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Green by-pass, study for the requalification of the territory crossed by the Passing of Mestre

Sebastiano Steffinlongo

The Mestre motorway by-pass is an infrastructural work that means significant and undeniable benefits to infrastructural setup of the territory as a whole but the impact on the local community and on the surrounding agricultural lands cannot be treated as being of lesser importance. It is therefore important to go back to considering the by-pass from the point of view of compensation by finding in the infrastructure contents that make it possible to re-invent and reorganise a territory that is strongly marked by a haphazard growth in buildings.

In this light the motorway by-pass is a remarkable opportunity to intervene systematically along thirty kilometres of intensely humanised territory to readdress the balance of sustainability of building forms in their entirety.

The need is also posed for informed reflection on the theme of transformation determined by the motorway and to operate with the aim of forming and building a new landscape the quality of which is in line with the principles sanctioned by the European landscape convention, adopted by the Veneto region in the Regional territorial co-ordination plan.

In the construction and maintenance of the landscape it is necessary to involve the resident population and the farmers who have always been the custodians and protectors of the environment and the territory.

Legislative decree 228/01 recognises the fundamental role and gives an incentive to the public administration to bring out the best in the activities of the farmers through the drafting of

appropriate agreements.

The aim of this project is to favour their co-operation with the public administration by taking advantage of new regulations and laws.

The multi-functionality recognised in farmers placed at the service of the community will make it possible to build vital synergies that guarantee the safeguarding of the environment and the territory.

The Green by-pass project is trying to give shape to the conviction that the creation of a large-scale infrastructure should be the occasion to think about the structure of the surrounding territory in an organic way and determine opportunities for transformation and requalification and for development and growth.

The objective of the study is that of constructing a system of rules and principles that make it possible to control from a procedural point of view and measure in economic terms a complex and extensive system of interventions.

This study in addition to showing a feasible project formalises a methodology of intervention that can even be applied in different contexts. The study is organised into four parts:

- a plan that gives a context to a problem at territorial scale, redesigning the system of relationships and the hierarchies between the buildings, environmental factors and infrastructures;
- a module of project-oriented assessment of the context that defines the critical points, the principles of intervention and the possible project measures in relation to the four issues defined: impacts, environmental system, use of the territory and the landscapes;
- a set of 'project landscapes' that define the possible ways of intervening with relation to the various critical points;
- a guide project formalises

the principles and the general methods of intervention on the basis of the plan.

It is stressed that the Green by-pass project has a great innovative and experimental context. The literature and practice do not have an intervention framework of sizes that can be compared with a functional value of such import.

The value in terms of example and experiment that the project has is extremely important for the possibility of defining practices and procedures that can be applied in other regional, national and European contexts.