Antonio Laurìa, Francesco Alberti, Pietro Matracchi, Gabriele Paolinelli

Enhancing cultural and natural heritage as a lever for the regeneration of rural areas

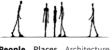
The village of Bënjë, Southern Albania, as a case study



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The village of Bënjë, Southern Albania, as a case study

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The *People_Places_Architecture* book series aims to provide a dialogue space for scholars mindful of social and environmental responsibility in the process of creating *spaces for interaction*.

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Antonio Laurìa, Francesco Alberti, Pietro Matracchi and Gabriele Paolinelli, Firenze, September 2024.



Early elements for a Lëngarica River Greenway

Gabriele Paolinelli

Abstract: The study described in the previous chapters highlighted the importance of effective forms of widespread protection and enhancement of natural and cultural landscape features. The concomitant process of establishing the Vjosa Wild River National Park in accordance with the international classification of protected areas of the International Union for Conservation of Nature (IUCN) has further raised the perception of the usefulness of a systemic strategy for the conservation and enhancement of the landscapes of the Vjosa River Basin. In this respect, the chapter examines the topic of greenways through the case study of the lower Lëngarica River Valley. The development of greenways can contribute to the pursuit of sustainability and the landscapes of the Vjosa basin have natural and cultural identities that can be protected and enhanced through them. A preliminary study on the Lower Lëngarica Valley highlights its potential from this point of view.

5.1 Greenways as a resource for sustainability

Greenways are a strategic and management-related project category aimed at promoting and developing forms of recreation and tourism based on the priority of protecting the natural and cultural characteristics of landscapes. As such, they are now clearly contextualised within sustainability policies and actions.

«Charles Little credits the late William H. White, a prominent environmental writer, who invented and used the term greenways in his 1959 monograph entitled, *Securing Open Space for Urban America*, published by the Urban Land Institute. During the 1980s, there were two additional important events which significantly helped the spread of the greenway movement. The first event was a recommendation made by the US President's Commission on American Outdoors Report [...]. The second important event was the publishing of Charles Little's seminal book, *Greenways for America* [...].» (Fabos, 2004: 328-329).

After a brief incubation phase in North America, where they originated, since the 1990s the concepts, theories and experiences relating to greenways have also spread to Europe. Their design is supported by scientific knowledge, but it can also be understood by the general public and expresses strategic values in the pursuit of multiple objectives. A further factor in the spatial effectiveness of greenways is the fact that the resources and their enhancement areas are not dispersed in isolation in the territories but are included within extensive networks made up of corridors and wider areas and linked by slow mobility routes (Ahern, 2002).

- «The word greenway connotes two separated images: green suggests natural amenities
- forests, riverbanks, wild-life; way implies a route or path. Put them together and they

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describe a vision of natural corridors crisscrossing a landscape that has been otherwise transformed by development.» (Flink & Searns, 1993: XV).

The application of the greenway category to areas of ancient civilisation, such as those of southern Europe, in particular, ensures that the amenities to be protected and enhanced are cultural as well as natural, and common as well as exceptional. These aspects were also evident in the case of the path studied in this research.

In this sense, it is important to consider how the effective promotion and sustainable use of landscapes can result in indirect forms of the protection of their natural and cultural characteristics through processes that induce the individual and social promotion of cultural heritage.

Greenways, moreover, are a category geared towards spatial integration that also focuses on areas of increased anthropic pressure, where they fulfil the twofold function of providing accessible open spaces for recreational use and protecting and reinforcing residual natural and cultural resources (Flink & Searns, 1993). In this sense, greenways can be seen as a strategic and management complement to protected natural areas such as parks and reserves.

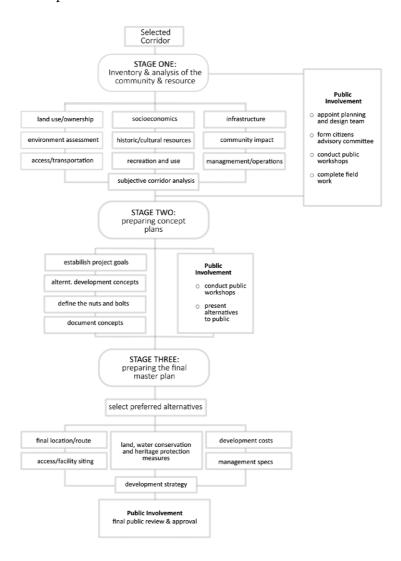


Figure 5.1 – Example of a greenway design process.

