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Modern journey spaces and the sustainable development of city centres. Revitalising post-railway areas

The revitalization of a degraded fragment of Warsaw around the former Main Railway Station and a new idea of developing a long strip of post-railway land, which was the topic of the MA thesis presented by my student, Katarzyna Kot.

As the supervisor of her project I tried to show its methodology from the perspective of an architect, urban planner and historian having a coherent vision of reshaping Warsaw based on its historical development and recognized heritage.

My main objective was to draw Warsaw planners' attention to the potential of a place which has an interesting history and preserves a rich heritage, and yet is not prominent in the life of the city and in the minds of its inhabitants

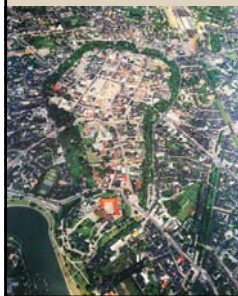
- to show the protected buildings of the former Main Railway Station, which now house the Railway Museum, and to propose a way of developing the degraded post-railway areas that would place them in the context of the spatial values of a wider area, integrating them with the system of the attractive public spaces of Warsaw.



Plan of Warsaw, Warsaw-Vienna Railway -1845

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An important concern was to stress the historical significance of Towarowa and Okopowa streets, which border the area in question. Those streets are a trace of eighteenth-century fortifications, demolished at the turn of the 20th c., when most European metropolises were freeing themselves of useless defences which hampered their development. The areas thus reclaimed were used for modern urban structures (e.g. the Ring in Vienna, the boulevards in Paris) or for landscaping (e.g.



in Cracow and Florence



Cracow -view

Florence (L. Benevolo)

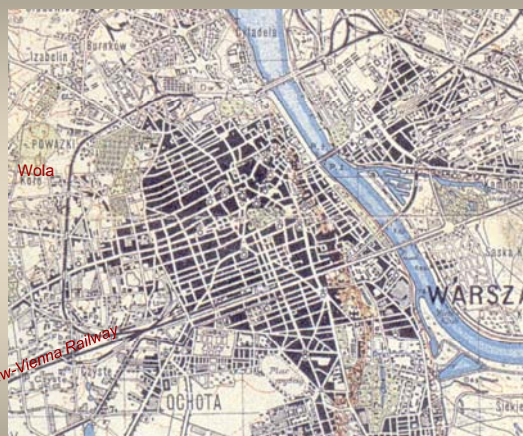


Vienna (L. Benevolo)

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Warsaw, due to its difficult political situation and limited economic potential, did not transform post-fortification areas in an appealing manner, leaving them until today as a communications corridor (a ring road), which in the city structure constitutes a distinct demarcation between the districts of Śródmieście and Wola.

This arrangement blocks the spatial integration of Wola, which has already acquired many characteristics of a metropolitan business district, with the contemporary centre of Warsaw, which is moving towards the west, in accordance with the historical tendencies of its development.



Warszawa, plan 1936

Modern journey spaces and the sustainable development of city centres.
Revitalising post-railway areas

Urban heritage and public spaces



Warszawa, plan 1888

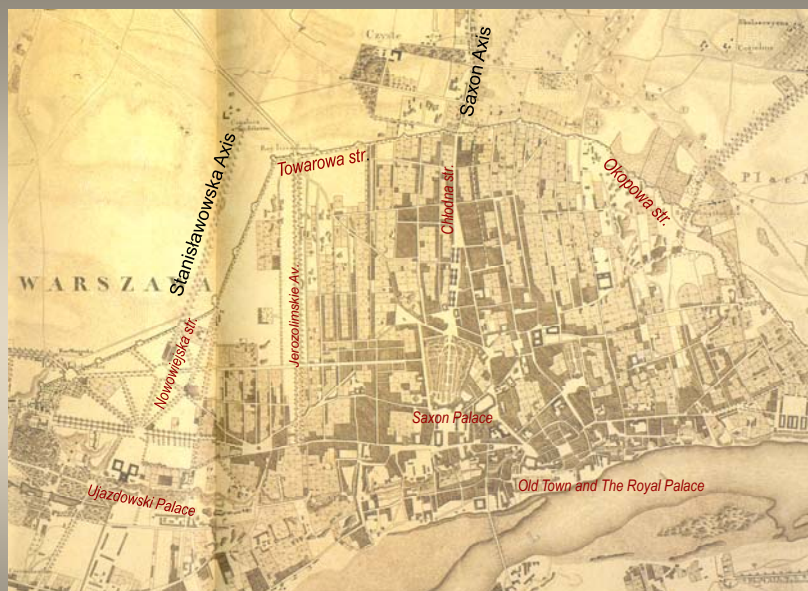


Warszawa, plan 1908



Warszawa, plan 1896

within the area there is a complex of nineteenth-century buildings of the Warsaw-Vienna railway and the building of the old Station, which has its own history, symbolism and place in Warsaw tradition. Next to the station there is now Zawisza Square, which used to be a tollbooth point, marking the entrance to the city. The square is also the crossing of two major old traffic arteries, Jerozolimskie Avenue and Grójecka str




