

FORTE CULTURA

Capitalising of fortified cultural heritage for sustainable development and competitiveness of cities and regions



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Residences in Fortresses

Exemplary Research Documentation

Elaborated by:

Michał Czasnoję, Architect Compono Ltd.
Bohaterow Warszawy 21
70-372 Szczecin, Poland

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ANALYSIS OF THE OLD TOWN RECONSTRUCTION

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GENERAL DESCRIPTION OF THE TOWN

Geographical location

The Town of Kostrzyn nad Odrą is one of the 7 communes of the Poviát of Gorzów Poviát. It is situated slightly within the north-western ends of the Lubuskie Region.

The town area covers 46.16 km², which constitutes only 3.5% of the area of the Poviát of Gorzów. The town is bordered by the following territorial units:

- from the north with the communes of Boleszkowice and Dębno (the Zachodniopomorskie Region, the Poviát of Myślibórz),
- from the east with the commune of Witnica (the rural Poviát of Gorzów),
- from the south with the communes of Słońsk (the Poviát of Sulęcín) and Górzycza (the Poviát of Słubice),
- from the west via the Odra River, it borders with the German districts of Bleyen-Genschmar and Küstriner Vorland (Märkisch-Oderland district within the State of Brandenburg).

Location of the town of Kostrzyn nad Odrą is defined by the following coordinates – 52°35' north latitude and 14°40' east longitude. Within the area of the town there are regions located between the Warta and the Odra river, and the town of today ex-anded on the right (northern bank of the Warta river. The area within which Kostrzyn nad Odrą is located rises from 16.5 to 39.6 m a.s.l. and it is an area varied hipsometrically. The town is situated within a vast regional unit, being the Central European Plain, stretching from the North Sea, through the Netherlands, northern Germany and Poland. The present character of the terrain is the result of the activity of the Scandinavian continental glacier.

Kostrzyn nad Odrą is located at the mouth of the Warta River to the Odra River, in the western part of the Gorzowska valley (mesoregion), constituting the largest part of the Toruń-Eberswalde ice-marginal valley (macro-region). A small part of Kostrzyn also belongs to the Freienwald Basin which extends mainly on the left bank of the Odra river within the area of Germany. In Poland, this unit includes a narrow strip of the valley on the right bank of the Odra River from Kostrzyn to Stary Kostrzynek (the commune of Cedynia). The northern part of the commune is considered a part of the Południowopomorskie Lake District.

Forests and forest lands constitute the largest area in the group of land use forms, which in total cover over 40% of the town. It is less than the average forestation of the Gorzów Poviát, which amounts to 44.4%, however, much more than the national average – 29.9%. Forests are located in the northern part of the town. These forests constitute the southern part of the Nadodrzańskie Forests extending along the Odra river from Kostrzyn to Gryfino. Due to the character of the commune – its area includes only the town of Kostrzyn nad Odrą – arable land constitutes only a small area (pastures, orchards, crop lands). Among the flowing and stagnant waters, the most important ones are the Odra and Warta rivers with their backwaters, located in the south-eastern part of the town. The area of Kostrzyn nad Odrą covers 46.10 km², including:

- forests 43.33%
- farmland 23.76%
- residential areas 7.41%
- roads and railways 5.72%
- areas around flowing and stagnant waters 5.19%

- wasteland 4.64%
- industrial areas 4.42%
- recreational areas 1.86%
- other 6.67%

The town is communicated with its surroundings through a network of transport routes, of which the most important ones are the motor roads which run through the centre. These include:

- national road No. 22: Kostrzyn Nad Odrą – Gorzów Wlkp. / Skwierzyna (through national road No. 24),
- national road No. 31: Słubice – Szczecin,
- regional road No. 132: Kostrzyn nad Odrą – Gorzów Wlkp.

In addition, two railway lines of great importance cross in Kostrzyn nad Odrą:

- Gorzów – Kostrzyn – Berlin, with the existing railway bridges on the Warta and Odra river,
- Szczecin – Kostrzyn – Rzepin.

History

The beginnings of settlement in today's Kostrzyn date back to the stone age, the time from 12000-8000 years BC.

In the early Middle Ages, a village existed in the area of the present Kostrzyn, which probably remained within the area of interactions of the Lubuszenie tribe, as well as pomeranian tribes.

The name of Kostrzyn, and specifically its Latin form 'Cozsterine' appeared for the first time in 1232 in a document prepared by Wawrzyniec, the bishop of Lubusz, transferring these lands to the Templars. The way of spelling the name of the town changed only marginally over the centuries. The most common spelling was: Costerine, Costrin, and Custrin (Küstrin).

After 1250, the town was under the rule of Brandenburg.

The essential moment in the history of the medieval Kostrzyn was the acquisition of the town charter. The sources indicate that the location of the town was conducted by Margrave Albrecht III around the year 1300. Before 1317, Kostrzyn obtained from Margrave Waldemar the Myślibórz Rights being the local variation of the Magdeburg Law.

A crystallised spatial layout of the town existed already at that time. The central role was played by the castle, whereas the St. Mary's church first mentioned in 1396 probably existed already in the 13th century. Research has shown that the medieval church developed along the axis perpendicular to the Odra River. It was connected with the communication system and the Odra River crossing (a bridge since 1390). There was also a customs house and there was a wooden town hall in the middle of the Market Square till 1547. The village of Chyża – a standalone fishing village – also functioned within the town.

The years 1535-1571 rule of Jan von Hohenzollern, called Kostrzyński were the period of a breakthrough in the history of the town.

In 1536, Kostrzyn became the seat of the central administration of the Neumark. The central judiciary was established at the same time. Both projects influenced the dynamics of growth of the new capital. During the reign of Jan Kostrzyński, a completely new urban image of the town was created, which endured for many years.

In the years 1537-1568 one of the most modern and powerful fortresses of that time was built in Kostrzyn. Only a few surviving fragments of bastion fortifications have been preserved to this day.

Also during the reign of Jan Kostrzyński, the castle located within the area of the fortress was rebuilt and became the residence of the ruler.

The Old Town closed in the fortress received a compact and dense urban development of the quarter type. A rectangular Market Square constituted the town centre, and the main streets exited the square perpendicularly to it and were connected with narrow blocks. The walls of the fortress could no longer fit the incoming residents who started to locate outside the town walls, forming suburbs.

The Thirty Years' War (1618-1648) caused great destruction and impoverishment of the town, especially within the Długie and the Krótkie Suburb. The Old Town avoided war devastation, since it was protected by the fortress walls. Several years after the end of the war, a wave of settlers arrived at the town.

From the mid-seventeenth century, i.e. with the accession of Frederick Wilhelm, called the 'Great Elector', to the throne, a new area of the town's expansion was initiated. The parish church was renovated, the fortifications were rebuilt and the fortress was extended, the castle and the granaries were transformed, and the town water supply which provided water to the houses located within the fortress was put into use.