Planning and design for the activation and management of greenways also promotes the generation of local forms of economy that can complement existing ones and, in some cases, evolve them. [Fig. 5.1] In fact, greenways have significant territorial marketing potential, in that they can leverage the promotion of local identities in broad, regional, national and international contexts.

Generally speaking, the protection and enhancement of landscapes require systemic strategies and actions that are not just restricted to precepts, nor limited to entities of extraordinary value. Regulatory requirements must be combined with moral suasion methods aimed at various types of actors and stakeholders (institutional, economic and social, local and other). The effectiveness of the protection of natural and cultural excellences also depends on the care of the landscapes to which they belong.

Ecological networks are systemic sets of reference indicators for the landscape planning and design of general and sectoral spatial policies. In common with greenways, they have a widespread spatial configuration. Ecological corridors and core-areas are immersed in matrices that are to some degree ecologically favourable for the conservation of plant and animal biodiversity. By analogy, greenways allow for the dissemination of sustainable human forms of resource use and landscape enjoyment in territories. So, it is also possible to indirectly support areas that play a pre-eminently nature conservation role.¹

A recent study on the municipal territory of Azambuja, in the Lisbon metropolitan area, is indicative of the distinct nature of such an approach. This experience clearly shows that routes – as material infrastructures – and itineraries – as immaterial narrative proposals – are the functional framework on which a greenway strategy sets the vision of the use of the places and landscapes of the territory it is intended to enhance.

«A balanced landscape will increase the value of the greenways and in return, the routes can develop activities, such as nature tourism, environmental education that will promote landscape sustainability and stimulate social, economic and ecological dynamics. The [...] holistic design of greenways can help to improve landscape conditions and contribute to sustainable landscape planning and generally encourage more sustainable development, with concomitant economic, social and environmental benefits.» (Pena et al., 2010: 982).

Remaining in Southern Europe, for greater relevance to the context under analysis, two Italian cases still illustrate the specificities and potential of a landscape-based design approach to greenways: the "Lambro River Valley Greenways System" (Toccolini *et al.*, 2006) and the "Greenways of Pavia" (Ziman Scudo, 2006).

According to the European Greenway Association, greenways are «ways dedicated to cyclists and pedestrians, in cities and in the countryside, routes developed for recreational purposes and/or for undertaking daily trips» (EGA, 2000: 13). According to both Ahern (1995) and Fabos (1995), Ziman Scudo proposes instead to consider a conceptually more complex definition.

According to IUCN protected area categories adopted in 1994 and article V of the revised African Convention on the Conservation of Nature and Natural Resources 2003, a "Conservation Area" is «(...) designated and managed mainly or wholly for one of the following purposes: i) Science or wilderness protection (Strict Nature Reserve/Wilderness Areas); ii) Ecosystem protection and recreation (National Parks); iii) Conservation of specific natural features (National Monuments); iv) Conservation through management interventions (Habitat/Species Management Areas); v) Landscape/seascape conservation and re-creation (Protected Landscapes/Seascapes); vi) The sustainable use of natural ecosystems (Managed Resource Protected Areas).» (Dillon, 2004:17). The Vjosa protection has been implemented in Albania under National Parks Category II.

«It is understood as a multipurpose, ecological, cultural and recreational network of linear elements, based on resource planning and compatible with sustainable land use (...). The differences between this approach and others in Italy derive from the differences between the basic concepts. Most existing paths and trails are single purpose, dealing basically with transportation. These new greenways on the other hand are multifunctional and are based on the study and management of resources of the entire landscape context. The trails are perceived as connective elements between people, places and resources and are being chosen as part of a larger scope of reclamation, protection and rediscovery of neglected natural and cultural features.» (Ziman Scudo, 2006: 132).

