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HERITAGE AND SUSTAINABLE DEVELOPMENT

Edited by

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Foreword

Heritage 2010, 2nd International Conference on Heritage and Sustainable Development established a state of the art event regarding the relationships between forms and kinds of heritage and the framework of sustainable development concepts. Environment, economics, society and culture, the four dimensions of sustainable development, are brought here to define a singular approach on how to deal and go beyond the traditional aspects of heritage preservation and safeguarding.

On our today's world, heritage is no longer just a memory or a cultural reference, or even a place or an object. Heritage is moving towards broader and wider scenarios, where it becomes often the driven forces for commerce, business, leisure and politics. Nowadays, sustainable development was brought much forward than the concept expressed in the book "Our Common Future", commonly known as "The Brundtland Report". The role of culture and social aspects enlarged the initial statement where environment and economics took the main role, guiding the earliest research on sustainable development.

In such a global context, heritage becomes one of the key aspects for the enlargement of sustainable development concepts. Heritage is often seen through its cultural definition. However, sustainable development brings heritage concepts to another dimension, as it establishes profound relationships with economics, environment, and social aspects. Actually, heritage preservation and safeguarding is facing new and complex problems. Degradation of Heritage sites is not any more just a result of materials ageing or environmental actions. Factors such as global and local pollution, climate change, poverty, religion, tourism, commerce, ideologies, war, are now in the cutting edge for the emerging of new approaches, concerns and visions about heritage. Thus, "Heritage 2010 – Heritage and Sustainable Development" was proposed to be a global view on how heritage is being contextualized in relation with the four dimensions of sustainable development. What has been done in terms of research, future directions, methodologies, working tools and other significant aspects of both theoretical and field approaches were the aims of this International Conference. Furthermore, heritage governance and education were brought into discussion as the key factors for enlightenment of future global strategies for heritage preservation and safeguarding.

We would like to express our gratefulness to all members of the Scientific Committee who contributed to the scientific quality of this event.

We would also like to thank all sponsors who joined this event and helped in many different ways.

Finally, we want to especially thank the patronage of the Câmara Municipal de Évora.

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Developing urban heritage through the experience of Piazza Garibaldi in Naples

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ABSTRACT: Conceiving heritage as the shared framework among individuals and groups, the paper deals with protection and promotion strategies aimed to create new formes of dialogue between communities. The paper takes into account the urban area of Corso Garibaldi in Naples where in 1839 was realized the first railway station in Europe connecting the ancient Porta Nolana to the royal palace at Portici. Several transformation processes occourred to the travellers' building, have been wiping out, due to decay phenomena and abandon, the inner qualities of the site that has still saved its mobility vocation of crucial crossroads in the transport system, with the nearby Garibaldi Square and the Circumvesuviana Station. The study carries out how, starting from the old layout of the site, it is now possible to transpose the past system of values into a new one where contemporary social requirements are accomplished.

With the help of charters, agreements and statements, the international scientific community has been recognizing to heritage, throughout the last thirty years, the role of witness to memory and identity, linking it with communities' quality of life. Built and unbuilt environment has been gradually taken into account for its attitudes in carrying important meanings from one generation to the next, and its contributes in serving as repository of cultural meanings.

According to a transdisciplinary approach, the paper introduces the conservation of the built elements of the ancient ticket-office still remaining (a window hided behind greenery), as the reproposition of a built mark, testifying heritage uniqueness throughout a complex net of material and immaterial relations.

Such an effort is to return the building and its context to the role of attracting and propelling development by aggregating communities, societies and institution across the time and across settlement changes.

Introducing design solutions, the research matches the mobility vocation of the area with the aim of saving past values and cultural meanings, transforming the ancient railway station into an harmonisation driver of social cohesion, catalysts for sustainable development.

Starting from the acknowledgement of deficiencies and constraints, the main objectives are defined for the design in order to the rehabilitation of the front widening, the improvement of accessibility and the rationalization in planning functions and services.

1 THE TRANSCAL DIMENSION OF THE RELATIONSHIP BETWEEN STATION, RAILWAY AND CITY   *D. DIANO*

1.1 *The relation between the railway station and the territory in the mobility project*

The railway network has strongly contributed to shape the territory, by identifying and contributing to the development of urban activities. From early works dating from the early decades of the nineteenth century, the presence of the railroad led to substantial impacts on settlement systems in terms of physical, social, economic change.

