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New land values patterns in the space of the Italian Metropolitan areas: the case of the logistic retro-port in Naples

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Abstract

In the perspective of the new level of government - the Metropolitan city of Naples- one of the most challenging projects concerns the redevelopment of the ex-industrial areas located in the eastern zone of the city, characterized by the presence of the port. One of the reasons for the slowness in which the program of urban regeneration proceed (NaplEst) is the generic identification of the demand for new functions in an area which plays a strategic role in the metropolitan context. The article, starting from an analysis of the land values in the space of the metropolitan city, wants to highlight their evolution. With reference to the land values in the peripheral areas, it is possible to see new values, more significant with regard to the past. In this new and discontinued framework of land values, a more realistic proposal for the regeneration of the retro-port is relevant: the logistic function, in accordance with the "State Plan of a first Intervention for the South industrial ports".

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1. Land values in Metropolitan city: the case of Naples

The Metropolitan City of Naples, in the South of Italy, was instituted by Law (the so-called "Delrio Law" no. 56/2014) on January 1, 2015, in substitution of the Province. Within the city, there are 92 municipalities, with 3.129

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inhabitants on a total area of 1.771 kmq. Its geographical and administrative area is the third in Italy for the number of inhabitants and the first for population density.

As in its Statute (approved in May 2015), the Metropolitan City of Naples - a corporate body possessing normative, administrative and financial autonomy - aims «to restore the environment, to regenerate and reorder the urban tissue, to safeguard the common goods, guaranteeing their access, to reorganize the territorial polycentrism, overcrossing the center-periphery dichotomy and to promote the civil, social, cultural and economic development, valorizing the diversities and the territorial excellences».

In this perspective, several urban regeneration interventions are currently in progress; the most challenging projects concern the redevelopment of the two main ex-industrial areas of the city: the Bagnoli – Coroglio area and Napoli East, respectively located in the western and eastern parts of the city, both characterized by the presence of the port. While in the Bagnoli case the genesis and development of the program, over the past 25 years, is sadly known, the Napoli East regeneration program is also proceeding very slowly.

The transformation is disciplined by the Master Plan (2004) and the Implementation Urban Plans, with interventions of both public and private initiative for the realization of integrated urban settlements, constituted by plants for the production of good and services as well as housing, public spaces and facilities.

Among the several and complex reasons (not only conjuncturals) of the slowness, one should be specifically investigated: the generic identification of the *demand* from the private sector, in the absence of a strategic vision of development at a metropolitan scale.

In this perspective some brief considerations about the way in which «property and real estate developers consider urban reuse as an opportunity for development and investment» (Micelli E., 2014) are necessary. In terms of Urban Economics, it is known that the choices of the operators which transform the city are determined by the lands value conjointly with the value of the buildings.

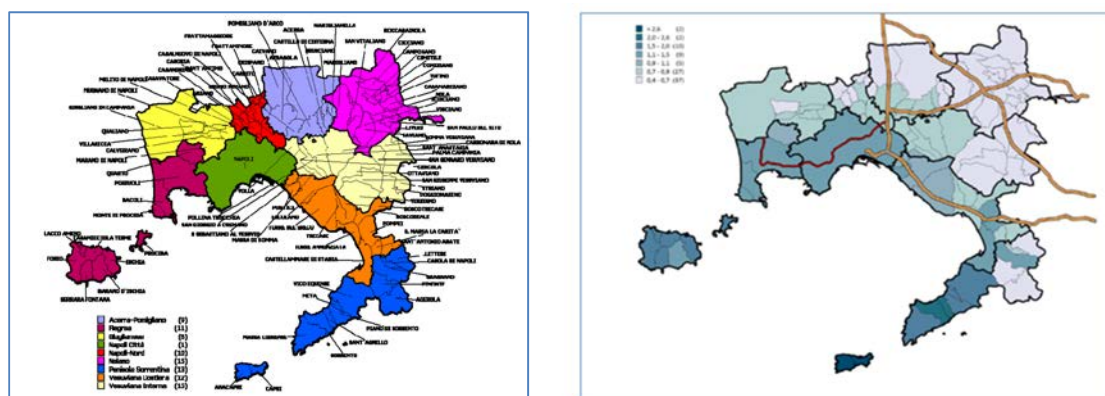


Fig. 1: Metropolitan city of Naples: the macro areas and map of the differentials of the middle municipal quotations compared with the middle provincial quotations (source: OMI, 2015)

Upon analyzing the distribution of the prices of the residential segment in the Metropolitan City of Naples (subdivided by the Territorial Agency into eight macro areas, see Fig.1), despite the gap in the quotations among some specific sites, the polycentric urban development is confirmed, as in other metropolitan cities (Molignoni E., Dondi dall'Orologio L., 2011), with the urban hierarchy being weaker than in the past. In this metropolitan context, it is possible to read new patterns of centrality. For example, only considering the distance between the residential prices of the municipality of Naples and that in the external towns, it is possible to recognize a “city effect” distributed on all the metropolitan territory, with some specific differences.

With reference to the macro areas outside the perimeter of the city of Naples, beyond the macro areas of Flegrea and penisola Sorrentina, specifically that near the two occidental and oriental costal peripheries (see Fig.1, the

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