This approach, consistent with the original conception of greenways, avoids their improper reduction to routes, which, although essential, are to be understood more as means rather than ends. Greenways are rather understood as strategies to promote land-scape-based tourism-recreational policies. As such, they allow for the 'integration' of land-scapes into processes for their conception and into interventions for their implementation. The integration of landscape into policies is a cardinal objective on which the Council of Europe Landscape Convention (EC, 2000, 2016, point 5.d) commits the signatory states to an approach that is essential but still not sufficiently widespread and practised.

Among the policies that influence landscapes, tourism-recreation policies are less relevant economically and financially speaking than energy, agriculture, settlement and infrastructure policies. Tourism-recreational activities, however, tend to affect vulnerable contexts constituting essential factors that generate demand for use and whose interpretation is therefore crucial to generate sustainable responses.

The social and economic models that greenways are intended to promote are bottom-up, based on the involvement of populations and social and economic players in development processes, from the preliminary conception phases through to executive management. Both the particular economic complementarities with respect to conventional forms of production and service activities depend on this profile, as do the possibilities of effective protection of the natural and cultural characteristics of landscapes, based on the aforementioned socio-cultural processes of effective promoting of cultural heritage.

5.2 Some basic reasons supporting the appropriateness of developing a network of Vjosa Greenways

The scale relevance of the landscape concept of a network of Vjosa Greenways could support strategic initiatives of international standing and the consequent access to financial instruments not available in local operating contexts. They should aim to activate local socio-economic forms of tourism and recreation other than 'business as usual'. The risks associated with the latter, to which the Albanian territory is also exposed due to the growing tourist demand, are indeed intuitable.

As mentioned in § 1.2, the Vjosa Wild River National Park (Greca *et al.*, 2022) will enable the implementation of strategies and actions to protect the river ecosystems of the main course and those of the tributaries included in the perimeter. This initiative, in accordance with the IUCN classification of protected areas,² combines, with the spatial

"National park" is protection category II as defined by the IUCN World Commission on Protected Areas. According to this classification, national parks «[...] are large natural or near natural areas set aside to protect large-scale ecological processes, along with the complement of species and ecosystems characteristic of the area, which also provide a foundation for environmentally and culturally compatible spiritual, scientific, educational, recreational and visitor opportunities.» See < https://portals.iucn.org/library/sites/library/files/documents/pag-021.pdf >, p. 16 (2024-01-27).

identification of the river ecosystems it aims to protect as core zones, the identification and regulation of buffer-zones³ with respect to neighbouring territories with ordinary governance regimes (Greca *et al.*, 2022).

The spatial arrangement of the national park is in itself logical in scientific and technical terms and appropriate in political and administrative terms, since it expresses levels of protection that cannot easily be extended much beyond what is defined. However, consideration must be given to the needs and opportunities to implement good management practices also in parts of the territory outside of the national park that have remarkable landscape qualities and include other watercourses in the Vjosa Basin and are therefore part of its systemic nature. For example, in the Lower Lëngarica Valley, the perimeter of the Vjosa National Park excludes areas of land that have until now maintained significant integrity with respect to the effects of production, settlement and infrastructure factors that have been found to be responsible for significant alterations elsewhere. In this quadrant of the municipality of Përmet, however, there are extensive conservation areas included in the Bredhi i Hotovës - Dangëlli National Park, within the scope of whose management it is also possible to integrate effective strategies and actions for the conservation and enhancement of historical-archaeological and scenic-panoramic features as well as natural and ecological ones. Although these conditions are also common to other protected parts of the Albanian territory of the Vjosa catchment area, for many tens of kilometres of the length of the river in the main valley floor, the national park areas are adjacent to territories under ordinary governance (Greca et al., 2022: 12, Fig. 3). In such cases, any lack of effective conservation and enhancement policies for the valley landscape would not only limit the development of the social and economic potential associated with the resources and policies of the national park, but would probably also produce external factors of disturbance, damage and therefore impoverish the natural and ecological features it is intended to protect and enhance.