Kostrzyn was also known for the strict prison at the castle for the political opponents of the Elector. On 31 May 1740, the king of Prussia, Frederick Wilhelm died after a long and serious illness. His son, Frederick II, a former prisoner of the Kostrzyn castle, took the throne.

Several years later, during the Seven Years' War, the Russian troops laid siege to the fortress. The fights for Kostrzyn commenced on 15 August 1758. In the morning the Old Town stood in flames. A few hours later, all the buildings located in the area of the fortress were only ashes. The Russians continued the bombardment of the town till the late evening, however, they did not manage to destroy the powerful fortifications. As a result of the siege from 1758, 191 houses in the town were destroyed in the Old Town and 127 in the suburbs. The fire turned the public utility buildings, the town hall, the hospital, two schools, and a bridge on the Odra River into ashes. The castle and the parish church were destroyed.

The burden of the Kostrzyn restoration fell onto the shoulders of the Prussian government, and the residents who remained in the town ruined by the war. The reconstruction of the Old Town was completed at the end of December 1769. The town raised from the ashes received a slightly changed appearance in relation to the one before the war.

In 1764 a new bridge was built on the Odra River. Severe floods in the town in the years 1770, 1780, and 1785 resulted in the initiation of large-scale drainage works and the regulation of the Warta and Odra waterways.



Typical buildings of the Old Town erected after the devastation of 1758

The period of the Napoleonic wars was another era of destruction and fall of the town. In 1806, the Prussian crew capitulated and until 1814 the town was under the French occupation. As a result of the Napoleonic wars, the town suffered heavy losses, whose consequences in the economic sphere were visible until the mid-nineteenth century.

In the first half of the 19th century, Kostrzyn was a typical town of average size, manufacturing products for its own purposes and the purposes of the surrounding area. The military crew of the fortress enlivened the town, creating the demand for a whole range of services. The geographic location of the town on the one hand made it an important communication hub, and on the other hand, forced the residents to constantly struggle with both rivers. The town still retained its tripartite character. Its centre was the Old town with a concentration of the crafts and the residents with professions connected with the river, the Długie Suburb developed brewing and gardening, and the Krótkie Suburb was of agricultural character. The old Kostrzyn had brick buildings, there were three-storey buildings in the Market Square, and two-storey ones in the remaining areas. The situation was much worse in the suburbs, and especially in the Krótkie Suburb, since many houses were half-timbered, with thatched roofs.

In the second half of the 19th century, Kostrzyn entered the era of industrial civilisation. Small crafts establishments and cultivation lands began to be displaced by factories. A significant increase in the number of the residents took place at that time. Gasworks were created in 1883, along with a telegraph office opened in 1877. The inhabitants of Kostrzyn were proud of three railway stations. In 1867 a railway station was built in the Old Town, in the years 1872-1874 in the Krótkie Suburb, and in 1887 in the Długie Suburb. In 1857 the first railway connection was established in Kostrzyn. It was the Western Railway line running from Berlin, through Frankfurt to Kostrzyn, and further to Gorzów. In 1867, the town had the direct connection with Berlin, and in the years 1872-1875 a line was conducted from Szczecin to Wrocław. Ten years later a railway line to Stargard was opened, and in 1896 another line

was launched to Słońsk as a narrow-gauge railway. To facilitate the communication between the distant part of the town, a line of horse trams was launched in 1902, which operated on the section between the Market Square and the short Suburb, replaced in 1925 with an electric tram.

The outbreak of World War II took place in 1914. Its economic consequences were similar to Kostrzyn and for the whole Reich – the economic crisis, food shortage problems, and a change of the production profile for the military purposes. During World War I, 300 Italian and Russian prisoners of war were imprisoned in the fortress. They were employed in the potato flour factory.

In the inter-war period, Kostrzyn was one of the towns characterised by average industrialisation. The development of housing construction and the construction industry in Kostrzyn was the result of both the negligence in this respect in the previous years, and the great importance attached by the authorities of the Third Reich to solving this problem.

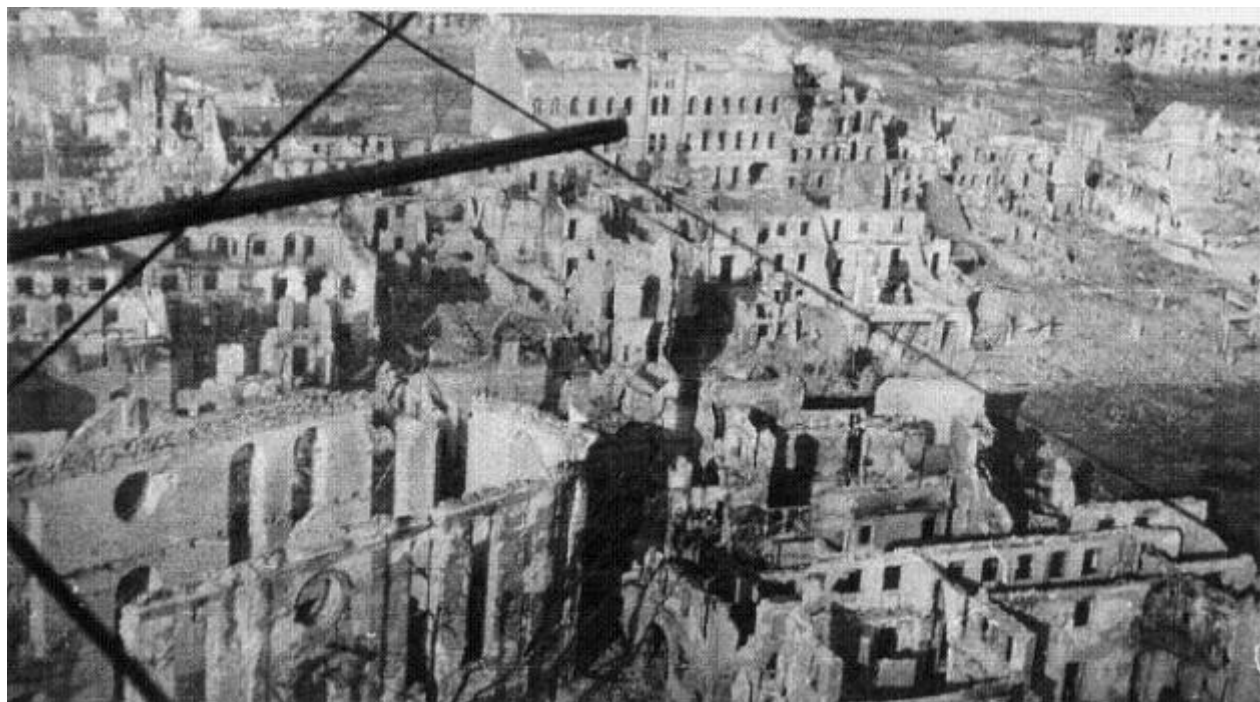
The industry which increased the importance of Kostrzyn was the wood industry and the pulp and paper industry directly connected with it. The construction of a cellulose factory was initiated in 1935.