Warsaw, 1819 r., Józef Koriot, head of The Topography Office. Plan 1:20 000

XVIII century fortification of Warsaw, so-called Lubomirski entrenchment 1770 – 1916 r. - 12,8 km., 1470 ha+165 ha Praga

WYDZIAŁ ARCHITEKTURY POLITECHNIKI WARSZAWSKIEJ

PRACA DYPLOMOWA MAGISTERSKA



**Konceptcja zagospodarowania rejonu
dawnego Dworca Warszawa Główna
jako przykład rewitalizacji
zdegradowanych terenów pokolejowych**


dyplomant
Katarzyna Kot

promotor
prof. nzw. dr hab. inż. arch. Danuta Kłosek-Kozłowska


Warszawa 2011

All around Europe and the world, due to the development of high-speed railways and to travellers expecting high standard facilities, „contemporary journey spaces”, including post-railway areas and former stations, acquire new attractive qualities aimed at balancing commercial and transport functions. Therefore, they are also important catalysts of revitalizing the surrounding areas, opening them to new spatial creations and public investments. This is a role of the integrated protection of cultural heritage for a creative and sustainable city.


**„contemporary journey spaces”
as catalysts of revitalizing
the surrounding areas**




Fotoplan 1945

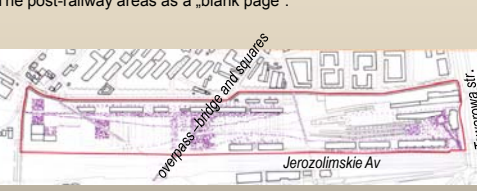


Fotoplan 2008





The local land development plan, „Czyste”, 2008
The post-railway areas as a „blank page”.



„zone” of recreation- Railway Theme Park and railway heritage: tracks, semaphores, carriages, trolleys, building adapted for new use in places of greenery with little ponds, etc
„zone” of commerce office blocks, restaurants, bars, cafes
„zone” of culture Railway Museum, roofed outside exhibition



The density of using the area
Places of attractives
The new public spaces

„Theme Park: Warsaw Main Station”

Centre of Technology and Civilisation – preserved railway heritage:
railway tracks, semaphores, carriages, trolleys, old buildings (in white),
new buildings (in grey)

Gastronomy: restaurants, bars, clubs, cafes


sport/recreation: playgrounds, pedestrian precincts, bicycle lanes, jogging, nordic-walking,)

art/books/photography/music/film/open air events

spontaneous activities: wall-painting, „urban gardening”


„The Europe needs a strong Cities nad Regions, good for living in”.
Leipzig Charter on Sustainable European Cities – 2007






Railway Museum and „the entrance” to the Theme Park

**Theme Park „Warsaw -The Main Station”
Centre of Culture and Civilization**





Culture is a major force generating sustainable development. The world of „journey spaces”, which yield substantial profits and social benefits all over the world, would get a chance to be represented in the line of Warsaw’s prestigious museums, which begins with the National Museum, located at one end of Jerozolimskie Avenue, crossing with the historical Royal Route, and which would terminate at the other end of the street, next to the former exit from the city, in the Centre of Technology and Civilization.

Urban pieces of furniture in recreation zone



The high quality of public spaces: detail, light, colour. The entrance to roofed outside exhibition

The dynamically developing **sector of culture and creation** is now the most innovative and profitable sector of economy throughout Europe. According to a survey commissioned by the European Commission, in 2007 its contribution to the Gross Domestic Product was 2.5 times bigger than the turnover of the car industry, which is traditionally regarded as the most profitable. In 2007 in Poland the share of the culture sector to GDP was 1.2 while in France, Norway, Finland, Denmark and Great Britain – over 3.

The culture of space
 is researched by urban sociology, space psychology, cultural anthropology
 and other branches of humanities
studying the phenomenon of the city

It emerges as a consequence of a **hierarchy of the values**
 which humans recognize in their surroundings, according to which they transform space

**The culture of space aims at developing and harmonizing
 people's higher needs**

This regards the traces that humans leave in space
 and the relation that they establish with space by:

- recognizing the *sacrum*
- admiring beauty
- respecting heritage
- caring for other humans in the shared space

The management of urban cultural heritage as a domain of urban planning
 is a vital instrument of taking responsibility for people's behaviour in space
 and towards space.

What if architecture can change the world?
 Building sustainable communities
 Exhibition of Danish architecture in Warsaw 2010

**Revitalization is not only the restoration of historic buildings
 but also and primarily – attention to continuity between the history
 and the new life of public space,
 to increasing its quality and attractiveness**

Thus,
 one of the main tasks of urban planning is to maintain the
 transparency of historic layouts, to bring out places of symbolic
 significance and to create unusual settings for new activities,
 thus improving the quality of city dwellers' life.

**„Towns consist not only of houses and streets
 but also of people and their hopes”.**
(Confessions by St Augustine (354-430) of Hippo)

Thank you for your attention



Modernizacja dworca Wrocław Główny

Autorzy: Grupa 5 Architekci, architekci Rafał Zelent, Michał Leszczyński, Krzysztof Mycielski, Roman Dziedziejko, Mikołaj Kadłubowski





Plan Koriota w interpretacji Oskara Sosnowskiego, 1930

