saying that I am the living representation that you can win and you can realize an European competition in Italy. My whole professional career is closely linked to the success of this competition and I remember I was so late that I delivered projects freehand drawn.

After the success of European my career path has been outlined positively. Beyond the Martella's social experimental housing, I worked on the waterfront and I have been involved in Puglia, specifically also taking part in competitions among which some have been won and there are also realizations. So trust and courage must guide you to this path.

I found very interesting the briefing of the competition. It has the structure of a real storytelling of the place that implies a great expectation. I think to propose you some themes to be developed in addition to general topic of European 13:

The first issue is the **compensation**. Molfetta is expected by your project a great work of compensation. But also environmental compensation and rehabilitation of identity.

The waterfront is an element that strongly characterizes the identity of Puglia.

Puglia before peninsula was an island, thus the relationship with the sea is fundamental.

The second issue is the **permeability**. In this regard, I remind you to use the sections in your drawing that is the best representation of the permeability.

Just a technique notation. The "Lame" (blades), which are typical in Apulian countryside, in geologic time, directed rainwater into the sea. The man was adept at building dams (railways, highways, barriers etc ...), not always necessary, obstructing the flow of water to the sea and not only inland but also on shorelines and that has created a large environmental imbalances.

In Leuca, for example, it has built a wall to protect a boat without knowing that this type of barrier is one of the riskiest things to do because the tidal wave is not expected.

In the construction of new port of Otranto you are, for example we use the overflowing dams, low and wide, although more expensive, that have very little environmental impact and improved safety.

The third theme is the **leisure**, the promenade, the meeting, or also called "stroll".

The fourth theme is the **freedom of the idea**. The great momentum of this competition and the bet of the Administration, with large doses of optimism and risk, is to rebuild urban planning and architecture taking into account only the essential constraints and leaving developing ideas before the urban law.

Identity

There are two ways to deal with the identity: one innovative and one conservative.

Both of them have in common the need to operate within a framework of knowledge.

you must know and understand the places, taking into account not only the urban planning invariants, but also environmental ones (can be a Lama, a coastline, a morphology well determined that we do not want to go to alter) and cultural (the change that man made in a territory as places of production, places of sociability, places of public spaces, places of worship).

Full and empty

Essentially we are dealing with public space and in this one the history should teach us how Italians were founders. But attention because it is a public space essentially constituted by voids.

The voids, as a matter of composition, can be derived from the full or from proper relationship between empty and full, and therefore the public space can not be obtained only by a definition of urban furniture. It should be added the theme of materials.

Materials

The materials we use in the project can be physical, but also of cultural heritage. In other words they are materials "intangibles" as well as intangibles are your ideas.

We are contemporary but respect conservation must take a correct attitude both from the point of view of the interpretation and of the language.

Language is the theme of the ancestors who built our invariants in the historical centers.

The ability of the Apulian masters to use the stone as self-limitation today represents one of the features of the landscape. Think you about Umbria or Tuscany, which are notoriously considered "beautiful". Why? They have a compact landscape built, in past centuries, thanks to the rules severely limiting. This constraints now returns a kind of continuity. In Apulia we have peaks upwards but also downwards. The planning lives in a continuity of material not only physical but also of ideas.

Uses

The themes and the uses of the waterfront are many important. *Western seafront*. There is a popular neighborhood, there is the issue of port activities (even if not of direct relevance to the call) and others that you will develop. *Eastern seafront*. There is the issue of the former seaside holiday camp treated in symbolic terms (personal care, recreation, ...) and then there's the issue of how to use the places during the day so that the business is run without moving much. The so-called mixité is one of the fundamental themes of the wealth of places and stay in places.

Finally by the words of mayor but also by the recent initiatives (like the idea of underwater park), I think it is the right opportunity for young architects to approach this city full of aspirations and opportunities.

Giandelli. I try to put together some input. I think it was very useful to be in contact with these places. You realize you have to deal with such elements. It's not an urban furniture project, but it is a complex project. So keep account not only the physical places but also daily use that varies significantly from day to night, during the seasons.

The times of use of these territories and ways of life that are in every corner of the city are elements that all European cities today take into account. The manager of restaurant located in the dry poles, during the pleasant visit of this morning, gave me the pleasure of being in that place. This pleasure has been handed down from generation to generation. Is necessary also understand what ideas of development has this city, putting together many small new uses that can contribute to positive changes in the economy and employment.

Very often these things are realized with little touches.

As for the former holiday seaside camp I would keep the Navy. Not physically, but as a memory of that place. Then there is a physical barrier that is the sea wall and then the great roadway unadorned of trees. The sea is beautiful and can not be reached ... The town park is the only place to bring the kids to play...

Pappagallo. I take the opportunity to integrate some thought starting to the Saito's inputs. We have to imagine the project through the concept of materials and atmospheres "intangible" of our city: the colors of the sea, of the stone, of the sun. But also take account of the winds ... How to manage the north wind? how to use those areas with the climate and wind changing?

DOMANDE

EASTERN

- How to act respect the former holiday seaside camp? Is there eventually some plan?