Having the character of a communication hub, Kostrzyn had well developed catering and hotel facilities. There were 3 hotels, 3 cafés and 5 restaurants in the town (data from 1928). The first cinema, 'Apollo,' appeared near the Municipal shooting range. Also a significant increase in the civilisation level took place in this period.

During World War II, Kostrzyn was an important garrison point. Soldiers and officers were trained here for the purposes of the German army. There were numerous labour camps and a prisoner of war camp Stalag IIIB Alt Drewitz.

As a result of many weeks of fights for the town, in February and March Kostrzyn was almost completely destroyed, and the level of destruction was estimated at 98%. Only 9 residential buildings survived, and a little more than 50 houses could be repaired.

From a town with the population of about 28,000 in 1939, the town became the 'Polish Hiroshima' with the population of only 634 in 1939. The oldest housing estate located at the confluence of the Warta and the Odra River, being the actual cradle of the town, was totally destroyed. The only remains of the Old Town and the fortress were the ruins.



Old Town in April 1945 (materials of the Kostrzyn Fortress Museum)



The fortress and the Old Town in Kostrzyn nad Odrą, around 1921, i.e. before the demolition of the northern front of the fortress core (at present the area of the former border crossing, service buildings, roads, and parking lots), Fig. Robert M. Jurga.

Demographics and housing

The population of Kostrzyn nad Odrą at the end of 2013 amounted to 17,393 inhabitants (a record number in the postwar period was 17,797 in 2005; from this year a downward trend can be observed).

The population density of the town is approx. 385 people/km². It is a value more than three times higher from the average for the whole country, however, for the urban areas is relatively low. This results from the presents of significant uninhabited areas within the borders of the town, i.e. forests, meadows, surface waters, protected areas, and wastelands.

The distribution of the population in the town is very diverse, which results from many centuries of the impact of natural and human factors. The greatest density of the human settlements exists in the town centre zone with the concentration of multi-family housing. Strips of more dense population spread from the town centre, and their axes are the important communication routes:

- to the east – the Kard. S. Wyszyński Street and the Warniki Housing Estate with a characteristic street layout of Warniki, formerly a separate district which increasingly merges with the town centre development,

- to the north-west – the Streets of: Orła Białego, Drzewicka, Mikołaja Reja, Szumiłowska,

Kostrzyńska with characteristic multi-road systems of old villages of Drzewice and Szumiłowo.

A separate housing enclave is the Leśne estate surrounded with areas of different functions on each side.

Certain broad sectors have been determined within the area of Kostrzyn nad Odrą in order to present the distribution of the population:

- 1) the area of the centre between the Niepodległości Street (inclusive) and the Sikorskiego street and the areas of the railway tracks,
- 2) the area of the centre between the Sikorskiego and Gorzowska Street and the areas of the railway tracks,
- 3) the area of the centre between the Gorzowska Street (inclusive) and Kard. S. Wyszyński Street,
- 4) the area adjacent to the centre, located to the south from the Niepodległości and Kard. S. Wyszyński Street (inclusive) up to the Warta River, closed from the west by the railway tracks, and from the east by the Warniki housing estate,
- 5) the area adjacent to the centre, located to the north-south from the railway tracks in the direction of Berlin, up to the Drzewice housing estate (the streets of Sosnowa – Rzemieślnicza), from the west closed by the industrial areas, and from the east with the railway tracks in the direction of Szczecin,
- 6) Leśne housing estate and the surroundings,
- 7) Warniki housing estate,
- 8) Drzewice housing estate,
- 9) Szumiłowo housing estate.

In the years 1997 – 2008 in Kostrzyn nad Odrą, a total of 800 apartments with the total usable area of over 70 thousand m² was put to use. Less than 25% of these apartments came into being in the first half of the analysed period. A sharp increase in the growth was observed since 2003 when as many as 251 apartments were completed. Such a high number was affected by i.a. 86 public housing apartments in the former military facilities adapted for this purpose at Saperska and Gen. T. Kutrzeba Street.

In the recent years we can observe the development of multi-family housing after several years of stagnation. Also the development of the market of apartments for sale or for rent offered mainly in the new multi-family housing is of great importance (i.a. the areas of Jan Paweł II Street). In 2003 only 9 multi-family houses were completed, whereas in 2006 as many as 76 of them. Although an increase in the size of the apartments in blocks of flats has been observed, the increase of their share in the total number of apartments put into use causes a decrease in the average usable area of the newly completed apartments. The general growth rate in the field of housing is caused by the economic development of the town and a growing interest in individual construction. In the coming years we can expect that the investment dynamics will be undermined by the economic crisis.

Changes in the dynamics of single-family housing are visible in the statistical statements for the issued construction permits. Both in the powiat and in the commune we can observe similar changes in the level of intensity of single-family housing in this period. In the years 1999 – 2001 many permits were issued for the construction of small houses, whereas in 2002 a very substantial decrease in the interest in this type of investment can be seen. It is connected probably with the peak of the recession in the national economy. However, in the last years of the analysis we can observe a significant upsurge, especially in the area of the whole Powiat of Gorzów. A particularly large number of permits was issued in the last year of

the analysis (2007), when the increase in relation to the previous year was doubled and the value was the highest in the whole analysed period. Within the area of the Kostrzyn nad Odrą commune we can also observe a positive trend, however, this process takes place with a greater volatility. The generally observed increases were a symptom of an improving economic situation in the country and in the region. The comparison of the number of permits in the powiat and in the commune allows us to compare the dynamics in these both areas. The analysis indicates a clear decrease in the share of the Kostrzyn nad Odrą commune in the total number of permits issued within the area of the powiat. This means that the remaining communes develop multi-family housing at a faster pace. This applies especially to the areas of Gorzów Wlkp. The highest shares were recorded in the years 2001 – 2003 when as many as 1/5th of the permits for the construction of single-family houses were issued in Kostrzyn nad Odrą. To sum up the analysed trends, it can be assumed that in the following years the development tendency of individual housing will be maintained. Accordingly, it is appropriate to ensure areas specifically provided for this very function.

