



**POLITECNICO  
DI TORINO**



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# Honors thesis

Degree in Master of Science in Architecture (Environment  
and Land)

*Abstract*

**Connecting, transforming, filtering: the project of *super-ilôt*  
as an instrument of (re)appropriation of public space in the  
*Panier* district of Marseille.**

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Testo abstract (4000 caratteri max) (Arial 12, interlinea 16 pt). Usare lo stile "Testo Abstract".

Max 3 immagini da 96 dpj.

Alla fine del testo inserire i dati per i contatti.

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These thesis starts with my Erasmus experience in France, more precisely in Marseilles. It is a process that began at the *École Nationale Supérieure d'Architecture de Marseille* and continued at the *Politecnico di Torino*. The thesis proposes a multifunctional project located in the *Panier*, the historic district of the city of Marseilles, considered by historians as the oldest of France. The *Panier* handed down the history of Marseille and the mediterranean civilizations, preserving the traces of migration during the centuries. Marseille finds its origins in the birth of the *Panier* district; compared to the other parts of the city has a different story to tell, not only for its historical importance. In the last two centuries, the urban transformations of Haussmann, the World War II and the massive waves of migration have profoundly altered the district: at the beginning of the twentieth century, until years later World War II, the Panier received many immigrant families first by Italy, Spain and Corsica and then from the Maghreb, in search of jobs and a better quality of life. The World War II contributed to modify profoundly the district; troops of Nazi regime destroyed with dynamite large part of houses in Panier and many people were deported to concentration camps in Germany. Today, the Panier hides an historical and social importance for the events that characterized it in the last two centuries. The walls, the windows, the narrow sloping streets, the external stairways hide primarily a story of suffering, but also of life and hope. These social and historical themes have been the basis for the development of a project in the Panier started at the *ENSA-Marseille* and finished at the *Politecnico di Torino*. The first chapter of the thesis will treat the development of the city of Marseille from the Hellenistic epoch to the present day. In the second chapter, the scale of interest is reduced only to the analysis of the *Panier* district. The third chapter introduces the concept of *supermanzana*, as an instrument for the reorganization of the urban mobility and public space. If before the birth of the means of transport (with fossil fuel) "the street" coincided almost entirely with public space (occupied spontaneously by the society) today the public space is strongly reduced, while we tend to give more importance to the spaces of vehicle mobility. The concept of *supermanzana* analyzed in the third chapter, with its application in certain cities of Spain, tries to give an efficient answer to the problem. The fourth chapter starts with a description of the actual situation of mobility of Marseille, then proceeds with an analysis of the internal mobility of Panier which will allow the identification of certain critical issues presents in these specific area (such as the lack of an efficient public transport, parking anarchist etc.) and then pass to the application of the concept of *supermanzana* to *Panier* (translated in french as *super-îlot*). After the creation of *super-îlot* in the *Panier*, the project continues with the identification of certain strategic points where it will be possible to create any public car parking. These public parking will activate, with parking already existing, the strategy of the

*super-îlot*. A series of points are identified inside and outside the Panier and they are able to become future public car parks. Later, it will be developed specifically an urban lot, located inside the Panier. The project, which will end with the construction of a building, will permit to activate a series of devices that, in combination of its primary function of parking, will involve the spontaneous re-appropriation of public space by the residents and visitors of the district.







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