It is therefore necessary to envisage and promote the spread and normalisation of forms of cohabitation, in order to integrate the social and economic connotations of human populations with the characteristics of ecosystems, and not only the protected, highly natural ones, but also the more anthropised ones related to the former. In such a context where there are both instances and opportunities, the effectiveness potential of greenways can be developed by assuming in explicit and concrete terms that recreational and tourist infrastructure for slow mobility is in no way the end of the strategies and actions being devised, but rather the main means of implementing them.

5.3 The lower course of the Lëngarica River as a pilot case study

The Lëngarica Valley is a significant sample representing part of the landscapes of the Vjosa River Basin and the Bredhi i Hotovës - Dangëlli National Park.

As part of the research documented in this book, after an initial survey in the late spring of 2021, a field survey was conducted in February 2022 in the Lower Lëngarica Valley, from the mouth of the Vjosa near Petran, up the hydrographic right to the mouth of the canyon at Kadiu Bridge. ⁴ These locations represent two primary thresholds of the possible local vision of a greenway connecting the main valley channel of the Vjosa River and the site of natural, historical, archaeological and scenic interest between the Ottoman bridge and the canyon.

- ³ «A buffer zone in an «[...] area around a core protected area that is managed to help maintain protected area values» See < https://portals.iucn.org/library/sites/library/files/documents/pag-021.pdf >, p. 55 (2024-01-27).
- ⁴ This second activity was carried out during a residential workshop that the author coordinated in Përmet from 15-18 February 2022, as part of the Landscape Architecture Course 2021-2022 of the fifth year of the Master's Degree in Architecture at the Our Lady of Good Counsel Catholic University of Tiranë.

The mouth of the Lëngarica acts as a node in a potential network of Vjosa Greenways. In such a vision, the area of the thermal baths and the Kadiu Bridge would take on the role of the side valley terminal of the network, which would also include connections with the paths and open trails that complete the potential offer of landscape enjoyment and enable the reactivation and actualisation of historical relations. The following could branch off from the area: (1) the path to Bënjë, on the hydrographic right, useful for promoting the material and immaterial renovation of the village (see §. 3.1; Chapters 4 and 6), (2) access to the top of the canyon via the forest road on the hydrographical left, and (3) access to the bottom of the canyon itself via the riverbed. The first option would be accessible on foot; the second on foot, by bicycle and on horseback or donkey/mule; the third only by water or on foot, with greater limitations due to the marked irregularity of the river bed and the variability of the river flow.

In the absence of a network of valley greenways, the availability of such routes could, however, have critical effects due to an insufficiently systemic infrastructure strategy. In fact, it would encourage the use of private vehicles, which is in itself far too entrenched in the lifestyles of residents and tourists, as well as in development choices and interventions. Moreover, it would exclude a large part of the valley landscape from the 'slow' enjoyment capable of enhancing its recreational and tourist potential and thereby reduce the concentration of anthropic pressure on the area with the greatest tourist attraction.

Both the first and the second surveys showed that the river has a moderate water outflow compared to what has built up over time in the riverbeds during moderate flows and flooding. [Fig. 5.2] This can reasonably also be attributed to the increasing duration and intensity of drought periods and the spread of increased aridity in ecosystems, even in landscapes known for the richness of their waters. In floodplain areas, the consolidation of reduced flows and periods of increased runoff can give rise to ecological successions that develop riparian plant formations, producing new biological and scenic richness. [Fig. 5.3]. In the case under examination, however, the reduction in the water flow can also be directly attributed to the hydraulic dikes for hydroelectric collection built upstream of the river (see § 1.2.2), which are also responsible for ecosystem alterations.



Figure 5.2 – Example of latewinter (February 2022) surface water flow conditions of the Lëngarica River in relation to the width of the hydraulic corridor.



Figure 5.3 – The development of riparian vegetation in a right-hand floodplain of the Lëngarica River (February 2022) indicates on the one hand the limited occupation by reduced water runoff and on the other hand the self-regeneration potential of ecosystems.

