

# Naples during Italian Unity. Architecture and Territory in the Early Urban Organization Programs

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**Abstract**—*In the last decade of the Bourbon dynasty, had already been suggested the expansion of the urban structure of the city of Naples through monumental works and representative reflecting paternalistic style of King. For the city were proposed and implemented numerous transformations, with particular interest in the works of public utility, therefore comparable in size only to the plan implemented by the viceroy Pedro de Toledo.*

*Starting from 1839 Building Council, established by the Decree of Ferdinand II, had identified more problems of the town planning, intended to be resolved later by creating new squares, tangential and peripheral axes within the urban structure capable of giving a more linear geometry of the city and that would allow the connection between the upper and low. It is clear the development of a new way of representing the town and the necessity of the formation of new development areas, aware that new works would lead to an increase in rental costs and to give the possibility to have a house to the most deprived groups in society, by providing for the creation of the first neighbourhood. In that regard, it needed a business plan that involved the expropriation for public utility, but that he had no immediate results.*

*The numerous problems encountered in previous years with the Bourbon Kingdom assumed a more immediate urgency dictated by the hygienic condition and degraded urban social structure and unfortunately patently inadequate conditioning the new demands of life. After several vain attempts to urban renewal and, consequently, to the new role of the city of Naples, was able to Fig. out that all urban accommodation problems could not be solved quickly. So in 1871, there was a competition for the drafting of a master plan that would provide a comprehensive response to the need for hygienic, social and residential cleaning.*

## 1. INTRODUCTION

In Naples the first decades of the '800 have been characterized by urban transformations from the Bourbon dynasty. For the city were expected monumental and representative works that reflected the paternalistic style of the king and were made many changes concerning public works. There was talk of - interventions comparable in magnitude only to the plan implemented in the sixteenth century by the viceroy Pedro de Toledo with the inclusion of the Western Hills in the circuit of the new walls or the actions taken during the eighteenth

century, by Charles and Ferdinand Bourbon by building factories designed to give a new dimension to the city - the capital in a dialectical relationship between the existing structure and the buildings erected as a symbol of the new dynasty [1].

As can be seen in many writings (G.C. Alisio, R. De Fusco, A. Gambardella, G. Russo) on the Neapolitan nineteenth issue, as early as 1839, the Building Council, established by the decree of Ferdinand II of Bourbon, who had been entrusted with the task of monitoring and approval of the works that were carried out, had identified most of the city urbanism problems, intended to be solved later through the creation of new squares, tangential axes and internal peripheral the urban structure capable of giving such a geometry, to allow the connection between the upper and the lower town. Through the completion of the Corso Maria Teresa track on hill slopes, using even strokes cross, it was possible to access to more of Via Toledo points and was one of the main arteries, being considered the only connection of the urban center ring road. It therefore initiated the hilly urbanization acting as a connecting route between the different parts of the city, crossing and especially by making hub for the city center.

With the decree issued by Ferdinand II was realized enlargement understood as industrial development in the eastern part of the sea and Poggioreale and the western part to the coast of Chiaia. Plus internal interventions were provided by the enlargement of the old mainstay of Via Duomo to create a direct link between Via Foria and Via Marina, the project presented the first time in the same 1839 by Federico Bausan and Luigi Giordano, but only approved in 1853 with the track proposed by Luigi Cangiano and Antonio Francesconi, in which we took into account the preservation of existing buildings and was made only after the unification of Italy.

The provisions of the Royal Decree, depending on the port and the industrial location, provide for the creation of a working-class neighborhood in the east; quick connection between the

old town and the new areas of expansion through tunnels dug in the hills and funicular; construction of residential neighborhoods to the west and along the hills of Posillipo and Vomero; smooth communication between western and eastern areas, through the arrangement of the waterfront and the widening of Via Chiaia; radical interventions in the ancient center by massive demolition and creating straights, which destroy all environmental pre-existence; the area structure in front of the National Museum; the opening of Via Duomo; reclaiming Fondaci; a new link road between the railway station and the city center and finally the establishment of the required infrastructure from a big city [2].

All this, indicated the "Appuntazioni for the Embellishment of the City of Naples", sort of master plan obviously refers to the plan in the name of French embellissements, despite the lack of financial and administrative part precisely kept in ensuring its implementation [3].

The decree issued by Francis II February 25, 1860, with the unification of Italy succeeded in a few months the instructions issued by Garibaldi, giving higher priority to the interventions provided for the construction of the Cathedral and the western district, taking into account the relationship between art, health and trade.