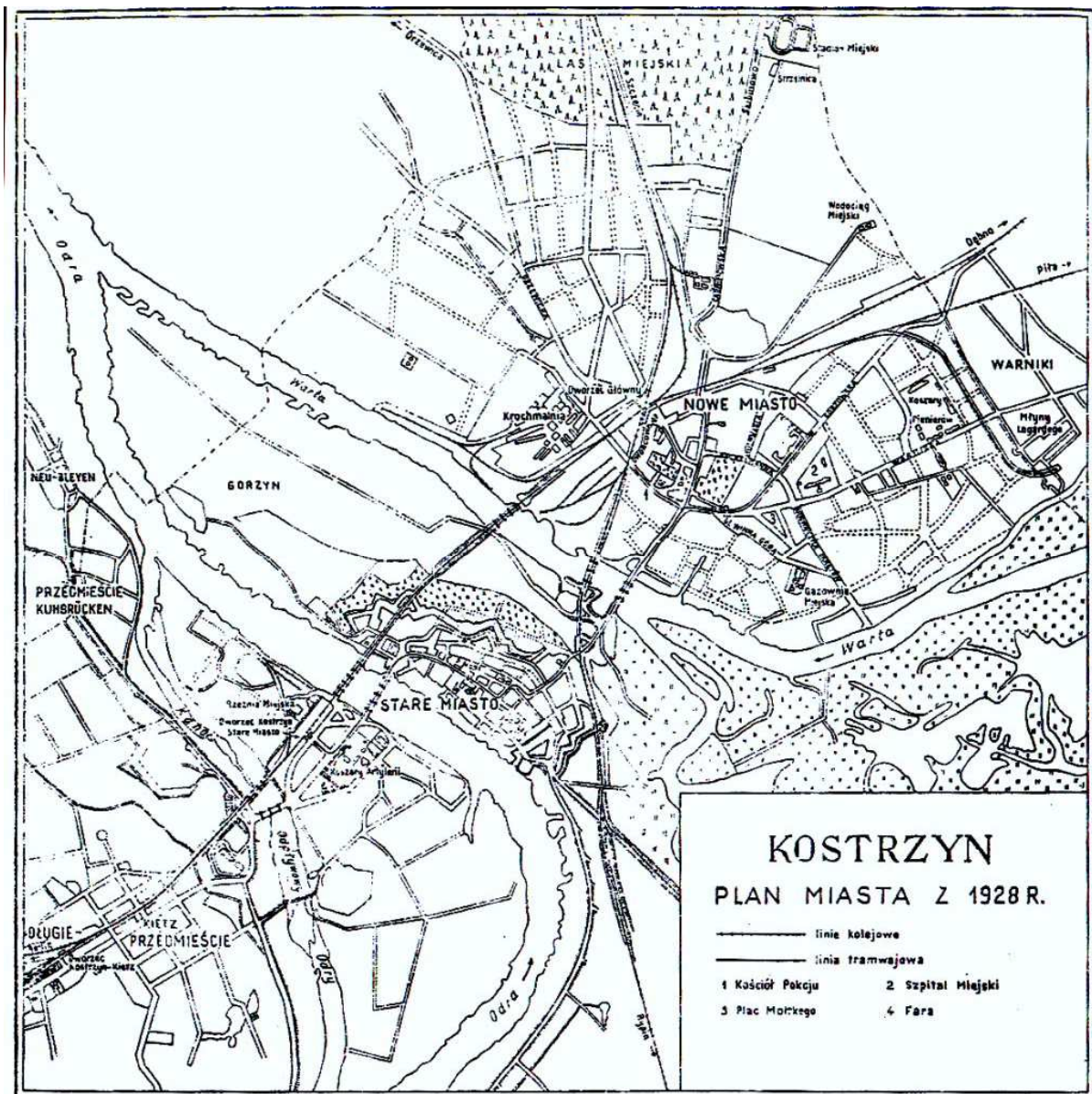
The above analyses are taken from the current 'A Study on the Conditions and Directions of Spatial Development of the Town of Kostrzyn nad Odrą' adopted in 2010. They are based on the statistical data from the period till the year 2008. The subsequent data till the year 2014 confirm the tendencies highlighted in the 'Study.' A systematic decrease in the number of the issued permits for the construction of residential buildings, with an increasing share in the permits for single-family houses built individually. The locations of the newly executed housing investments in the last ten years are almost entirely within the areas already invested into, with this kind of functionalities. They constitute a complement, supplement, and continuation of the existing settlement structures. Therefore, new housing estates are not created, and the infrastructure is not prepared for new establishments. The economic crisis continuing since 2008, especially reflected in the mortgage market, prevents the development of organised forms of investment (real state development) activity in towns comparable to Kostrzyn nad Odrą in terms of size, where the price of 1 m² of an apartment built this way is in no way competitive with 1 m² of an individually constructed detached house.

The economic development of the town and the low unemployment rate does not translate into the increase in the number of its residents. The newly created jobs in the industry and services are largely occupied by the residents of the neighbouring towns and villages who commute to work every day. Relatively low remuneration prevents them from taking out a loan and purchasing an apartment in Kostrzyn nad Odrą. Thus, the economic development does not generate demand for multi-family housing and does not contribute to the increase in the number of its residents.

large junction of 7 lines), the shaping of a road network at the beginning of the 19th century (with the most important Tract from Berlin to Königsberg (functioning in a similar course at least from the second half of the 17th century), running through the fortresses, and connecting all the suburbs by means of numerous bridges

- Political and military conditions: moving the capital of Neumark to Kostrzyn, establishment and several centuries of the expansion of the fortress and the resultant limitations in the spread of the development, creation of scattered settlements (suburbs) in the vicinity of an agricultural, fishing and crafts character, gradual increase in the urban planning standards of the suburbs in the course of the expansion of the external works and the ring fortress (mid-19th century), cassation of the fortress in 1911 and the abolition of development restrictions connected with the functioning of individual works of defence, demolition of the northern front of the fortress core (Old Town) in the 1920s and 1930s, and the demarcation of a completely new street grid as a result
- Economic conditions: the development of crafts in the settlements located outside the fortress (before the 19th century), the development of the industry in the second half of the 19th century, shaping of an important industrial centre in Kostrzyn before 1945, located to the east of Berlin.

All these factors shaped the unique, zonal urban layout of the town at the beginning of the 20th century. Individual suburbs were created as separate districts, divided by rivers, channels, floodplains, connected with a system of railway lines, transit roads, and local roads. A complement to the urban structure were the numerous barracks, warehouses, exercise yards, and shooting ranges typical to a garrison town. The industry developed along the rivers and close to railway lines. Also a tramway network operated in the town, ensuring an efficient public transport.



according to J. Stankiewicz

Almost total destruction of the town in 1945 and a change in the political order made Kostrzyn nad Odrą face extremely difficult problems concerning the functioning of the town and the region. Cutting the town's body with the state border running in the middle of the Odra River stream separated its essential parts from the natural hinterland. The economy completely destroyed by the occupation policy of the Soviet administration or the nationality of the areas included into Poland after 1945 caused the suppression of the reconstruction processes in the first post-war years. The contemporary Polish authorities has the priority of reconstruction of the capital, as well as the reconstruction of Gdańsk and Wrocław. The whole border area was 'under special supervision' in the first post-war years. Settlement and even travelling required special permits and approvals. Only the railway junction was established in the first post-war years, along with the organised administration and border protection facilities. Soon, the first Polish military units appeared, deployed on the basis of the preserved barrack and garrison infrastructure, which was rebuilt after the war. The heart of the town at that time was the area of the main railway station (after the other districts of the town were cut off by the border, the only one that remained within the Polish side of the town). The remnants of the preserved facilities constituted the residential and service facilities for the few residents (646 people in 1946).