Relations between the railway network, station and city have been scientifically explored since the nineties of last century. Studies and research have led to the determination of criteria for analyzing processes of "territorialization" (Nikamp and Blas, 1994) on iron transport networks on the dynamics of transformation and growth of cities. In particular, the international scientific community recognized a condition of reciprocity between evolution of the rail transport system and the urban system.

The development of railway in the early nineteenth century, creates connections between mining places, manufacturing and trade places; a radical renewal affects the economic and productive system, it helps the opening of new commercial markets and the creation of connective systems between agricultural economics, industrial economies and international markets; the conditions for the beginning of a modern capitalist economy have been founded.

The new means of transport gives an extraordinary impetus to the development of the modern city; it sets a new land; it encourages the phenomenon of urbanization with the creation of new towns in the vicinity of stations.

The station is the contact point between railway and urban system, it re-establishes a link between sites upstream and downstream of the rail yard. The complexity and uniqueness of places down the web of relations between the railway station and the city; they depend on the characteristics of the settlement context and on the line characteristics.

From a holding area only protected by a roof on an open square of first implementations, the requirements for the security, control and welfare of passengers, transformed the station by identifying a succession of spaces. It becomes a carrier of urban development and it generates new lines of connection.

At the end of nineteenth century a gradual evolution of "architectures for transit" is firstly marked by expanding operations and then by demolition and reconstruction. The passengers building of the major Italian and European cities is defined by a new organization of spaces and functions.

The search of grandeur and monumentality turns the railway station into the city gate; it reflects a structural ambiguity resulting from the need to balance the transport needs of engineering with the needs of symbolic and formal nature of a public building.

In the first decades of the twentieth century, the Modern Movement spoke about the design of the station, by defining architectural construction jointly with new displacement for the characterization of interior spaces.

Sectorial approaches are aimed at managing conflicts between episodes of urban growth and the physical limit set by the rail network, the city physically grows and transform itself, it also invests areas beyond the railway and the station; barrier effects born in the urban area together with closing effects in socio-economic area for the creation of residual and marginal areas.

Since the second post-war the structure and organization of forms of settlement change, the growth and the population distribution vary, the demand for mobility changes due to a different distribution of activities assets on the territory.

Phenomena of a new and different use of rail infrastructure occur which highlight the rigidity of the rail system and the flexibility and speed of road transportation in respect of new or different needs. Financial crisis invest rail services companies and it produces degradation of infrastructure.

The adoption of restructuring policies concern the closure and removal of some lines, including installations for freight, the demolition or reuse of the passenger building, the economic valorisation of new cleared areas by new businesses, the increase of fares and reduction of surplus staff.

A biunique relationship characterizes the dynamics of decay of the rail network and of the built environment. The station and the area of urban influence are part of the same complex re-

ality; the creation of degradation and obsolescence of the rail network produces a more complex condition of degradation which compromises the necessary conditions of safety. The obsolescence of the rail system helps to speed/trigger processes of deterioration and obsolescence of the built fabric surrounding and neighbouring with phenomena of physical, social and economic marginalization.

The railway station is transformed into a trading point in the web of the traces; it is a system of crossing paths; it is a step in a set path, it is a place to stay away from, not sure, without interest, used by hurried and distracted consumers, a place of social exclusion.

Over the past twenty years in Italy and in Europe there is the disconnect between the actual settlement processes and rail capacity to influence the direction of development, the progressive impoverishment of network equipment and services, obsolescence of equipment.

A reversal characterizes urban growth and expansion, it does not follow the lines of the location of the rail network and stations and it prefers to support the road network development and the accessibility to the area by car.

The new spatial organization of urban areas, the expansion of spaces and the construction of new residential areas turn times and modes of mobility, increasing the length of routes, the costs for transport and affecting the choice of movement by car.

Enlargement design affect major train stations, they become containers of spaces for managing the multitude of people who arrives and departs in a frantic way, they are place for the rapid passage, for the provisional and ephemeral.

The effects of the domain of a car society invest the environment for the emission of exhaust gases, particles and for the land use policies and the economy for social costs. The crisis of this development model leads many countries to undertake political and strategic policies for sustainable mobility by limiting the use of vehicles on road and by encouraging rail transport systems.

A character of spatial discontinuity characterizes the rail system so that it is necessary to integrate the network infrastructure with other transport systems in order to reach efficiency and capillarity; the presence of the station, meeting point in the city, ensures the effectiveness of intermodality and interchange with other modes of transport.