Pappagallo. This is an holiday camp dating back to the thirties and one of the few examples of our rationalist architecture. In a first thought, the answer would be to keep it. However it does not mean keep it physically, but propose an idea of how this historical element can be reused leaving the sign of his position in a particularly interesting site of the city. The building occupied the first urban beach, has been used by ultra-popular community and is a strong element of characterization of the city.

As for the drawing, unfortunately the historical project is not "orderly", but we will try to look for something. In any case it is an empty volume, with a form and a structural framework clearly visible from outside.

- What is foreseen on the area of Park club, between the stadium and the Municipal Swimming Pool?

Pappagallo. On the areas, currently private insist the planings that the Municipality should be taken. However some project incursion inside, that convince us in terms of quality, can be a stimulus for making a variant. You might dare knowing that it is an area that will, in part, transferred from private owners to the Municipality and that it is part of a Sector plan.

Natalicchio. The "Comparto B2.1", which we have inherited, is an executive detailed plan of PRG that has its own complexity and is subject to a disputes situation, due to the exceeding the permitted height indicated in the PRG. The Municipality is legally constrained to carry it forward. This plan is now subjected to a passage in the landscaping committee. The development of volumes was launched in height and for this reason it has difficulty to be approved. Being said it is evident the delicacy of this Detailed Plan regarding its plug in a portion of liminal landscape between the end of the anthropized "promenade" and the area out of the town unless built up.

This private lot is the most difficult on which to question themselves because, unlike the PIRP of Madonna dei Martiri, which is not to involve your project areas, this area has a closer relationship due to the direct contact with the sea. However this must not frustrate the hypotheses in terms of ideas for those who want to use some of these areas. For the intellectual honesty of this briefing the possibilities for realization of this part of the project are more uncertain. We are bound to respect the existing planning.

- How important is vehicular mobility on the waterfront?

Natalicchio: We are engaged from some months in PUMS (Sustainable Urban Mobility Plan). The issue of mobility is subject to a schedule that is now at the step of qualitative and quantitative measurements together to a participation process with citizens. Since our establishment we retrieved the experiment of a pedestrianization on weekends.

On the eastern waterfront, it is clear that the two-way direction is not an obligation for cars because there is the via Giovinazzo suitable to withstand the traffic of entry and exit from the city.

The critical issues on this road are mainly linked to phenomena of high speed which have led us to use rising bollards, which however have not solved this problem.

Similarly we suffer the absence of the banning traffic on via Dante and we are asking ourselves about a hypothesis of his pedestrianization.

Even the theme of cycle path is interesting. In 1996 it was conceived on the seafront the first and only bike path in the city. Unsuccessful experiment for coexistence with the drive access. So the cycle path has turned into a wild parking. Actually we approved the first plan for the bike path that arrives at Prima Cala from the station, but without touching the waterfront. It would be interesting to develop hypotheses about.

- Could we work over the parapet at the Sala dei Templari, in what way?

Pappagallo. Yes, but it should stop at the Sala dei Templari corresponding to the profile of old castle that surrounded the old town, avoiding unlikely connections with western.

- In relation to the conformation of the eastern waterfront that in many sections shows a reduced coastal strip, could we intervene on the current morphology?

Natalicchio. An introduction to answer concerns the Plan of Costs which we are working together with the University of Bari with prof. Martinelli. The plan is in an advanced phase in which, after a diagnostic step, the Municipality approved the "programmatic document" (called *documento d'indirizzo*) and a geologist is scanning the coastline in terms of erosion. Compared to bathing possibilities there is a criticality about the

eastern waterfront due to the presence of a drain that allows bathing only from a few tens of meters before the building of INPS towards Prima Cala.

An interesting element is the request for authorization to the bathing possibilities cala Sant'andrea, related to a call for European funding on pollution reduction that Molfetta won together with other municipalities. The Municipality is facing another problem inherited: the plant of sewage treatment, an ecological time bomb, that has compromised also bathing uses, especially the west coast. Following a series of interventions (including the transfer to the Acquedotto Pugliese, the enlargement of the plant and the programming about creation of a subsea pipeline) it is picking up its functionality. As results of these actions, Cala San Giacomo is back swimming in the last two seasons. That said, it is possible to intervene on current morphology.

As Mauro Saito said the real issue is access to the coast. A theme of breakthrough, especially because the coast is not sandy. So I would focus more on the physical barrier to the east (for example the wall of the former seaside holiday camp) which obstructs the use of sea.

Saito. I would add that the problems of bathing possibilities of the area, in my opinion, should not come into play in this phase, assuming that this problem will be solved in the future.

- About the equipments are there volumetric limits to be respected?

Pappagallo. In this phase, there are no limitations.

Natalicchio. Rather there are some preferences ... We do not love the "musclered volumetric".

Saito. Some input, remembering the observations of Lazzaro. I agree to consider, for equipment, natural elements, such as wind, that could also trigger a seasonal reasoning. In winter it closes in summer opens.

Additionally it could also make reflections on private fronts working with the wind ...

Even the theme of cycle path in our waterfront is fundamental, given the favorable planimetric adaptation. But we must also think about the cars ...