It is however essential for two conditions to occur: (1) that the management of the water resource preserves at least the river's ecological flow throughout the year, and (2) that all areas pertaining to the river are firmly and effectively protected from any settlement, infrastructural or productive transformation, including forestry or agriculture. In fact, although the water flow tends to be reduced in active riverbeds with sections of only a few metres, the considerable overall width of the riverbed gives the river resilience properties that it would not have with a straightened and narrowed course within a canal-shaped corridor. This allows the watercourse to move and continue its evolution under safe hydraulic conditions, limiting the vulnerability of agricultural crops, settlements and infrastructure. The river, however, does not require artificial embankments, as it has mostly marked incisions in the riverbed, and retains an appreciable naturalness in its functioning and therefore also in its appearance. [Fig. 5.4]

The prevalence of sub-vertical river banks is due to alluvial sediment collapses caused by hydraulic erosion or the outcropping geological structure. This characteristic generates a barrier effect that renders large parts of the riverbed inaccessible to people, fostering the biological plant and animal enrichment of ecosystems. In the adaptive perspective of greenways and in general for the landscape design culture, the tourist-recreational enhancement of this structural aspect of the landscape is sustainable in terms of indirect visual enjoyment, through the widespread and significant scenic opportunities present. This type of choice should not be contextualised at the scale of individual open spaces, but rather at the scale of the larger mosaics that a greenway comprises. In such contexts, it is possible to identify suitable structural features to organise access to the riverbeds with routes that encourage different uses of the watercourse.

The energy of the typical profile of mountain formations constitutes a scenic, as well as ecological, feature of the landscape. It encompasses the lower mountains in the

main tributary valley of the Lëngarica and the side valleys of the same sub-basin, and is dominated by the Nemërçka Mountain Range, which bounds the hydrographic right of the Vjosa with mighty and extremely steep spurs. [Fig. 5.5]



Figure 5.4 –
Erosion of
alluvial terraces
and incision of
the Lëngarica
riverbed with a
lateral outcrop of
substrate.



Figure 5.5 –
The lower course
of the Lëngarica
River, taken
downstream, a few
kilometres from
its mouth in the
Vjosa River, with
the Nemërçka
Mountain
Range on the
hydrographic left of
the main valley.



Figure 5.6 – The road up the Lëngarica on the hydrographic right of the valley to the Kadiu Bridge thermal bath area.

The roadway along the lower right slope of the Lëngarica connects with the Vjosa Valley, [Fig. 5.6] has excellent morphological congruity with the natural characteristics of the profile and carries a low and decidedly discontinuous vehicular load due to the absence of densely inhabited settlements and productive or recreational activities with a considerable influx of people. The road, with its attractive views of extensive stretches of the valley, affords widespread visual enjoyment of the river, potentially benefiting people who may find it difficult to use paths along the banks or in the riverbed. In addition, the road would still provide continuity to the routes in sections where the areas close to the river banks cannot be used due to morphological constraints or the improper fencing of agricultural land.

The road has a common asphalt pavement which, especially during a start-up phase, would be compatible with integration into the route network of a greenway. In the case of redevelopment work, stabilised earth paving could be created, which can make walking more pleasant as well as reduce the volume and speed of rainwater runoff flowing into drainage networks that are no longer widely managed by agricultural activities, if not entirely absent. In relation to this aspect, there are disused concrete hydraulic-agricultural channels in the vicinity of some stretches of river banks, with consequent internal and induced degradation. [Fig. 5.7] This infrastructural network could be converted into country trails without disturbing the desirable initiatives for the revival and innovation of productive agricultural activities, which the greenway itself would help to promote and support with tourism-recreational activities.



Figure 5.7 – A section of disused hydraulicagricultural canalisation in the alluvial terraces on the hydrographical right of the Lëngarica.