It was only in 1954 that a decision was made concerning the reconstruction of the cellulose and paper production plant which was almost completely destroyed during the fights in 1945. This became the driving force to make intensive efforts for the reconstruction of the town which was supposed to be the natural hinterland for the employment establishments which were supposed to employ several thousands of people. The reconstruction of the New Town of Kostrzyn was initiated at the end of the 1950s, which was a housing estate which constitutes the actual centre of the town already before World War II. The most people lived here, it was the location of the most important commercial and service facilities, the industry, and the most important facilities of the technical infrastructure of the town. It was the area of a typical eclectic housing created at the beginning of the 20th century, supplemented later with more interesting modernist implementations constructed in the 1920s and 1930s. The true heart of the town was beating here till the year 1945.

At that time, the Old Town was a low standard residential development area with services on the ground floors. However, this was mostly the housing development created in the second half of the 18th century, of fairly low technical and functional standard.

It was difficult to ensure the housing standards and the appropriate level of sanitary requirements that were applicable in Germany in the inter-war period. The planned expansion of the Old Town within the area of the dismantled fortifications of the northern core of the fortress has mostly been implemented before the outbreak of World War II, and therefore there was no attempt even at a partial urban integration with the area of the New Town.

After 1945, the area of the Old Town was located directly in the frontier zone. The road border crossing did not operate, and a numerous garrison guarding the strategic crossings by the Odra and the Warta River stationed on the opposite Odrzańska Island. There was no way to conduct any reconstruction. The area became completely inaccessible to the public.

In 1969 the remains of the castle and the adjacent buildings were blown up (incidentally quite well preserved, which would qualify for reconstruction in other geopolitical conditions, owing to their historical and artistic value). Soon after loosening the stringent regulations applicable in the border zone, a permission was issued for the creation of allotment gardens in the area of already heavily overgrown ruins of the Old Town. Moreover, in the early post-war years a cemetery and a mausoleum of the Soviet soldiers killed in an attempt of winning the Kostrzyn Fortress in 1945 were created in the area of the Król Bastion. A cemetery was organised in the area (as it turned out, during the exhumation conducted before the decommissioning in 2009, the completely symbolic, the actual one liquidated in 1953, was located in a different part of the town).

At the time when the cellulose and paper plant was launched, the reconstruction of the area of the former New Town was quite advanced. A housing estate was created here, along with the programme of the necessary services. The new multi-family housing did not refer in any way to the old patterns; only the historical layout of the streets was preserved. However, the form and density of development in now way resembled the situation in this place before 1945. The heart of the town was created here in the first years of the 1960s, and it has been operating to this day.

In later years, along with the development of Kostrzyn nad Odrą as a local industrial centre, along with its significant garrison function (the last military units were dissolved here in 1999, shortly after the change of the Polish military doctrine associated with joining NATO) other housing estates were created with a more distant location. Since the 1970s these were the typical assumptions implemented on the basis of the industrialised construction technologies (prefabrication of large concrete slabs). Since the early 1980s, the development of individual single-family housing could be observed in these peripheral locations, often in connection with services and crafts.

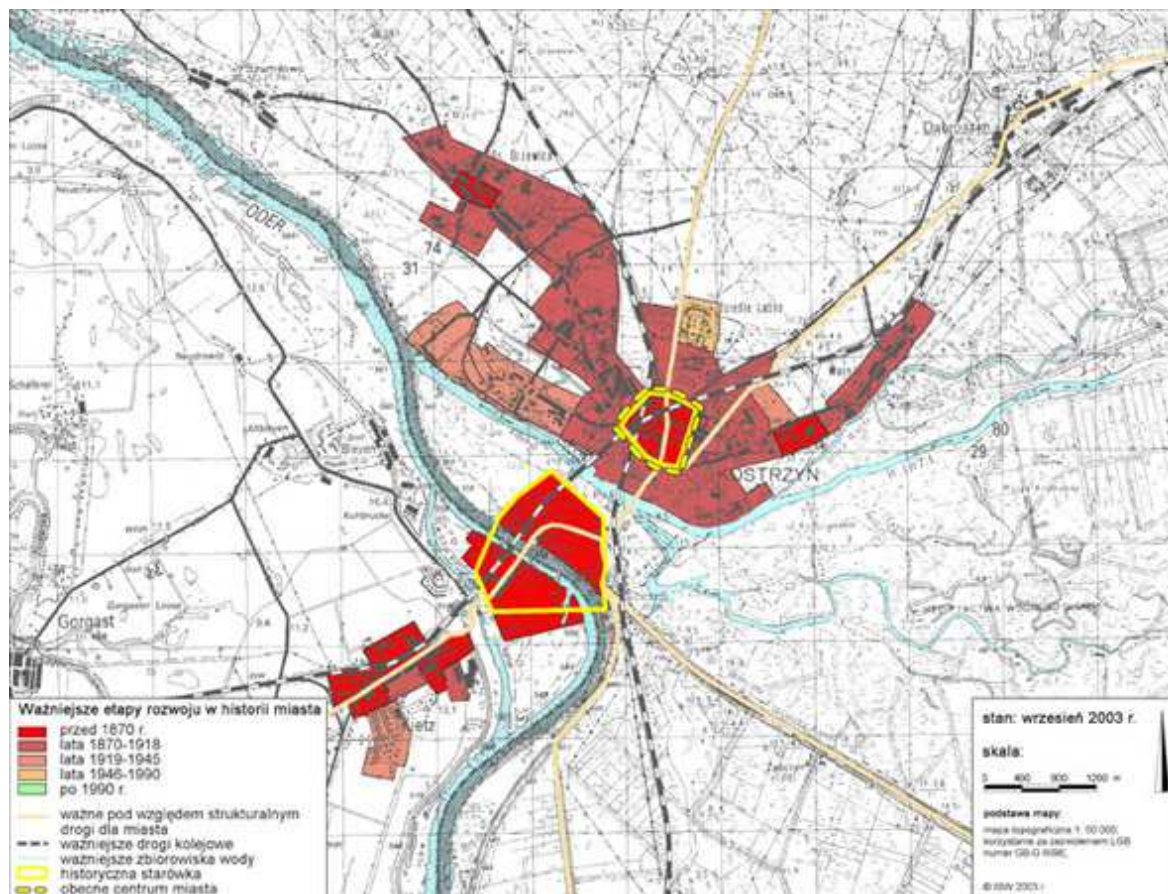
These tendencies persisted at the beginning of the 1990s where political changes took place in Poland, and above all, the border with Germany was opened. Road and railway border crossings were opened in Kostrzyn nad Odrą. Border trade was developing vigorously. The local community became richer quickly. The trans-border integration seemed obvious. It seemed that the town entered the period of its best development since Margrave Jan.