Observation of the historical center could give us an idea of relationship with the sea.

Hybridization consists in transforming a local settlement system revisited in a contemporary way, not with high volume but with the appropriateness of the actions, materials, maybe an autochthonous green...

Pappagallo. I give you a historical element that serves to clarify this question: the actual wall of the Eastern dates back to the '70s. Before of this date there were beach resorts coming up behind the Public Garden. Then the embankment is a recently transformation.

WESTERN

- The shipyards?

Natalicchio. This is a question that asks our questions. I start from an assumption: respect for existing operators. it is true that our shipbuilding industry is going through a time of crisis. Right now we have four active operators in the shipyards of which two are builders. Last two years we missed an important construction shipyard converted into services to pleasure boating, water sports etc... But the existing shipbuilding yards are very active because they represent the references for all fishing fleet of lower Adriatic.

If tomorrow someone were to decide to close them three weeks we would have in trouble the fishing fleet of lower Adriatic because shipbuilding is a typically knowledge in Molfetta.

This premise to represent you that sometimes it happens to us the temptation to approach the eye to the shipyards as a vintage postcard, without thinking that there are economic operators who work there.

This does not mean that we must be inhibited from the above said. It is clear that those buildings and its scenario should open to a thinking.

From next summer we are experiencing some hypotheses of connection with the city as a result of the presence of a vintage Gulet that has been restored in these yards. We are working on cultural programs unrelated to the productive activities considering that we enter into a workplace.

In this thinking becomes strategic Molo Pennello.

- Could we develop an idea about having a pedestrian or bicycle path?

Giandelli. Nothing is inconceivable. We must consider that are productive areas. Gates also serve to protect property and expensive equipment. But also consider that there is some openness to the idea that their work can generate interest. I think we can find a point of contact with them tied to a temporality and find a crossing that is not only physical.

Pier brush can also be a complementary element.

- With regard to discourage the car for private use, are there plans for mobility, services, parking etc ...?

Natalicchio: We experienced the park and ride using the parking area at the stadium and the Secca dei Pali as exchange area. Unfortunately the results were not very positive for an obsolete public transport buses. We are considering an investment with eco-shuttle. In common culture there is no yet the habit of using park and ride, even if during the christmas, easter etc the two parking areas have been used.

Train-bike is an intermodal connections theme, which is getting ready.

- A generally clarification about bays

Prof. Copertino. The relationship between the many bays along the coast and the Lame of the hinterland, is rightly poorly represented in the competition perimeters. The small, hidden or present bays represent a dynamic process that occurs inland. It is not just what happens in the water catchment of the Lame. The bay itself is a space in which dynamics take place. So young architects must take into account the fact that where there is a bay there is the overflow of a basin.

Vesco: I thank the professor for this interesting input that was first treated also by Mauro Saito.

The territorial framework of the project, from all points of view is a practice requested by European to the planners. We leave to the sensitivity of the architect to find the relationships with the territory but also to discover new ones. Surely the planners know that we are talking about an area rich in these elements: Lame (blades), Gravine (ravines), little close there is also the area of Pulo, there are archaeological areas, landscape, park. The waterfront is the arrival of this great system.

- What was in the area adjacent to the area of social houses, toward the secca dei pali?

Pappagallo: That was a productive settlement. There was a fabric of ropes. Today is added in the PIRP and is an invariant of your proposal. On via dei Crociati you can intervene.

- Could we intervene on the buildings behind the shipyards?

Pappagallo. While they may not be subject to a specific planning, we have put them in the project perimeter just to highlight a need for permeability of these buildings. They date back to the 800, are connected to shipyards and should be preserved. Their road network falls into gates of the yards. The area of construction is an attractive area because the boats were built among the houses. In via San Rocco it is still possible to see this feature. A boat is building in the middle of the houses while people living around. Once there was no clear separation between productive activity and urban life.

- Should be consider the shipyard "le difese" existing at secca dei Pali?

Abbattista: Critical elements of the activities in that area are clear. However, the definition of the program for European, (much debated also on the programmatic aspects), was aimed at respecting the existing activities by focusing our look to a possible re-thinking that, in the sense of perspective, we begin to have. Perhaps that is the most impactful new "building" (I mean the building of new Captaincy) that prevents physical and visual connection between east and west.

It would be nice to imagine a use that would take account of existing activities.

In fact many European shipyards have been the occasion for revival of tourism activities etc .. This morning we entered with respect inside the shipyard because it is right to share a new way to use with those who live this place, but this does not limit you to propose your ideas about.

Saito. Conclusions. In very few words, I'd like to summarize the issues that we talked about.

For Levante there is the theme of permeability, accessibility, leisure and design of the waterfront.

For Ponente there is the theme of the work, which has a leading position, there is the issue of housing in all senses, there is the theme of pleasure boating/sports, there is the issue of mixité, there is the possibility of "dare", there is some invariant, there is PIRP but also a large band where plan (to the eastern side is narrow).

Finally the skyline of Molfetta will always remain with its old emerging town.

Watching from the sea and from the ground as Mayor said may lead to new visions.