The linkages and indissoluble relationships between transport system and localization of functions and urban activities shows how the exigencies of displacement depend on the organization and distribution of activities on the area and how the choices concerning the localization of functions are influenced by accessibility conditions.

The effect of development of railways encourage the establishment of businesses, service and accommodation in station areas.

Recently the processes of growth of metropolitan areas are characterized by increasing demand for mobility with requests for new rail infrastructures, for upgrading the existing ones to ensure high environmental quality in terms of sustainable mobility.

The city does not anymore grow physically but it is transformed by reusing the existing site and it takes the form of flows, the relationship between the mobility system and forms of urban organization.

The search for their new balance, necessary to give new life to the built environment, is based on a clever interplay of attractions and connections between the factors report.

The design and construction of high-speed rail lines are the tangible expression of the political infrastructure of many European governments. This operation has at the same time enabled to use existing equipment and infrastructure to enhance regional and metropolitan transport system; it has facilitated the opportunity to direct settlement processes of tissue growth and to trigger the recovery and redevelopment process of urban areas crossed by the railway, most suffering from degradation.

Today the station is a node transport network and a place of relations and of urban web; it challenges the intercultural dialogue and social interaction; it is a place of privileged access to city services; it is a lively pole of services and culture; it is a place of commerce spaces of quality; it is the catalyst pole for economies and expectations of a territory; it is a place for implementing the principle of social justice because it guarantees to all social classes fair access to tangible goods, services and equipment.

1.2 Policies for the development of mobility in the Campania Region

The adopting a polycentric model founded on the realization of a urban centres network, the renewal of the system of connections and interactions between the activities space of man to encourage the emergence of new cultural and economic processes is the cultural prerequisite in urban policies of Campania Region.

The transposition of EU Directives on sustainable urban mobility, has allowed the municipal authorities of Naples to promote political and strategic actions to enhance life and environmental quality of those living in the metropolitan city.

The 53.8% of the regional population lies in Metropolitan area of Naples (2007-demographic balance Source ISTAT). The distribution of economic activities in the region presents a significant imbalance: the province of Naples absorbs 58% of employees and about 80% of these is located in the city of Naples. The 58% of generation/ attraction capacity of traffic is in the province of Naples, the 43% only in Naples.

The metropolitan area of Naples comes out as an incomplete polycentric system for the weak interconnection between infrastructure and of functions and an imbalance between centrality and attractiveness.

Processes of historical sedimentation of the Campania region led to accumulate a large infrastructural and urban

heritage and gave rise to a series of historical centrality with reduced accessibility and inefficient connections.

The uneven distribution of population, the concentration of economic activities, the disconnect between supply system operators and location of residences and businesses has influenced the choices towards transport by car ; it has produced an increasing tension between supply and demand for public transport infrastructure, a major impact on air quality, noise and energy consumption and ultimately the loss of the role of spatial organization of the railway.

This framework is the basic scenario for the definition of the Draft Regional Metro System adopted by the Transportation and Traffic of the region of Campania in 2000.

It aims to develop infrastructure system, transport services and rail existing networks, and to plan new activities and action to complete the unified and strategic networks design; it privileges the railway integrated with other means of transport, in order to increase the supply of mobility for residents in the region, including the recovery of rail routes traffic-free for national long distance. The project takes the value of integrated planning system for land-transport capacity of the rail network to influence the direction of territorial development with the objective of promoting growth, and at the same time urban regeneration through the recovery and revitalization of parts city suffering from degradation.

The consistency with transport policy and strategies in Europe (COM (2001) 370) and national (PGTL 2001), the need to meet mobility needs, the transfer of powers to the regions (Legislative Decree 422/1997 LR 3 / 2002) in planning and management of rail, make the Draft Regional Metro System an effective tool for creating a model of sustainable mobility.

This is the largest public works project in progress in Italy after high-speed rail.

Through the Regional Metro System in 2015 will undertake 170 km of new railway lines that will add up to an existing capacity of about 1,400 km of railways, 92 new railway stations, nodes of a network of urban centres for the presence of services and functions to the city, 28 new parking spaces and 21 new interchanges with other transport systems. It also will be worked on existing networks in order to correct the discontinuities of the system and to improve their accessibility; other intervention will be to rehabilitate existing stations in response to new needs expressed by a new concept of the station.