Despite the accession of Poland to the European Union, and then to the Schengen area, and as a result the abolition of the last barriers to the movement of people, goods, and capital within the EU, no significant economic factors appeared, which would allow for a rapid development of investments in the town. Indeed, new commercial building, supermarkets, gas stations, and even many service establishments were created. Unfortunately, this did not create such capital that would allow for such a significant increase in the number of the town residents, for whom it would be feasible to construct a large number of residential apartments in a reasonable time period.

The situation was not affected by the activity of the Kostrzyńsko – Słubicka Special Economic Zone, which contributed to the creation of several dozens of employment establishments and several thousand of jobs. All these factors did not cause any significant demographic growth, and hence a significant demand for relatively affordable apartments. A natural, independent development of housing took place and has been continues by the ongoing supplementation of the existing structures, filling in the gaps in the structure of the peripheral housing estates, location of new and usually quite high standard implementation of single-family houses. The multi-family housing with services is implemented only to a very small extent. Only social apartments constructed by the town are executed. Projects implemented by developers before 2008 have been completed. It took them many years until they were able to sell the completed residential areas.

The current development tendencies do not indicate that any demographic increase should occur in Kostrzyn nad Odrą in the next few years, which would condition the launch of new areas of organised investment activity, whose primary purpose would be residential construction.

Currently, the town is in the process of preparing the local spatial development plan for the complex of the former military training grounds where eventually new residential and service structures will be built, with a different density of investment. Ultimately, this area may meet the housing needs of about 6000 people. Within this context, and taking into consideration the complex conditions of the implementation of the new buildings in the Old Town (much higher costs associated with meeting the conservation requirements), this process seems completely unreal in the coming decades.



Important stages in the town development (source: Town Hall of Kostrzyn nad Odrą)

OLD TOWN RECONSTRUCTION PLAN IN KOSTRZYN.

General Characteristics of the Project

The 'Pompeii of Kostrzyn' or the 'Polish Hiroshima' – such synonyms clung to the unreconstructed Old Town of Kostrzyn. Two months of fierce fights in 1945 and the post-war demolitions annihilated the place of the centuries-old tradition of a significant urban centre with a very interesting history.

It took almost fifty years to inaugurate the rubble removal and the Reconstruction of the Old Town in Kostrzyn nad Odrą on 23 April 1994, initiated with the symbolic breaking of the ground.

This event was also an opportunity to proclaim the cooperation of historical fortress towns: Spandau, Peitz, and Kostrzyn, whose creation is associated with the person of an Italian architect, Francesco Chiaramella di Gandino, acting in the area of Brandenburg in the mid-16th century. The Kostrzyn Fortress extended for four centuries, was an arena of warfare struggles many times. It was severely destroyed during the Thirty Years' War (1618-48), the Seven Years' War (1753-60), and the Napoleonic occupation (1806-14), nevertheless, it has always been able to rise from the rubble. The cataclysm of World War II, as well as the subsequent change in the political order in Europe, inhibited the development of Kostrzyn for a long time, as a town which could use the advantage of its location and its traditional importance.

The reconstruction of the Old Town initiated 20 years ago led to the creation of a number of valuable initiatives and activities. Dozens of press articles were written, many books were published, and numerous events were organised – including exhibitions, seminar, Polish-German meetings, and festivals. The regular Fortress Days are organised. The Old Town is the place of presentation and activity of artists from almost all of Europe.

A publication entitled 'A Virtual Reconstruction of the Fortress and the Old Town in Kostrzyn nad Odrą' was issued in 1999. Apart from the concept of reconstruction shown in the visual form of a computer model, it included many studies and analyses connected with the issues of conservation, transport services, shaping the urban area, as well as the municipal engineering systems. The theses included in the publication, concerning the introduction of the new development, the expected functions, or the principles of conservation protection constituted the basis for further studies and planning works associated with the spatial development of the area.

Local Spatial Development Plan

In the years 2001-03 a local spatial development plan for was developed and adopted for the area of the Old Town. It provides the legal framework in which all the investment plans will be implemented both by the public sector and by private investors) RESOLUTION No. X/96/03 of the City Council of Kostrzyn nad Odrą dated 10 July 2003).



The most important general findings of the plan having a significant impact on the course of the investment process include:

- 1) within the facilities of the fortifications and the castle – the obligation to obtain permits of the Heritage Conservator for all the planned works, as well as the possibility to introduce additional conservator conditions for these works, in accordance with the detailed regulations,
- 2) within the borders of the area indicated as the conservation area – the necessity to obtain the arrangements of the Heritage Conservator (Provincial Heritage Conservator – PHC) for all the planned works, as well as the possibility to introduce additional conservator conditions for these works, in accordance with the detailed regulations,
- 3) within the borders of the area indicated as the conservation area (archaeological observation area) conducting earth works, including rubble removal, on the basis of the permitting decisions of the PHC, conducting preceding studies and archaeological supervision, in accordance with the detailed regulations:
 - a) the obligation of the preceding studies and archaeological supervision concerns the following areas: 1- Tmk, U- Tmk, U- Tmk- I, U- TbK, U-TbF, U-TbB, U-TbP, U-TbPa, I- TbKa, UH, Uj., Kx -R, Kx - Z, Kx -K, Kx - S, U-K and U in fragments: in the Kx-K frontage (at KL-1) at the section between KD. In the eastern frontage Kx-K, adjacent to KL-3 and Kx-z, adjacent to Kx (the former Zaulek Aptekarski), adjacent to KD and

KL-2 (corner of the frontage at Kx-R, the former town hall), the former individual tenement houses at KL -2 and at the height of Kx-R,

- b) the obligation to provide archaeological supervision applies to the areas not listed above.

7. The specific objectives of the plan are adopted, which include:

- 1) protection and exhibition of the preserved fortress elements, making the course of the destroyed fragments of the fortifications clear and restoration of the historical urban composition, as well as partly the historical buildings,
- 2) providing the town with an instrument for conducting the appropriate land trade policy,
- 3) ensuring spatial order and adequate standard of living,
- 4) ensuring the development of broadly understood service functions, including commercial functions,
- 5) protection of public areas.

