

Further development of Petržalka stands or falls on the carrier transport system

Author: SF / Juraj Pokorný | Published: 13.10.2009

Theme of the discussion followed the line of the Petržalka development potential, current and planned projects, perspectives for the solution of congested transport network, vegetation restoration, creation of recreational facilities and opportunities of buildings revitalization. What new can be discovered yet in the most complicated housing estate in Europe, where everything and nothing at the same time is clear? For example: although the majority of areas have been occupied for reported mega projects, Petržalka offers quantum of other suitable sites to develop new investment plans.

Vacant centre is waiting for its chance

Among active players in the event whose partner was bnt - Sovova Chudáčková & Partners, s.r.o. and moderator Eva Hatalová (Stavebné fórum.sk) was present Petržalka mayor Milan Ftáčnik. He pointed out the need for humanization of the largest Central European housing estate and its transformation into a city at the opening speech about external and internal development impulses. Increasing attractiveness of Petržalka supports its unique, yet vacant centre, which is, according to his opinion, „still waiting for its opportunity.“ He also sees other developing areas on the south and west parts of the city, where are valuable natural and recreational phenomena (Chorvátske rameno - Croatian Branch, Veľký Draždiak, floodplain forests, dike Petržalka).

The mayor underlined that thermal insulation and system failures removal in panel houses has support of EU in the frame of revitalization of residential units in addition to informatics. Pleasing in this context is the information that from 400 of them more than a hundred realizes the thermal insulation using the money of owners, who joined actively in this point. Repairs of terraces for walking have finally started (for example in Jasovská and Blagojevova Streets), renovation of public spaces, building parks, green rest zones, new sidewalks and small architecture (description on a separate article).

Ftáčnik mentioned the need to regulate investment development, not thicken residential complexes, solve the carrier transport system and the static traffic, build town-creating elements, restore public buildings (including schools) and outline longer term view of future of Petržalka among the 40 theoretically elaborated priorities of the self-administration for years 2007 - 2010.

Six zones with perspective potential

Perspective zones of development and most important investment intentions exist. This is already saapbox of Jozef Vasek from the Office of the Zone Planning and Zuzana Kordošová from the Department of Zone Development and Transport. Although Petržalka has not its separate planning scheme, in contrast to the city, can already define 6 key areas with potential for development:

1. The right riverbank citywide centre (between Starý most /the Old Bridge/ and Prístavný most /the Harbour Bridge/ - next gem of Petržalka)
2. Jantárová cesta (the core space between Bosáková and Jantárová Streets - the spine of the municipal district involving the planned Petržalka City)
3. Janíkov dvor (building the South City, multifunctional hall and a football stadium)

4. Petržalka - Jarovce (on the boundary of their cadastral territory will be created a new municipal district)
5. Western development axis (with the perspective of recreational activities in natural surroundings)
6. The area of former Matador (defined as industrial production for the present).

Three projects, which will re-create the housing estate

Petržalka City - the project with towers, housing and administration - means creation of 800-meter urban boulevard along Chorvátske rameno (the Croatian Branch) and the central square with the new city hall, according to Kordošová. Present director of development company Petržalka City, Štefan Koliš, confirmed that the 1st phase should begin in 2010. He said the project would bring synergy of quality housing and environmentality (businessman lie down on the grass because it's pure..."), but also a signalling point that navigates people and also invites. But as, however, he said, is directly linked to the carrier transport system and because the city is currently unable to define its height zone making, the project is temporarily suspended. Moreover, the urban element is absent in the techno-economic study to prevent "cutting Petržalka in half."

The commercial-residential-administrative complex South City with 4 zones will be created in the southern development axis of Petržalka. Representatives of the both developers - Alexander Hollý (Cresco Group) and Dušan Rajčáni (Quinlan Private Golub) identified it as „the project with the ambition to be for people“ (greenery, parks, bicycle paths), but - similarly like their previous speaker - pointed out "the whole stands and falls on the carrier system of the municipal mass transport (MHD). As a curiosity they stated that three alternatives of height route of trams came from the workshop of Dopravoprojekt.

The urban study of transformation of the former urban industrial area Matador to function of housing and community amenities already exists. There will be several high-rise buildings, while from the former factory will remain only a chimney. „Maybe once we will have coffee somewhere up,“ said the present developer. At the same time, however, stated that they are not very far with the intention, because in 2004 began the reconstruction plan of the site.

What remained untold

In the air also hung questions that nobody asked. For example: How is possible that even after four decades Bratislava does not know the fundamentals on which its carrier transport system should be built? How the feeling occurred that the capital solves the project separately (without the willingness to retreat from the principle of duality), why then Petržalka, which is related to its first route particularly, did not ask vehemently for its right to participate in the optimal model? And what about the closure of Starý most (Old Bridge) for individual transport, which Petržalka mayor sees negative, because the transport is overspread on remaining bridges now?

It is also not clear whether thermal insulation is the system solution or simply shift the main related problem - approaching end of their life - a few years later. Someone once will also deal with not only the manner of their technical rehabilitation but also creating the new map of transport infrastructure and now chaotic compositions of streets and squares. Inhabitant of Petržalka well know reality, when they often travel almost half an hour from point A to point B, few hundred meters from each other. And it seems that it will be the same very long time ... high-speed track is not everything.

Plans and visualisation - MÚ Bratislava-Petržalka

1) Zone Development Plan Petržalka

- 2-3) Project City Petržalka
 - 4-5) South City Project (South City)
 - 6-7) Project of the former Matadorka transformation
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