As mentioned above, farmland fences taken right up to the edge of the riverbank were found in several places. [Fig. 5.8] They create intentional interruptions in practicability which compromise the usability of the countryside plan in the area adjacent to the riverbed. A buffer corridor to the side of this would allow for more widespread public enjoyment of the river and would foster the monitoring and management of its riparian ecosystems. To this end, it would not be necessary to do away with extensive areas for agro-sylvo-pastoral uses. Even with a 10-15 m strip, it would be possible to create a safe path, accessible also to maintenance and rescue vehicles, with a field hedge made up of an uneven-aged and multi-species vegetation composition to separate it from private land, and a multi-species herbaceous strip away from the riverbank edge to protect it from the escarpments. [Fig. 5.9] This work would have a very favourable cost-benefit ratio as it would bring biological and scenic enrichment with insignificant construction and maintenance costs, protect both private agricultural and public riverine spaces, and allow the compatible enjoyment of both.

According to what has also been considered in previous chapters, the Lëngarica also features a rich temporal stratification of evidence of human history related to it. The prehistoric caves, the Ottoman bridge, the 19th-century mill, the hydraulic-agricultural structure of the crops of the river terraces on the valley floor, the valley floor road, the military posts and the 20th-century agrarian irrigation network, the hydroelectric plants and the more recent recreational facilities, all constitute a set of indications of the relations that people have established with the watercourse. Their effective cultural narrative could highlight their value with recreational social benefits and economic opportunities linked to the development of cultural tourism.

Between the confluence of the Lëngarica and the Vjosa in Petran [Fig. 5.10a] and the thermal area a few kilometres upstream [Fig. 5.11f], the route is made attractive by numerous opportunities to enjoy the river landscape. Its sensitive recreational and tourist enhancement has two non-negligible advantages in that it would make it pos-



Figure 5.8 – An example of an improper interruption of the practicability of the edge of the right bank of the Lëngarica.

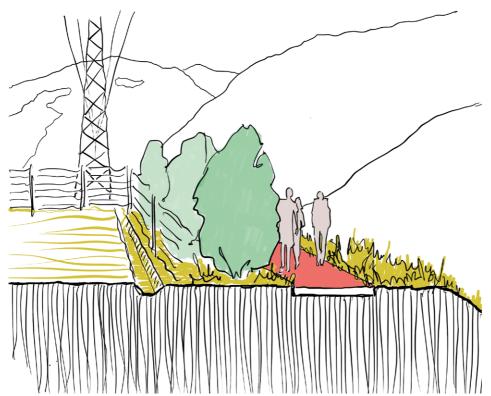


Figure 5.9 – Proposal for the practicability of the right bank of the Lëngarica and the protection of neighbouring agricultural crops.

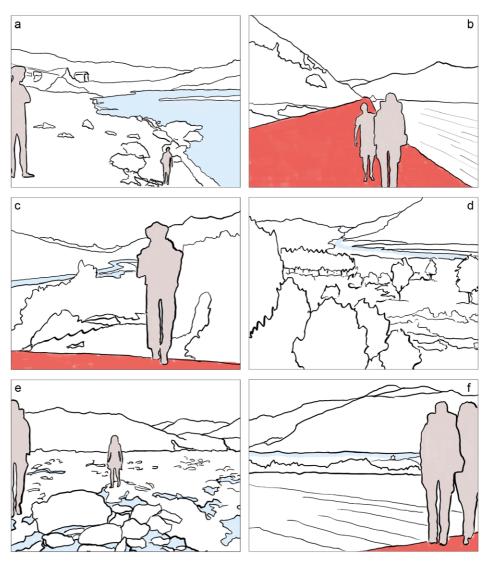


Figure 5.10 –
Design suggestions
for the greenway
of the Lower
Lëngarica Valley
in the first section
upstream of the
mouth of the Vjosa
in Petran.

sible to better understand the natural and cultural landmarks in their context and reduce the concentration of anthropic visitor pressure on them.