The following specific arrangements should be enumerated:

For the area marked with the MPU symbols:

- 1) it is determined that the purpose of the guest house, residential, hotel and catering functions should be provided, while allowing the berth to be used for water traffic in accordance with the conditions of the RZGW and the Inland Navigation Office of Szczecin,
- 2) it is applicable to provide development with alternative conditions:
 - a) referring to the nature of residential buildings, with a height of two storeys, including one in the usable attic, gable roofing, mansard roofing and with pediments with dormer windows, with the undulating roofs and dormer roofs with an inclination of 40° - 50°, with the colour of dark red and brown,
 - b) in the contemporary form, maintaining the tendency to the maximum closeness of the setting of contemporary block planes and the U-TbF, with a recommendation to connect the glazed surfaces with masonry elements,
- 3) the building height not greater than 18 m,
- 4) it is applicable to provide the development within the area documented with archaeological surveys, however, not more than 50%, with the recommended use of the preserved foundations,
- 5) the colours of the facilities require a reference to the preserved fragments of the U-TbF,
- 6) it is applicable to provide fencing not higher than 0.8 m with the exclusion of a full one, in accordance with the general regulations and compliance with the conditions for properties adjacent to surface waters,
- 7) it is applicable to provide the access to public waters of the villages for the following purposes: conservation, navigation, measuring equipment, and the bulkhead reconstruction,
- 8) risk of flooding in accordance with § 2 section 3 item 2.

For the area marked with the MZ symbols:

- 1) the purpose of a hotel is applicable with the permission for an alternative use for trade, catering or parking, under the terms of § 2 section 1 item 1-3, section 4 item 1-3,
- 2) it is applicable to maintain and complement the greenery for at least 20% of the area,

- 3) risk of flooding in accordance with § 2 section 3 item 2,
- 4) the applicable development lines which cannot be exceeded are 4.0 m from the border,
- 5) applicable building height: up to 3 storeys,
- 6) obligatory application of the following development form:
 - a) not contrasting with the 18th century development of the U areas within the scope of the division of façades, roof construction, colours, materials or
 - b) connecting large glazed areas with ceramic elements,
- 7) it is applicable to conduct detailed technical studies of the ground before the foundation works at the building

Within the areas marked with the U symbols (UA, UH, UG, UE, M, MP, UO, UN, UZ, UŁ, ZP,U):

- 1) obligatory purpose in whole or in part of the service functions while allowing the residential functions on floors above the ground level,
- 2) it is preferred to distribute the functions in accordance with the Annex (with the symbols in reference to administrative services and general servicing, such as banks and finances – UA, trade – UH, catering, pubs, and clubs – UG, galleries and exhibitions – UE, education – UD, science – UN, healthcare – UZ, communication – UŁ, services with accompanying greenery – ZP, U, parish house near the UK area, and in relation to housing – M, collective housing, such as guest houses and hotel accommodation – MP),
- 3) divisions in accordance with the lines delimiting areas with different functions are applicable (corresponding to the historical layout, the division into quarters) and the line of the internal division (corresponding to the historical plot division), which may be annulled on conditions stipulated in § 3 section 16 item 10 k and in the absence of the need to establish an easement of passage for the area with this development,
- 4) risk of flooding in accordance with § 2 section 3 item 2,
- 5) within the borders of the quarter, it is required to perform an architectural concept; the area is treated as an area of organised investment activity,
- 6) within ZP, U it is applicable to provide greenery on at least 30% of the area,
- 7) the protection, maintenance, and supplementation of high greenery is obligatory, unless it collides with the development,
- 8) the provisions of § 2 item 6 shall be applicable for the fragments marked in the Annex at Kx-Z,
- 9) it is allowed to separate internal non-public roads with the KW symbols in accordance with the Annex,
- 10) when shaping the development and land use:
 - a) it is obligatory to provide frontage development,
 - b) in the facilities which are supposed to be reconstructed, it is applicable to preserve the 18th century historical sizes and façade compositions.
 - c) it is applicable to provide buildings with the height of 10 – 18 m,
 - d) the frontage development involves the obligatory 2, 3 and 4-gable roofing and mansard roofing in the ridge system, in the remaining development, i.e. the internal development, roofs of any form, on condition that the facilities are not exposed from the side of communication routes,

- e) in the frontage development it is applicable to provide a tilt of the roofing at the angle of about 40°-50°, and in the remaining ones any types on condition that the facilities are not exposed from the side of communication routes,
- f) in the frontage development it is applicable to apply warm colours and dark ones in the shades of brown or red, as well as ceramic materials,
- g) it is applicable to provide entrances to the buildings from the side of the communication routes, however, the application of porches, verandas, external staircases, and platforms is allowed only in the absence of collisions with the designed technical infrastructure,
- h) it is obligatory to place buildings in accordance with a strictly determined line defined by the basement walls of the historical curtain development (to be determined on the basis of the measurements of the external contour of the basement walls), and others are allowed within the fragments marked with lines of development that are impossible to exceed within the marked boundaries, ensuring uniform development line within the entire frontage between the transverse streets,
- i) in the frontage development, it is preferred to use plastered façades with the designation of gates, windows, pilaster strips, friezes, etc., in the remaining one – any types,
- j) in the frontage development, it is preferred to apply rectangular window openings with a symmetrical arrangement of mullions; preference not specified in the internal one,
- k) it is allowed to apply the full development of the quarter with the removal of plot divisions on condition that the rhythm of internal divisions is accepted in the frontage façades (front ones) of the buildings by the differentiation of particular façade fragments (introducing small division, detail differentiation, height of the line of the ridge and cornices), with a recommendation to apply roofs and attics that meet the conditions of item c, d, e, f, in front façades (from the side of communication routes),
- l) in the basements of the facilities at the streets, it is allowed to introduce technical infrastructure,
- m) the application of arcades is not recommended at KL and KD.

Within the area marked with the U-1 symbol:

- 1) the location for housing and service development is determined, including the maintenance of the existing one, allowing for the construction, reconstruction, and modernisation in accordance with § 3 section 16, item 1, item 5, item 6, item 10 a., c-k,
- 2) at the level of at least two ground floors it is allowed to locate non-burdensome services accompanying housing,
- 3) risk of flooding in accordance with § 2 section 3 item 2.

Within the area marked with the UH, U symbols:

- 1) it is obligatory to recreate the facility (the former food warehouse) while ensuring:
 - a) height up to 16 m and 3 storeys, including one in the usable attic;
 - b) a ceramic gabled or hipped roof,
 - c) axial arrangement of window openings at all levels,
 - d) accepting and allowing passages through arched gates in places marked in the axis of streets KD and KW, as well as the division of the facility into three parts.

- 2) the following functions are allowed on condition that all the storeys or separate parts of the facilities are used:
 - a) service functions, i.e. bazaar, market hall,
 - b) collective housing, i.e. a hotel with catering and trade,
 - c) parking functions, including a multi-storey garage on condition that no nuisance is created for the adjacent access roads in KD,
- 3) in the case of the allocation of the facility for a multi-storey garage, it is allowed to execute an entrance from U- TbPa and U- TmK,
- 4) risk of flooding in accordance with § 2 section 3 item 2,
- 5) a division of the building into segments is allowed, with the exclusion of their fences.

Cross-border Study of the Old Town Revitalisation in Kostrzyn nad Odrą

The main objective of the project entitled 'Stary Kostrzyn 2015' is to develop a coherent and holistic vision of the reconstruction and development of the Old Town area in Kostrzyn nad Odrą.