It is estimated that the population served by the Metro Region will grow by 36% due to greater accessibility to the area and that passengers who enjoy the extra-urban public transport will increase by 38% due to a higher level of satisfaction of services provided on the application mobility.

Redevelopment of the railway junction of Garibaldi Square in Naples fall into a complex system of urban transformations that involve the structure of the network of transportation system. The project of the architect Dominique Perrault involves the construction of a tunnel linking the city and the underground interchange node with the subway, with the Circumvesuviana network and with the High Speed terminal.

The area of the historic Naples-Portici station is part of the important crossroads of the metropolitan mobility but it is not affected by the underway project. The rehabilitation and the enhancement of the site are aimed at tracing the places of memory of an abandoned heritage of a railway line still in use, these actions are oriented to evaluate the eligibility requirements for new uses of the area in relation with new and / or different user needs.

2 CASE STUDY: THE NAPOLI –PORTICI STATION *P. DE JOANNA*

2.1 *Connotation of urban and architectural values*

The process of urban redevelopment of historic Naples-Portici station moves from the recognition of values that the settlement system possesses, these values constitute a composite multiscale and highly stratified in time.

It must first make a distinction between intrinsic values, that are inherent to the goods themselves and that are not necessarily recognized, and extrinsic values which reflect external factors of social, economic and cultural nature.

The identification of values in the area under study is the first step is the decision iter that leads to actions of protection and recovery of local identities in development processes.

The construction of the railway line Naples-Portici is not only the first in Europe but also the testimony of an advanced level of industrial development for the time, then it was for a long time one of the flagships of the development of southern Italian economy and this is its greatest meaning and that motivates the desire to preserve what are now only ruins, however, of little architectural merit but of great historical and iconographic significance for the city and its urban area. The place of settlement of the station of the new railroad was located near the Market Square outside the old Aragonese Wall, eastern outskirts of the city in the first half of the 800, in order to support the trading system with 'hinterland that was already established by diligence services (in A. Gamboni and P. Neri "Napoli-Portici, la prima ferrovia d'Italia - 1839", Fausto Fiorentino Editore, Napoli 1987).

The ancient path outside the walls, named ditch road (now Corso Garibaldi) on the edge of the swampy area of the Lavinaio neighbourhood (which was only reclaimed in 1884 after a cholera epidemic), receives a result of the construction of the railway line Napoli-Portici an imprint that triggs phenomena of exchange, trade and links with the Vesuvius area; so that it is marked a change in the role of urban east suburbs of the capital of the Kingdom and in its relation with the adjacent territory.

The recognition of these values leads us to set up the idea of conservation as a strategy of intervention aimed not only to preserve the existing heritage, but also to project it with continuity over time by adapting to changing patterns of use for ensuring renewal and resource availability.

The urban area of Corso Garibaldi has preserved over the centuries the value of interchange and connection in this urban area; the subsequent creation of the Central Station were here centralized (1866 and designed by Enrico Alvino) toghether with the first Circumvesuviana line Naples-Sarno Via Ottaviano (1891) and with the actual Circumvesuviana rail (1972 designed by Giulio de Luca). Now today it still remains the center of the city's rail links with the area; the configuration of Naples has retained the vocation of the East, perhaps because of orographic and urban geography, unlike other cities where urban development over time has led to dislodge the center of rail connections.

These considerations have guided the design approach to the issue of rehabilitation of the study area to develop an intervention strategy that promotes the processes of change in terms of exploitation of the capital towards the productivity of services. The objective is to preserve the cultural heritage and at the same time to exploit the potential productivity of benefits without causing depletion, hence the need to identify compatible uses with the nature of places. The intervention strategy was therefore oriented to promote compatible activities with the place vocation in order to sustain themselves, the concept of conservation in this business model is an evolution from static dimension of the protection of memory to a dynamic development of potential good.

2.2 *Weaknesses and potential expressed by the settlement system*

The definition of the objectives for the project starts from the knowledge of the values of the urban and historical memory of the building passengers dating back to nineteenth-century travelers, but it also takes into account the critical elements that conflict with the potential and have led to recognize in the project distinct areas of criticality:

- inhomogeneity belt basement of the activities
- degraded and abandoned ruins of the historic station
- lack of rest areas, overcrowding of the space in front of the Circumvesuviana
- traffic congestion and interference with the side entries and lack of space for parking
- hawker activities that impede the walkway
- inaccessibility to recreational areas
- lack of footpaths

The first look at the actual consistence of the Corso Garibaldi area and at the ruins of the old station seeks to discern the changes, the increases, the mutilation through which the original model has evolved over its life cycle and that are nevertheless a mirror of previous experience. This process is directed towards identifying and processing settlement and changes; it aims to understand the motivations that have produced historic moments.

