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## Gozo – Gozetanian Territories



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### **The view of investigation**

The intention of the investigation is to define those qualities of built and un-built spaces which provide for a rather rich framework of living-conditions, appropriate for various transformations, always guaranteeing the integration of work into conditions of everyday life and, this way, offering the qualities of “spaces of dense interconnection, embedding functions locally” which has been lost in western European countries because of the influence of industrialization and of globalization.

### **The territory and people**

The cultural traditions and social bindings are the major force of making the island what it is: a territory, well known and intensively occupied by people for uses of living and working including leisure. Leisure is not separated from other land uses, but coincides with other everyday activities, as growing plants, meeting, talking, competing, i.e. about bird hunting (a sport which has its origins in the need for earning one’s livelihood from nature, has been cultivated from medieval times by elite-Sicilian influences and has developed to a meanwhile widely spread sportive activity).

Agriculture had been the source for providing every good for a long time, before small trade and mechanical industry entered the island before 1900. Agriculture is still a broad economic and social basis for Inhabitants to live on.

Relative to the influence of agriculture, there is a wide ranging mixture of jobs and of daily routines, determining everyday life.

### **The cultural landscape and the economy**

Natural landscape, agricultural and settled areas are part of the cultural landscape and its land use by inhabitants and tourists. Both, inhabitants as well as visitors are a risk for maintaining and continuing the values of the cultural landscape. However, both groups carry the economy of the island. This very general conflict has to be dealt with by evaluating the settled areas in their relationship to landscape and small-spatially integrated open spaces. However, it is very clear that inhabitants and visitors, with different reasons of interest, have the same intention: to enjoy the still visible relics of historical traditions and its integration in modern life on the island. Herewith, the real strength of the economy is lying.

### **Criteria and method of evaluation**

Evaluating the settled areas in their relationship to landscape and to small-spatially integrated open spaces means to point to the strengths and weaknesses of urban structure and urban spaces under the influences of those forces which are driving the economy.

Space, as a resource, has to be taken seriously into consideration. Simple exploitation of a location will not lead to anything but to destruction of values. This point of view and the resulting criteria and method go back to the



Cultural landscape



Urban structure

philosophy of Henri Lefebvre about “The production of space”. He refers to the importance of spatial practices as a key to concepts and perception of space. Using this philosophy as a basis, usability and changeability of urban area conditions prove their importance for “spatial practices”. These conditions cannot any better be fulfilled but in small, spatial arrangements of elements and functions buildings contexts for interconnection.

### **Characteristics - urban structure and urban spaces**

#### *Entrances – harbors and temporary accesses*

As there is presently no regular airtservice, the island can only be approached by ship. Harbors and temporary accesses at individual locations within the landscape of the coastal sites. Only the developed harbors give continuous access to the interlinked network of roads and streets: Marsalforn, Mgarr, Xlendi. The bays are only to be accessed from the inner network of roads: Ramla Bay, Dwejra Bay and the Inland Sea. The temporary local accesses at the coastal sites shall be protected from further development of roads, only to be reached by boat and clearly defined in their extension for the access of tourists.

#### *Corridors - traffic*

The network of roads leads into and through villages and towns, interlinking the settled areas in North-South and East-West-directions. As there are very few by-passes, the corridors are still offering the attraction of leading “into” and “out of” an urban area, clearly defining the expansion of the settled areas in relationship to the East-, West-, North-, South-directions. This system can easily be perceived and serves for a very good orientation on the island.

Locations have been maintained to be legible relative to “inner” and “outer” settled areas. Therefore, by-passes should not become established around villages; traffic should be reduced in total (i.e. by keeping the settled areas on the existing level), in order to be carefully guided into and through the villages and towns. Alternative means of transport, like horse-driven vehicles and bikes should be encouraged to operate in areas of tourism and in inner urban areas of the main town of Victoria.

Specific places, like the Citadel in Victoria, need specific access for mass-parking of cars, especially of busses, on sites to be spatially well integrated into the urban spaces.

#### *Spatial framework of valleys - terraces*

The valleys in between hills with their view-points of churches mark another very strong spatial framework somehow crossing the corridors almost orthogonally in some parts. The valleys are framed by the terraces of the hills. On the hills, the settled areas start to be situated from a certain height which leaves the lower parts of the hills to the rivers and to wild landscape immediately alongside the riversides (dry in summer). The terraces in between are agriculturally cultivated between rubble walls, if the ground is fertile enough. Their cultivated landscape builds part of the entrances into towns and villages or defines “interim spaces” between settled areas.

These areas make transparent, how intensively agriculture is still carried out and how important it is as a part of every-day activities. Also, the terraces show clearly to be perceived orders of obviously very productive, man-made influences on the landscape are, nevertheless, most compatible with the



Corridor - traffic

natural characteristics of the island. These spaces should be maintained as reminders of the value of thorough methods of small-spatial contributions to agriculture. The agricultural use should be continued for the benefit of supply with fresh vegetables and for the benefit of the local economies which stand for "local cultures".

#### *Viewpoints - landmarks*

Churches, towers of different use and origin and elevated building contribute to the framework of valleys by defining a setting of unique locations which give another type of large-spatial orientation to the island. They can be perceived by view and by sound (bells). They seem to be corresponding to each other from hill to hill, determining the spatial contexts where people live. This structure of landmarks on top of hills is very much symbolizing the social connections of town, villages and districts. Although boundaries might have changed over time, the landmarks still signify clearly where people "belong to" and, therefore, have to be maintained with highest priority for continuing local identities.