The formation of new development areas set out previously, showed the development of a new way of representing the city, and, in order to provide housing for the less affluent social classes, it was decided to build the first-class district [4]. For the above mentioned works, in addition to the King's will, it needed an economic and financial plan which provided for the expropriation in the public interest, cited in Garibaldi provisions, but had no immediate results. For the realization of the planned works it is predicted an allocation of very large funds and is counted largely on foreclosure by the State of Bourbon goods that were supposed to take part in the improvement of the city. In 1861 the City Council replaced the Building Code Council and despite the policies dictated by the King, at the dawn of the newborn United d'Italy Naples was still, one defined by Hamilton "eastern city without European quarter"[5]. The eastern part of the city was still represented by totally swampy areas to the west there were the so-called "neighborhoods Spaniards" in the north suburbs, while the old south core was in contact with the neighborhoods Porto, Pendino, Mercato and Vicaria, which extended up to the port area.

The many problems already encountered in previous years with the Bourbon kingdom assumed a more immediate urgency dictated by hygienic and social conditions clearly degraded and unfortunately conditioned inadequate urban structure to the new demands of life. In 1865 was promulgated the Law n. 2359 on "expropriation for the public interest", the first introduced planning instruments such as, plans building regulators for those parts of the city intended for municipalities with populations over 10,000 inhabitants and expansion plans inhabited areas of future construction in the

municipalities where it was shown to current need. The law 2359, then provided for the expropriation at market prices of areas aimed at the realization of public works, in order to remedy the "vicious the disposal of buildings" and "ensure the health of the settlements". After several rooms and urban development efforts and, therefore, the new role that was built against the city of Naples, he was able to understand that all problems related to urban development could not be solved in a sectoral manner. In 1871, a competition was announced for the preparation of a comprehensive master plan that finally would provide an overall response to the need for hygienic reorganization, social and residential area of the city. In particular, the plan had to provide proposals: for the correction and adjustment of all the great part of the city that is enclosed by the way of the Navy, the Via Roma already Toledo, and the Via Foria; for all the works of reclamation of the existing districts within the stated boundaries and throughout the master plan of the new buildings that stretched around the station of Railways until dell'Arenaccia road, that is, one that from the Hotel of the Poor ends at the foot of ponte della Maddalena; for all other works of improvement of the surrounding town, which is set against the hillside and understood in the broad area of Capodimonte for Corso Vittorio Emanuele it extends up to Mergellina.

The competition for the new plan, attended seventeen groups of competitors including you remember the Section of Architecture of scientists, Writers and Artists with predominant figures as Enrico Alvino and Adolfo Giambarba who in 1873 presented considerable interest solutions. The plan of Scientists had four crossing the arteries of the city center: a new road from the Piazza Medina to Piazza della Stazione, two other roads arising from enlargement of the upper and lower decumani plant greek-Roman and another that was finally the extension of via Costantinopoli around noon, to the monastery of San Pietro Martire and the Marina[6]. All submitted projects were characterized mostly by a single strong point, namely the construction of new roads and hygienic sanitation in the city and in spite of everything, there was no winning group.

Many were and ideas for the betterment of the city, but, between the "present" and "doing" was it a municipal finance still too immature, so none of the projects had the opportunity to be taken into account and become executive project . Several years later, in 1876, they were still faced problems related to the health of the city with Gennaro Sambiase Sanseverino Duca San Donato, who was elected mayor. Her Fig. was of fundamental importance for the accommodation of the sewage system, aqueduct of Serino, the works were encouraged to residential neighborhoods and created works started already during the Bourbon Kingdom as Via dei Mille, Via Caracciolo, Via Partenope, and l' central axis of the new Amedeo district, but due to lack of funds for hygiene and sanitation for the overthrow of Fondaci imposed by the Commission of 29 July 1876, the Duke, who had strongly believed in this project, he was forced to give resignation.

Programs that were expected for the urban development of the city of Naples, with projects planned and already started with the dynasty of the Bourbons, they saw the reality of works over the next twenty years to the Kingdom of Italy, when because of the strong a cholera epidemic that had invaded the city, were implemented special hygiene measures for rehabilitation of the urban fabric.



**Fig. 1. Corso Maria Teresa, 1800, ancient postcard.**



**Fig. 2. Via Duomo, 1800, ancient postcard.**



**Fig. 3. Via Chiaia, 1800, ancient postcard.**



**Fig. 4. Via Foria and National Museum, ancient postcard.**

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