The current state of the building presents a mixed picture of architectural events that we want to trace the evolutionary process with a view to recognition of those characters that make unique this settlement system.

Maintaining the identity of the urban system and the existing building must be meant as the will to ensure the genetic code of this area but at the same time as identification of potential development, in protecting the good.

The project starts from the awareness that the survival of the railway hub on the site, together with the exploitation of these historical ruins, constitute a potential resource for meeting the changing needs and at the same time for rising a reflection on the research needs of a balance between conservation and transformation in terms of compatibility of tangible and intangible characteristics of heritage with the new requirements coming from new functions.

3 THEORETICAL AND OPERATIONAL DEFINITION OF DESIGN SCENARIOS   *T. NAPOLITANO*

The current approach to regulating the recovery of cultural attributes a fundamental role in the relationship established between the building and the urban context, the design interventions for the scale of each artifact should be aligned to the strategies and policies required both at urban and territorial scale.

The recovery of an area of the urban system involves the need to strengthen the planning action through the promotion of social capital (Fusco, 2006); this principle comes from knowing that most effective design choices to guide the sustainable development in disturbed environments are those which in addition to recognizing the diversity generate or enhance civic relations and the one which increase a sense of belonging and community responsibility for the site.

Planning for the redevelopment for extended operating urban range therefore outcomes as a complex process that requires a multidisciplinary and transcalar approach.

The technological culture of rehabilitation supports by methods, techniques and tools for defining appropriate project procedures aimed to the preservation of urban heritage and to the enhancement or generation of local sustainability.

The complexity of the city induces to identify the project choices in a process of replication comparability between the preliminary informations and the decisional activity (Ciribini, 1984). In this iteration the synergistic control of tangible and intangible actions for the conservation and / or transformation of existing urban heritage has a major role. This operating duality is correctly conjugate by safeguard of documentary value of build, and by coming to revitalizing solutions that are able to satisfy new requirements of users and by changing socio-economic needs.

The project therefore rejects a single approach and a unique result: the diversity, the dynamism and the unpredictability of present variables require a collection of knowledge, decisions and operational activities which are not amenable to exemplary models.

The design output has not exclusive character, but proposes configurations of possible project scenarios satisfying the demands of conservation and development.

On the basis of the described logic process, the preparation of a comprehensive cognitive frame of heritage has an essential role for the definition of project strategies.

In the city an unstoppable regeneration of relations between the whole and the parts resides, and it's difficult to demarcate and analyze accurately the application field, because physical and functional, tangible and intangible interference between the urban contest and build are varied and they always are not explicit. They are commonly found in the relationship between built space and empty space, between public and private context, in the admixture of needs from different users and in the presence of multiple actors who perform decision-making and management duties in the site.

The systemic conception is the cultural and scientific reference that supports for reconstruction and restitution of analyzed field: territories and urban contexts are assimilated to *settlement systems* (UNI 10914-1, 2001), where relations between the physical, economic and social subsystems are located. Currently the systemic approach shows an expanded and mature formulation that supports for organization of plurality of data flowing into the process.

The recognition of the constraints to transformative actions and the relief of present potentiality and criticality, are decision support, for transcalar application, which guide to the foreshadowing of congruent solutions during meta-project level.

In temporal dimension the urban order continuously gains with new meanings and expectations; it reflects historical and social changes and gives back stratified values and quality in generation transfers.

In particular, the interactions between the elements of the urban heritage generate entities having different characteristics and properties from the original ones. By this meaning the permanence of these relations corresponds to the urban identity regardless of possible configurations that the city can take.

Safeguard of permanencies of the sites and, therefore, the perpetuation of its links, strengthen local capacity to ensure continuity of overall system and, contemporaneously, meet the cultural and social demands to preserve collective memory of the place for the community. It's the main objective of project and it is obtained by the definition of system constraints that are the rules through which the pre-existence confront itself with transformations, and that directs towards compatible modifications (Caterina, 2007).