#### *Town - Victoria*

Almost in the middle of the island, the town of Victoria, builds a clear centre on the island. Its highest point, the Citadel, is to be seen from a far. The radial roads, leading through the town, build a clear network, interlinked by public places. The sequences of places, build nodes of communication and of public and private activities with a lot of staying qualities, but also with disturbances by traffic, especially busses. Therefore, busses should have their own parking area with easy pedestrian access to the main places. Biggest visual attraction is provided by the continuous change between narrow streets, views onto



Viewpoints - landmarks

corner-buildings and opening public places. It has to be maintained as part of an interlinked system of spaces to be used by everybody, for 24 hours. Car-access should be guided, but possible. "Pedestrian areas", as expression of urban area modernization through calming down traffic on one side and bundling it on the other side should not become established, in order to continue the vivid patterns of "southern spatial practices", relative to a mixture of land uses. Individual areas show their own characteristics, however, a social segregation could not be stated on the first and second view. Also the centre with the market places provides for a well integrated mixture of uses, yet fortunately without a bigger concentration of functions, i.e. for trade or tourism. Further concentrations of functions, i.e. tourism and traffic shall strictly be prevented in the centre.

#### *Villages – Districts – Lone standing buildings*

The structure of settled areas is distributed over the upper terraces of the hills and reaches down into the valleys of the harbors Marsalforn, Mgarr and Xlendi. All settled areas show a clearly defined position accompanying the overland roads and being extended around crossings. Therefore most of the villages can be called "road-villages". However, the "leading-through"-effect is counterbalanced by public places near to the "entrance" and the "exit" of the villages (i.e. Zebbug). Also, system of calm side-streets completes the network of streets for the benefit of maintaining the locally specific character and its uses there. As the whole island seems to be settled only at locations of locally specific advantages; this refers also to the wider contexts of villages being split up into districts and, further outside, also lone standing buildings. This fragmentation allows the view on and the access to the agricultural fields

in between and builds, this way, a very useful and complex structure of land use which should be maintained and continued. The idea of the “compact city” should not be taken in order to justify a further densification of settled land. Individual plots may be built up again in order to fill holes in between buildings. The unit of densification over time is the plot including adjacent agricultural land.

#### *Entrances to towns and villages*

Alongside the overland roads, most of the buildings have immediate access from the road, if the height of hills and terraces allows this. If a terrace excludes the immediate connection between building and overland road, the building has its individual access from a side street, in most cases being integrated spatially into the settled area, and positioning the “back-side” of the building facing towards the slope of the hill onto the lower terraces and onto the inwards leading main road. These integrations are framed by wild or cultivated landscape or agriculture towards the edges of the settled area. Mostly a monument with a symbol of Christianity signifies the entrance of the village. Herewith a very interesting phenomenon becomes obvious: the villages which surround the town of Victoria only show such a monument towards the side of the village which is closely connected to Victoria (and probably its main catholic church at the Citadel). The other side of the village, i.e. leading towards the sea, does not show such a sign. Again, we find an indication for a very dense system of communication on the island, originally and still up to today probably related to the churches, their hierarchies among each other and their communities. The perception of these entrances is very important for understanding the cultural life and therefore should be maintained for visitors and inhabitants. Any additional by-pass would destroy the system of legibility and should therefore be prevented.

#### *Historical heritage – coordination of built and open spaces*

The historical heritage of the settlement structure is very much influenced by the subdivision into relatively small plots, owned and used by the middle-class. Its heritage consists of the following elements: sharing the advantage of a road by narrow and deep plots, intensifying the density of built form and land use on the plot over time, organizing living around central working areas in the ground-floor, having a “back-space” which is also used for working or storage. Outside this dominating mass of plots, mostly at the edges of settled areas, bigger yards serve for agricultural uses.

Inside the mass of typical plots, yards represent a higher level of land use, either for public purposes (exhibition hall) or for private housing of a higher level.

Only, since other than local inhabitants use the island, these characteristics have been transformed, mostly at the edges of contexts, by rows of villas or lone standing buildings to be owned and used for weekends and holidays by i.e. Maltese people. However, Maltese people have started to buy small traditional houses in former villages. Only mass-tourism has influenced the settlement structure by large contexts of new apartments which do not have the clear distinction of “front” and “back”-side any more and are not any more connected within the system the economic land uses. However, recent contributions of filling gaps in villages have shown that tourism can successfully be integrated in older structures by using the yard as a form of distinguishing “front”- and “back”-sides for new land uses (s. Ghasri, Villagg Tal Fanal). This way, the originally economically reasoned coordination of built and un-built spaces receives a new interpretation and supports the original structures to survive within and despite of transforming influences through tourism.

#### **Potentials – The development of the cultural landscape**

The development of the cultural landscape depends very much on the maintenance and continuation of spatial contexts which are defined by experience and by spatial practices as “units of use, communication and socio-economic meaning”. This importance can be found in a lone standing building with the respective land-uses around, it can also be found in any fragment of settled areas, in a whole street, in a village and in parts of the town. However, it builds up as an image, representing the whole island symbolically, but can only be found in reality relative to clearly identifiable units of use. It has to be admitted positively: Even the hotel Ta Cenc and recent urban extension by apartments between the village Sannat and Ta Cenc build such clearly defined units of use, realizing the logic of the new market of tourism.

Thus, the message is: keep the individual units of use, whatever kind, as small as possible.