The valley floor road on the hydrographic right can play the role of a primary route [Figs. 5.10b, 5.11b, 5.11d] from which secondary ones branch off approaching the river. This is based on three main indications: (1) the road has very low frequencies and numbers of vehicles passing, (2) it has an elevation pattern with slopes that are not too testing for pedestrians and cyclists, and (3) it offers widespread scenic opportunities. [Figs. 5.10c, 5.10d, 5.10f, 5.11a, 5.11d] At the same time, this has two main advantages: the economy of financial resources inherent in the compatible use of an existing route is combined with that of environmental resources. The latter is equally relevant when considering how questionable the construction of new routes for tourism and recreational purposes can be when there are opportunities to use or restore compatible existing situations. The issue of compatibility is, on the other hand, a decisive variable: this very hypothesis, for example, would be completely impractical along the valley floor road bordering the Vjosa between Petran and Përmet, where the greenway would inevita-

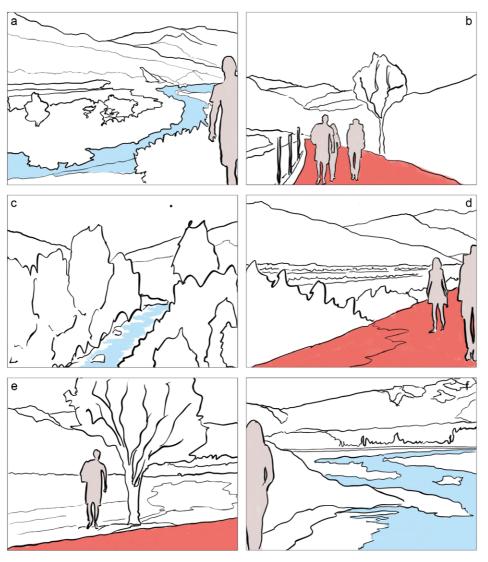


Figure 5.11 – Design suggestions for the greenway of the Lower Lëngarica Valley in the second section that passes the confluence of the Bënjë Stream Valley and reaches the thermal bath area.

bly require routes on its own roadway and whenever possible adequately separated and diverted to reduce the disturbance created by the much more intense vehicular flow.

However, some of the works have incongruous locations and characteristics, for instance the recently constructed bridge just downstream from the Ottoman bridge, the riparian and service facilities in the thermal baths area, the accommodation facilities at the end of the road on the hydrographic right near the thermal baths area, the ruins of a 20th-century building constructed on the riverbed, and a recently constructed power plant, also constructed on the riverbed a few hundred metres upstream of where the Lëngarica flows into the Vjosa. Nevertheless, in the survey conducted, the locations investigated were found to have significant overall potential with respect to the hypothesis of a greenway.

Ideally continuing along the greenway of the lower Lëngarica Valley, there are pleasant rural paths that could also be considered as potential side branches connecting the road with the river, which in some places also lead to its broad floodplains and the low-lying river bed [Figs. 5.10e, 5.11f]. Going up the Lëngarica, the main route intersects the Bënjë Stream just upstream of its confluence with the river [Fig. 5.11c] and then reaches the node [Fig. 5.11e]



Figure 5.12 – Rest area along the valley floor road, with one of the routes that leads to the river only a short distance

from which the path could connect the village of the same name with the highly attractive tourist-recreational complex consisting of the unique ensemble of the Ottoman bridge and prehistoric caves, which are related to the river and have exceptional cultural value, and the at the intersection thermal springs and the canyon, with their natural value.

Lastly, the case study highlights two distinct features for the protection and entransversal rural hancement of the landscapes. The first depends on the fact that greenways, designed and managed for broad enjoyment, influence the social perceptions of landscapes by contributing to the cultural construction of awareness of their values. The more extensive the resulting promotion of cultural heritage, with respect to both residents and tourists, the more local communities have a real chance of expressing effective policies and actions to counter the consumption and depletion of the natural and cultural resources on which they can base the sustainability of their own futures. This enables local communities to exercise active forms of protection that do not replace the superordinate state ones but are synergistic with them. The second distinct feature concerns the nature of the formation process typical of greenways, in which the weight of the design of works is generally subordinated to that of the identification and correlation of the resources to be protected and enhanced through forms of conscious use. Thus, interchange areas with vehicular mobility, soft mobility routes, rest areas and service areas constitute a structural and infrastructural provision that can be achieved by utilising and restoring existing situations and networking them through a measured plan of interventions carried out from scratch. Bringing existing things back to life is a typical opportunity through which to offer visitors experiences with a magical aspect that can make a difference in the sentimental hold places have over people, even when such places are small. [Fig. 5.12]

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Chapter 2

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- Figg. 3.37-38 From "The Diaspora as a Resource for the Knowledge, Preservation and Enhancement of the Lesser-Known Cultural Sites in Albania" research project.
- Fig. 3.39 (Above) From https://it.m.wikipedia.org/wiki/File:Golik_Bridge,_Albania_2018_01.jpg (Bottom) From https://it.wikipedia.org/wiki/Ponte_di_Mes.

