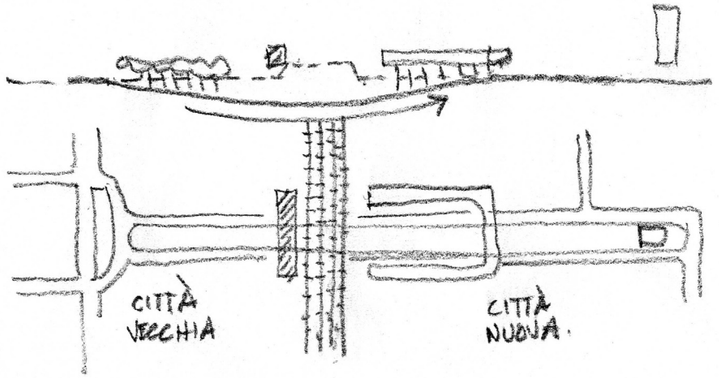
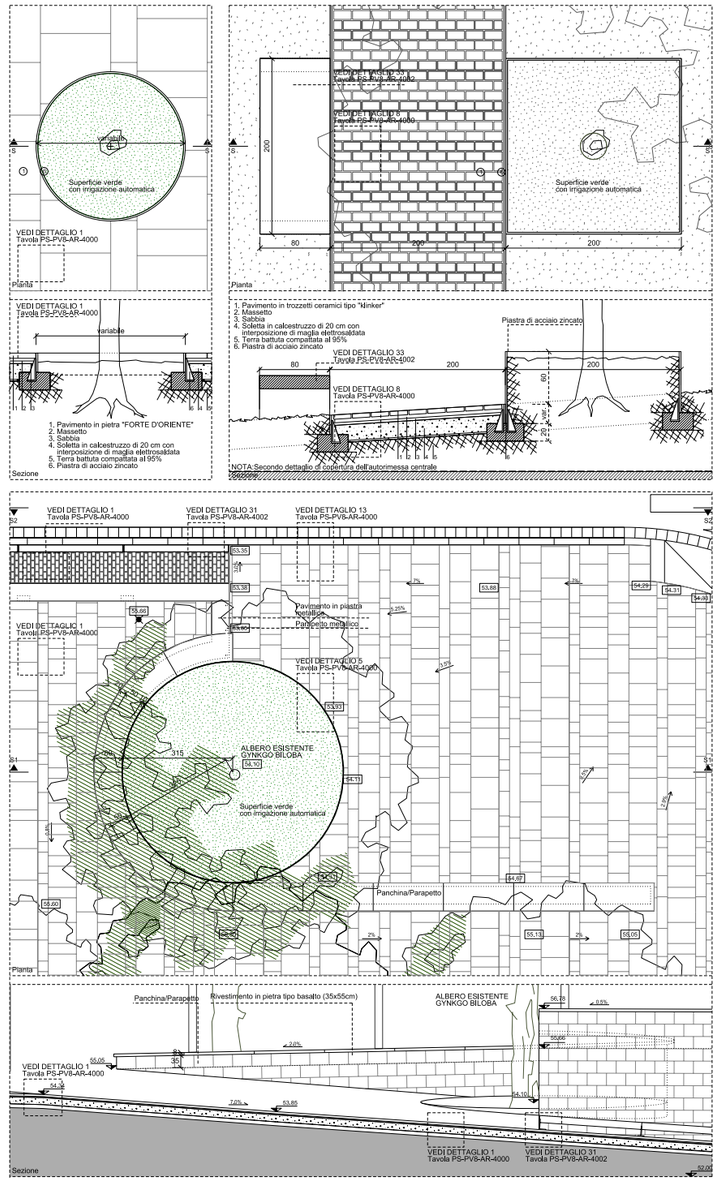
Before - 2006

Today - 2014



Sketch



Urban details

As in so many European cities, in Parma the railway is a major urban barrier, above all in the area near the station, which suffers from a lack of communication between two radically differentiated sectors: one to the south, well connected with the city centre and the areas of new growth by way of a discreetly monumental square, and the other to the north, a disordered, suburbialized neighbourhood full of derelict warehouses and obsolete factories, poorly connected with the central areas.

A reappraisal of the railway facilities has provided the opportunity to remodel this area according to the following premises: 1) construction of a new station beneath the tracks that will also ensure ease and clarity of communication between the two sectors; 2) creation of an urban space to the north that will be the continuation of the square in the south (Piazzale Carlo della Chiesa), with an evident centrality, defined by a coherent architecture; 3) construction of a large underground car park and a bus station, and 4) laying out of a street system that effectively relates this sector to the city's general traffic network.

In 2001 the go-ahead was given for a first draft of the project, which was then submitted for technical assessment and public discussion, and with certain modifications the definitive draft construction project determining the form, function and character of the neighbourhood was approved.

The compositional plan is based on imposing a 7% gradient on Piazzale Carlo della Chiesa in order to slope it down to 8.50 m beneath the railway tracks: not only the landscaped central space but also the two lateral roads that give access to the station and link through to the N sector where the continuity of the square is emphatically affirmed by a 270 x 55 m urban space that will generate the transformation of the neighbourhood as a whole. This operation is complemented by an underground car park and a bus station.

The reform and widening of via Brennero provides good communication between via Europe and via Trento, which relate it to various sectors of the city. The link with via Europa is ordered by a roundabout that distributes the traffic and from here a bridge spans the Torrente Parma water course and traces a uniform curve as far as the Parco Ducale, crossing the future site of the new European Food Safety Authority headquarters, and this will therefore be an important route with a high degree of urban significance. With a view to underlining the active continuity of the city, it is intended that the bridge be occupied by buildings and conserve the character of a street, with a south-facing pedestrian sector bounded by shops and leisure activities