For the case study, design arises from the feasibility study commissioned from Ente Autonomo Volturno - holding of transport in Campania Region– to Dipartimento di Configurazione e Attuazione dell'Architettura dell'Università degli Studi di Napoli Federico II; the design, developed in 2005, concerns the north area of the site through the requalification of the terminus and the coverage of the rail yard of Circumvesuviana railway line; it provides an opportunity to revitalize the overall urban district.

The site of ancient station has a cultural centrality, as well as spatial, for design objectives and choices: the conservation and preservation of the preexistent building, as document of the ancestral collective memory, takes on a propulsive meaning to start a centrifugal process of re-development of adjacent areas intended to accomplish a catalytic function of social and collective character for the suburb.

The site is analyzed on the basis of three areas with functional and morphological specificity: in the west the trunk road of Corso Garibaldi, in the south the secondary road of Enrico Cosenz Street and in the north-east the area of ancient station that has a single access from Corso Garibaldi.

The constraint system that the urban heritage presents, from building to urban scale, is detectable in the following aspects, specialized for single areas: the material, constructive, morphology and dimensional respect of the historical building; the preservation of built web and unbuilt areas, in their typological and morphological characters derived from urban local evolution; the conservation of tracks, confined, and historical traces present, such as the ancient route of the Aragonese wall on the west side of the area; the develop of the current use vocations of open

spaces ensuring the permanence of collective services, such as the street and unauthorized market which daily takes place on the Corso Garibaldi.

In consideration of safeguard of local identity, of resources and critical issues already exposed, it's possible define, for the different areas, the following synthesized design scenarios:

- Corso Garibaldi: requalification of façades by the removal of foreign elements from the basement area; redefinition of pedestrian road conditions by the design of an area located on the axis of the ancient walls; redevelopment of parking and pedestrian areas; design of crossings between pedestrian areas and the building station.
- Enrico Cosenz Street: requalification of the square in front of the south façades of the ancient station, where currently a municipal district resides; design of equipped green areas; increase of levels of accessibility and transitability.
- Site of the ancient station: requalification and partial reuse to museum function of building; requalification and functional integration of open spaces; creation of a secondary access to the site.

The application of theoretical and methodological principles of rehabilitation to Neapolitan case study, requires to carry out cultural choices; the current state of social and physical degradation, the location in a essential junction of urban mobility, the presence of ancient structures with documentary values, aim the project to production and regeneration of new and latent values working towards the collective regaining of distinctive local character.

In this perspective, the rehabilitation design gives strategic importance to the social and ethical dimension. The social and civil balance in the urban network promotes a form of intangible force which is able to overpower hostile situations.

4 THE RENEWAL OF ANCIENT SITES FOR A NEW SENSE OF COMMUNITY   *S. VIOLA*

Collective spaces are the underlying armatures of societies, a physical, economic, social framework that supports the creation and growth of local shared identities. Since ancient times, public spaces have been conceived with the purpose of favouring community's connection, contributing through distributions, dimensions, morphologies, to embody the local material culture, outlining societies' values, attitudes, beliefs. Until the nineteenth century, towns' growth has always been going together with local identity development. Collective spaces were designed to host societies, with the aim of representing local communities, satisfying functionality, health, safety, comfort requirements. Squares, places, roads, streets, alleys, steps, walkways, formed a dense network of common spaces, able to affect the feeling of acceptance and mutual approach of population. Over the past decades, due to demographic changes, insecurity and pollution, common spaces have often lost their original specificities. Poor design attention to social needs and careless maintenance have been contributing to create social separation, undermining community cohesion, encouraging crime, causing poor health, deterring investments, spoiling the environment, generating unexpected costs. Pressed by the urgencies of globalization, spaces designed to accommodate functions associated with mobility have been characterized for homologation and anonymity, with a quality undetermined and inadequate management and maintenance. Mobility took over on housing: while increasing the flow of people, things and information, relations between individuals were impoverished and urban areas lost the connotation of drivers of sociability.

