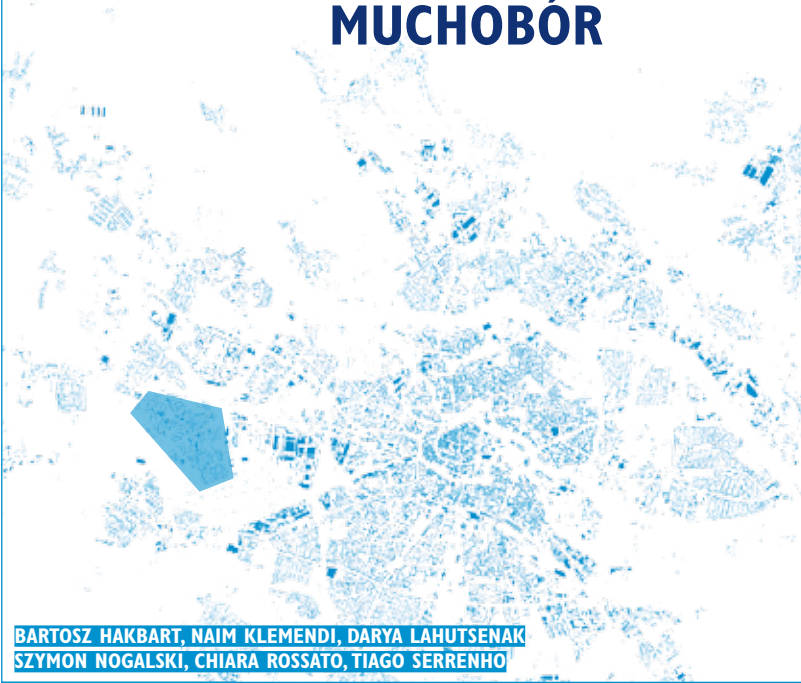


PART I

GROUP

3

**NOWY DWÓR
MUCHOBÓR**



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CONTEXT

- > *Fabryczna* is the largest borough of Wrocław with crucial industrial facilities. Situated in the western part of the city south of the Odra river it contains the Nowy Dwór and Muchobór Mały neighbourhoods with 15.000 and 5.000 inhabitants respectively. They are surrounded by allotments, a large shopping mall, industrial and intensive agricultural areas, a large park (Park Tysiąclecia – Millenium Park), a river, railways, a congested inner city ring-road and a planned motorway bypass.
- > Contrasting architectural typologies characterise these housing estates. Nowy Dwór, a late-modernist prefabricated development from the 1970s with schools, community centres, a swimming pool, church, retail, large open areas and *cul de sac* access to blocks of flats varying between 3 and 15 stories creates an anonymous and dehumanising atmosphere. Muchobór Mały a low density, pre-war working-class housing district, organised on a grid model with single, mostly one-storey family villas with private gardens, small businesses, green areas, but few local services has



Negative identity

source:
www.Wroclaw.hydral.com.pl



Road safety

source:
www.Wroclaw.hydral.com.pl



Composition problems

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Absence of public spaces

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www.Wroclaw.hydral.com.pl

a suburban feel. Local services are located along the busy road separating the two estates which are accessed by buses and by rail from the city centre.

ANALYSIS

ACCESS AND TRAFFIC

The street network servicing the area is insufficient. Especially on the Nowy Dwór housing estate there are insufficient entry points and internal streets (often dead ends) to accommodate the traffic flows generated by the estate, reflecting the contradiction between the planning principles of the 1970s and present day car dependency. Large numbers of drivers attempt to by-pass the traffic jams by using the local streets of Muchobór Mały, causing pollution, noise and unsafe streets. Despite an extensive network of pedestrian and biking routes heavy traffic discourages the use of public spaces. The lack of bus lanes renders public transport unreliable for commuters who use their cars.



Access and traffic

source:
www.Wroclaw.hydral.com.pl

PUBLIC SPACE

Nowy Dwór's vast open spaces from modernist times were colonised since the political transition in the 1990s by uncontrolled physical structures, degrading the public realm, together with unplanned car parking. Although Muchobór does not suffer from such shortcomings as its street network remains sufficient for the dwellings it serves, both areas are cut off from the surrounding natural resources.

