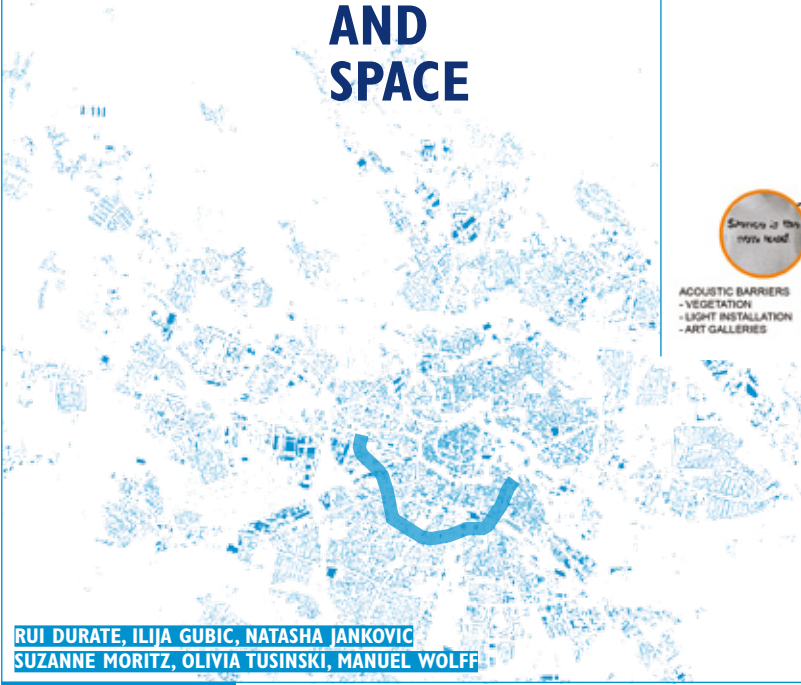


PART 2

GROUP 2

DSR
SOUND
AND
SPACE



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pollution has significant negative impacts. Most affected areas are around 'pulling magnets' like retail malls and the bus terminal. Noise is also related to disorderly areas.

By contrast some areas within the site contain rather pleasant sounds: school children, vibrant markets, birds in trees, music and church bells. Our proposal is to strengthen these sounds and reintroduce them to areas which are dominated by traffic noise. Different spaces can be connected by different sounds and may encourage people to use and explore their environment further. Our sound concept is not to fight the noise of the ring road but rather to incorporate it.

DYNAMICS

We identified three different dynamic dimensions. One relates to traffic and parking lots. It is ruled by every-day life, mainly depending on working hours. Although regulated by traffic lights, the rush-hour follows a specific dynamic pattern. Another dynamic is reflected by the people themselves, when going to the local supermarket on a specific day at a specific time. When dynamic patterns of people are similar, some places can serve as meeting points for which connections play a major role, like the local market. The third dynamic is linked to the environment. Existing green spaces and corridors serve as habitats for animals and plants, but there is room for improvement. All three dynamics have different sounds associated with them. Cars move in a higher frequency than people walk from one place to another. Green areas are highly dependent on seasons and weather conditions while providing spaces for interaction as well as environmental benefits.

What matters for planning is not each single area and its respective dynamic pattern, but the crossing points between them. Areas with the highest potential of interaction contain the highest risk of possible conflicts between different users. The main task is to manage such connection points carefully to prevent negative effects and to provide a balanced structure among them.

NOISE IN SPACE

“What? What did you say? I can't hear you. Please repeat!” Wrocław's downtown road is an example for such a statement. The city planned the new ring road (DSR) to remove traffic from the inner city and connect the eastern inner city with the west, partly on existing congested roads, partly on new segments which will increase noise levels. How do people deal with noise in daily life? How does traffic noise influence the use of adjoining spaces? Our proposal concentrates on noise and how to treat sound as a positive feature of spatial strategies.

> Will the ring road become an insuperable divide of the urban fabric and communities, including through noise, or could it become an opportunity to improve the quality of spaces alongside? Traffic noise is disturbing older housing along the road in the east and travels through neglected open spaces between tower blocks to affect low rise housing in the west. Traffic noise is overpowering many different sounds: conversations between people, church bells, rock music from garages along the road. Conversely, green spaces further apart are rather calm where voices of people can be heard and even animals.

'SOUND AND SPACE' CONCEPT

> People associate emotions and feelings with sounds. Sounds assist orientation and form part of experiencing spaces. Recordings taken along the proposed new bypass illustrate the characteristics of adjacent spaces and their dynamics. The sound of street traffic is dominant and leads to a negative perception of noise. During rush hours noise

> Increased traffic on the new road will reinforce the current noise problems which will have adverse effects on the environment and require coordinated spatial planning. Using sound as an instrument may assist better integration between the road and the surrounding areas. Redevelopment consists of rearranging specific areas and contributing new elements. For example, green spaces and corridors are not just an environmental habitat for plants and animals, or a contribution to environmental protection. With incorporated cycle and foot paths they establish linkages for people. In addition, they accommodate specific elements for human interaction, like playgrounds, sport areas, exhibitions, events and meeting points. Both elements and whole areas can be enhanced with vegetation as acoustic barriers, or lighting, to increase quality of the urban environment and quality of life.

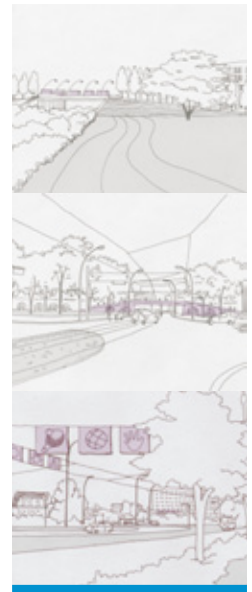
MASTER PLAN – COMPOSITION

- > Our 'sound&space' concept will connect, gather and guide users, as well as making them aware of their surrounding sound environment. This is reflected in the design of the boulevard and its surrounding areas.
- > The ring road is conceived as a boulevard with tramway tracks located between the road lanes. Tree lines on either side separate cars from bicycles, increase security and absorb traffic noise. A strip of shrubs between the pedestrians and the cyclists facilitates on-site rainwater infiltration and improves the quality of the boulevard overall. Existing scattered green areas are connected into a continuous well maintained corridor equipped

with street furniture which will improve the microclimate along the new road. Connected to the north south green corridor, it will encourage wider recreational use. New cross connections include a pedestrian overpass with space for noisy practice under the arches; a flyover accessed by tree lined ramps near the market which can expand over the bridge; and a new underground car park to return spaces with wild parking to green uses.

SOUND

People will be involved with sound from the construction stage onwards. Recorded sounds will be played and awareness raising features projected on screens, some put up as sound barriers against road traffic noise. Signs will be used and other means of communication where noise is overpowering to facilitate the use of the new road to the advantage of local people. This original use of sound will give the entire area something unique and contemporary which will enrich the living conditions of the local inhabitants and attract people from all over Wrocław, even tourists.



Design proposals



Different spaces and sounds

Proposed sound and spaces