Rehabilitation, socializing and integration have been assumed as the key imperatives marking the contemporary design culture for urbanized areas, in the Bruntdland report perspective (World Commission on Environment and Development, 1987). Taking into account local specificities, contour mobility areas in the Napoli – Portici station, will be asked to pass from abandoned and conflicts sites, to successful collective spaces. The idea behind the proposal is to renewal the urban area, focusing on the optimization of public transport, with the aim of achieving new levels of functional and perceptual quality for the public spaces, introducing new collective functions which take into account the social dimension of the site. The focus of the site is due to the nature of historical significance that has always been: a place which emphasizes the transition from the historic city within the wall, to a space open to communication, exchange in multiethnic world. The renewal moves from the issue of disconnection that exists between place and

identity, denying the natural progress of mankind built on the meeting, the interaction, the sedimentation, of cultures, and calls into question spaces' past and present appearance, security, usability . In a time characterized by the dynamics of spatial segregation and exclusion, when connective spaces tend to loose their attitudes in identity stigmatize and sociality generating, architecture is asked to contribute in receiving communities, fighting spaces' lexical and morphologic impoverishment, developing a common civic culture based on interaction. Architecture is therefore invited to bring new solutions to the problem of social integration, rethinking public spaces in terms of ability to foster cohesion, and not exasperate conflicts. Architecture - like science and art – is asked to give rise to new forms of dialogue between individuals and communities, collaborating with the structuring of an open and welcoming environment.

Conceiving heritage as the shared framework of the ancient Napoli – Portici station area, three principles can guide thinking on the future of the abandoned spaces, in order to come to the outlining of protection and promotion strategies aimed to create new forms of dialogue between communities.

– Sharing a historical memory is a prerequisite for building an inclusive society.

At the beginning of the new millennium, preserving heritage, qualifying the living environment, promoting citizens' sense of belonging, influence action lines in terms of renewal, signing the general approach towards welcoming spaces realisation and management. The historic city offers less technical answers, but provides a sense of security and belonging with its experience. The space can be reinterpreted as a filter that passes the world-view. The quality of space can be ascribed to the possibility offered by the contemporary living through sedimentation.

– History is the most powerful factor in shaping identities.

Assuming that the quality of spaces has a strong influence on the way people live, places' renewal and management has not always been able to enhance the sense of security, stretching boundaries, promoting mobility, and improving health. Anyway, collective spaces design can open the door to a new idea of integration between social groups based on an identities sharing, aimed at removing real and imagined barriers and fostering understanding and generosity of spirit. On the design point of view, the ongoing challenge is today to find ways in which built environment re-thinking and management can reduce diversities and does not exacerbate social and economic inequalities. Considering inclusiveness as one of the greatest challenges that spaces are asked to face, equal access to cultures and their diffusion are the strengthening of spaces development. The integration and concentration of diversities is the way for reaching the largest audience possible.

– Time is at work gradually transforming spaces and societies.

Collective spaces have never been constant, as the needs of the societies that inhabited them have been changing over time. Technology, age, structure, habits and traditions and economic activities have been the main aspects influencing changes. In recent years, debates on communities' evolutions have been influenced by the awareness that public spaces to be intercultural and welcoming should never be divorced from their environmental and historical antecedents so as from their inner attitudes to transformation. The intercultural sense of a place has been widely assumed as the social and cultural texture that supports civilization through life time, mediating different impacts and granting spaces inclusion and welcoming.

In a short future the concept of spaces of mobility will be slowly enriching, getting new meanings and application spheres, to the point of acquiring the role of integration channel between past, present and future. Inbuilt urban spaces with their natural and artificial qualities, are gradually asked to take into account for their attitudes in carrying important meanings from one generation to the next, and their contributes in serving as archives of cultural meanings. Thus, abandoned urban areas will be conceived not only as economic resources, but as a possible shared framework among individuals, groups and communities. According to the principle that sustainable and socially cohesive communities are built on bonds that unite rather than the differences that separate, Municipalities will invest in collective spaces, in order to enhance people's sense of belonging, increase feelings of security, stretch boundaries, promote mobility, and improve health. In a diachronic vision, collective spaces' shape, dimensions, finishes will be progressively recognised as to be able to directly influence the quality of people's lives. In the sustainable development perspective, collective spaces will be conceived as important meanings to support social dynamics, granting dignified, accessible, affordable, safe performances. Mediating between past features and present requirements, the rehabilitative actions contribute to-

wards the harmonisation of city centres, balancing between its perception as a draw for people delight and as a barrier, due to poor quality and degraded habitats. Forcing the conversion of workspaces into meeting, attraction and amusement areas, the station areas should be approached as dynamic spaces, opened to the community needs, and able to change over time. With different spatial options, designers are asked to respond to the contemporary challenge of finding ways in which built environment re-thinking and management alleviates diversities and goes over environmental, social and economic inequalities.

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