ASSETS AND OPPORTUNITIES

The main advantages of the area are its proximity to the city centre (5km), relative vicinity to natural resources, proximity to the airport and access to large scale retail facilities. Moreover, Nowy Dwór offers a variety of somewhat degraded services, and Muchobór Mały works as a successful small enclave of single-family housing, despite its closeness to Nowy Dwór.

POSSIBLE SOLUTIONS

ACCESS AND COMMUNICATION

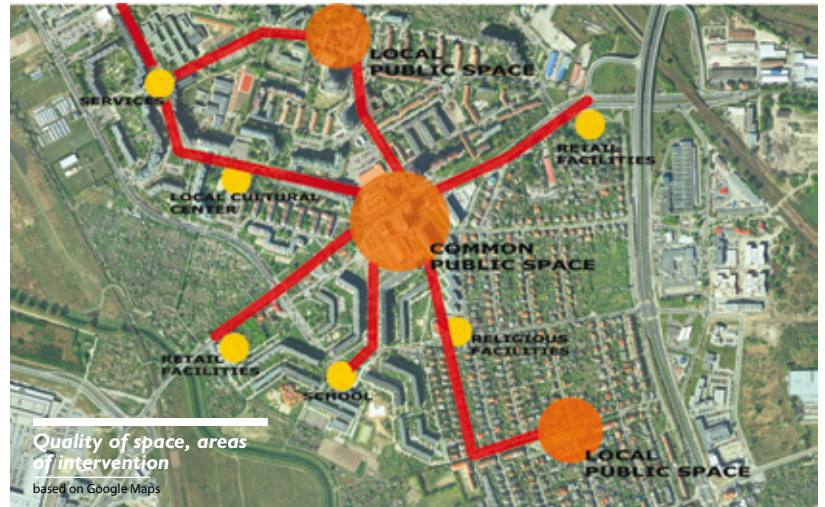
- > Based on Annual Average Daily Traffic (AADT) data, possible solutions to calm traffic on the main artery and prevent rat-runs through Muchobór include:
 - Relieving the main road traffic by densifying the existing network of streets and opening up the dead end routes;
 - Improving the public transport system (tramway) from the city centre. Such an ambitious and expensive solution might benefit other parts of the city, such as the Fabryczna industrial area and the area around the Świebodzki railway station, creating additional access to the airport and large retail outlets.
 - Upgrading internal communication in Nowy Dwór by formalising some of the existing unpaved roads, connecting the local road grid to the urban grid, and designating parking areas to protect open spaces.

QUALITY OF SPACE

- > Improving the spatial quality of the area should be a staged approach, starting with traffic calming on the main axis (Strzegomska) to turn it into a connection between the estates instead of a barrier. This would include main crossings in the north of Nowy Dwór, close to the railway station and the swimming pool, and in the south of Muchobór, where an open space already exists. The proposed stages of improvement are:
 - > **Firstly** to link Muchobór with Nowy Dwór through a common service centre, located on the main crossing, where most of the spontaneous service provision already occurs. It could be achieved through formalising existing retail and service activities, and possible physical improvement of their current location, such as covered market.
 - > **Secondly**, to develop a common public space around the Nowy Dwór railway station, which might become some local magnet thanks to its proximity with the bus station and the swimming pool.
 - > **Thirdly** to develop public services around the existing common public space in the southern part of Muchobór.
 - > These initial interventions would improve the public landscape between the main service centre and the two peripheral centres, as well as facilitating further interventions progressively in cooperation with the inhabitants. Due to the major typological difference between the two areas, the proposed physical interventions should have their own internal architectural consistency, while contrasting with their respective environments.

Communication solutions

based on Google Maps



FURTHER ISSUES

Is a strong detachment of physical structure between the two areas a <
 shortcoming or an opportunity to express diversity? And how does it affect <
 the relations between the inhabitants of Muchobór Mały and Nowy Dwór? <
 Why do 1970s collective housing estates fail to produce a positive identity? <
 Where does the negative perception of Nowy Dwór come from? How could <
 Nowy Dwór's construct a common positive identity among its residents, and, <
 consequently, in the city of Wrocław? Is there a relation between the socio- <
 economical status of the residents and the identity of Nowy Dwór? <
 At a metropolitan scale, which organisation affects the principles of planning <
 in the city of Wrocław? How has the location on the north-western fringe of <
 the Euro 2012 sport event been decided? Or the regeneration of large scale <
 public buildings like disaffected railway stations, or the future role of industrial <
 production in Wrocław in the light of Poland's shift to the service industry? <