Chapter 5

Fig. 5.1 Reworked by Eni Nurihana from Flink & Searns, 1993.

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The Florence Accessibility Lab



The Florence Accessibility Lab (FAL) is an Interdepartmental Research Unit created in 2013 following more than two decades of research into environmental accessibility and social inclusion (see https://www.dida.unifi.it/vp-136-fal.html).

The main goals of the Florence Accessibility Lab are to define, consolidate and promote a new design culture that considers environmental accessibility a great collective resource for human autonomy and well-being in order to make local communities more dynamic, safe and cohesive, exploiting architectural and landscape heritage, as well as for the development of advanced technologies for people. In short, for "Human Development", as intended by the *United Nation Development Programme*.

The cultural framework of the Florence Accessibility Lab is based on the central role of the human being in habitat transformation processes and on the need for those processes to be guided by in-depth knowledge of socio-economic dynamics and a caring attitude to commons.

The Research Unit takes an interdisciplinary approach to its research and works in a wide range of applied fields: cultural heritage, regeneration of less favoured areas, sustainable tourism, urban security and quality, urban mobility, street furniture, playground, housing adaptation, public buildings. The Florence Accessibility Lab also promotes and organises several kinds of advanced education projects (training and refresher courses, workshops, seminars, summer schools, Master's courses, etc.).

Since its creation, the Florence Accessibility Lab has hosted Italian and foreign scholars, Ph.D candidates and graduate students, all sharing a research interest in accessibility and disability. At present, the Research Unit is composed of about thirty professors from the University of Florence, belonging to the departments of Architecture (DIDA), Industrial Engineering (DIEF), Economics and Management (DISEI), Political and Social Sciences (DSPS), and Education, Languages, Interculture, Literatures and Psychology (FORLILPSI), and various other research fellows, contributors and consultants from both Italy and abroad.

The Florence Accessibility Lab was the defining model for other accessibility labs created in several Italian universities.

PEOPLE_PLACES_ARCHITECTURE

Antonio Laurìa, Luigi Vessella, Small Forgotten Places in the Heart of Cities. On the residuality of public spaces in historical contexts: Florence as a case study, 2021

Antonio Laurìa, Francesco Alberti, Pietro Matracchi, Gabriele Paolinelli, Enhancing cultural and natural heritage as a lever for the regeneration of rural areas. The village of Bënjë, Southern Albania, as a case study, 2024

OPERA PRIMA

Luigi Cappelli, La fruizione inclusiva nel progetto di restauro: il caso degli anfiteatri romani. Percorsi di conoscenza e indirizzi metodologici, Opera prima, 2023



This book presents the results of research carried out by a work team from the Department of Architecture of the University of Florence, promoted and funded by the Italian Agency for Development Cooperation in the Western Balkans (Tiranë). It focuses on Bënjë, a rural village in the municipality of Përmet, southern Albania. Bënjë is studied and described in relation to the surrounding territory of the upper Vjosa Valley, of the hightest landscape value. The research defines a strategy of small interventions aimed at enhancing, in the most respectful way, the natural, architectural and social resources of the area as a lever for a process of sustainable and socially inclusive development, proposing an approach to the revitalisation of rural areas that can be replicated in other similar contexts.

Antonio Laurìa is an architect and a full professor of Technological and environmental design of architecture at the University of Florence's Architecture Department. He is the founder and scientific coordinator of the Florence Accessibility Lab and editor-in-chief of the People_Places_Architecture book series. His research interests are in the field of person-environment interaction in architecture.

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