The main assumption is to restore the historically justified function of the social and economic centre for the northern part of the former Neumark, a centre conveniently located 'between' Berlin, Szczecin, Gorzów, Zielona Góra and Frankfurt on the Oder.

The study is an attempt to find a compromise solution of the problem of revitalisation of the area of the former Fortress in accordance with the requirements of the contemporary rules for shaping urban areas, the principles of protecting the goods of material culture, the principles of sustainable development, protection of public interest, as well as taking into account the significant cross-border function of the project area.

The Polish-German cooperation is the key issue for the success of the implementation of the findings and the proposed investment plans included in the project, which is a complementary study to the one performed in 2002 including the revitalisation and development of the area of the Odrzańska Island, located on the left bank of the Odra River, in the immediate vicinity of the Old Town.

The study is supposed to provide a basis for the promotion, organisation, and coordination of the investment processes within the area of the Old Kostrzyn. It is also supposed to cause the inhibition of harmful investment activity with a destructive effect on the preserved monuments and the historical layout of the former Kostrzyn Fortress.

The legal basis and the general guideline for this study shall be the applicable local spatial development plan of the Old Town in Kostrzyn nad Odrą.

The multidimensional and open character of the project results in the fact that the area of the Old Town in Kostrzyn nad Odrą may become the most attractive investment area around the Polish-German borderland.

The 'Cross-border Study for the Revitalisation of the Old Town in Kostrzyn nad Odrą' developed with the co-financing of the European Union, constituted a continuation of the previous conceptual and planning works. However, it took into consideration the investments implemented in the recent years, and it refers to a broad spatial, historical and social context on both sides of the border. The project is supposed to constitute an effective tool of the investment policy, and shall be the basis for the promotion of the Old Town area. It shall also be the basis for the subsequent investment, promotion, and cultural projects financed from the resources of the European Union, the State Treasury, as well as the local and regional government. The wide scope of the study reflects the complex and complicated nature of the

Within the framework of the 'Cross-border Study of the Old Tow Revitalisation in Kostrzyn nad Odrą,' the following study and design works have been performed:

The investment and conservation part including construction inventories along with the assessments of the technical condition, as well as construction projects for the conservation and revitalisation of the preserved fortification facilities

The economic part including a feasibility study, a marketing strategy, as well as the strategies for obtaining financial resources for the Old Town revitalisation

The promotional part consisting of a set of investment offers, a visualisation of the revitalised complex of fortifications, as well as examples of the new urban development.

A division into the following stages of implementation of the Old Town reconstruction was adopted:

Stage I: restoration and reconstruction of the preserved fortifications, the castle, and the parish church



TRANSGRANICZNE STUDIUM REWITALIZACJI
STAREGO MIASTA W KOSTRZYNI NAD ODRĄ
KONCEPCJA ZAGOSPODAROWANIA
PRZESTRZENNEGO I ZABUDOWY

ETAP II

skala 1:1000



Stage III: landscape re-composition of the non-existent northern front of the fortress core, revitalisation of the Dzieło Rogowe as a park and recreational facility assumption

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PRZESTRZENNEGO I ZABUDOWY

ETAP III

skala 1:1000



The basic assumptions of the implementation of the new urban development, as well as shaping the public and private space physiognomy of the Old Town:

In terms of the layout and the character of the new development:

- the target number of 2,500 residents is assumed, with 550 – 750 apartments
- 18 quarters corresponding to the historical arrangement of streets and squares are distinguished

- the existing and impassable lines of development of the designed buildings must comply with the historical spatial composition indicated by the preserved relics of the basements and basement walls
- the basis of the composition of the new development must be the historical property division. This division must be reflected in the front façades of the newly constructed buildings. However, it does not have to overlap with the functional and contemporary division of property. The ridge system is assumed as the dominant one in the roof composition in the area of the entire project. Mansard roofs are allowed, along with dormer windows and bay windows which break the monotony of the blocks
- the height of the development must correspond with the state before 1945 and range from 10 to 18 m. It is recommended to introduce a differentiation in the height of the buildings corresponding with the historical state – three-storey buildings with a loft in the middle of the town and at the main streets, and two-storey buildings on its outskirts
- the new development should, as far as possible, refer to the historical colours and compositional divisions (layout of windows, location of entrances to buildings, course of cornices, pilasters, rustications, etc.)
- it is recommended to concentrate the commercial and service activity in the ground floors of the designed buildings.
- It is recommended to use the preserved relics of basements whenever the design permits
- the facilities determining the image of the town (emblems) shall be the following: the Church of St. Mary, the prince's castle, and the town hall. The enumerated facilities will be subject to reconstruction
- the selected newly constructed tenement houses should have façades faithfully reconstructed on the basis of the archival documentation. It is necessary to allow the investors for the freedom of choosing the facility, however, it is necessary to comply with the principle that every newly built quarter should have at least one tenement house with the façade as close as possible to the state before 1945.
- it is recommended to use ceramic roof tiles. It is advisable to use a material similar to the historical one present in the facility existing before 1945, unless its form and function is inadequate to the modern needs and possibilities
- it is assumed that the local relics of the former development should be left in the form of preserved permanent ruins (e.g. the remains of buildings at the entrance to the Filip Bastion, at the Suchy Square, and at the Berlin Gate)

- it is recommended to leave single trees in the interior quarters of the development if their location does not interfere with the designed underground utilities and the location of the parking spaces for passenger cars
- it is necessary to complement the historical areas of high greenery in the area of the Wyścigowy Square, along the Odra River and the former food warehouses

Within the scope of communication services and parking:

- the location of the motor entries to the area of the Old Town should correspond with the historically justified places – the preserved Berlin Gate and Chyżyńska Gate, as well as in the immediate vicinity of the non-existent Sarbinowska Gate
- it is recommended to conduct new peripheral streets along the trace of the demolished fortifications
- the applicable rule is to maintain the historical layout of the roadways, curbs, side walks, and paved roads
- the newly implemented pavements of the generally accessible streets and squares must be made only from natural materials: granite paving, basalt blocks, granite and basalt slabs, field stone, wooden bricks
- entrances to the interiors of the quarters should be executed in the form of gate passages
- it is recommended to dedicate the Wyścigowy Square and the Market Square for the location of generally accessible underground car parks
- it is recommended to organise public parking places in the indicated locations in the amount of about 400 parking spaces
- it is recommended to implement a multi-storey car park within the area of quarter 18 (the area of the Berlin Street and the Berlin Gate), however, with the height smaller than the preserved sections of the curtain wall
- it is recommended to organise parking spaces parallel to the curbs in the Chyżańska Street.

Within the scope of shaping the public space:

- it is recommended to develop an individual design of the elements of small architecture and broadly understood small-size infrastructure equipment, uniform for the whole area of the Old Town, such as street lamps, park benches, litter bins, advertising pillars, posts and signs with the street names, property number signs, street pumps, information boards, birdbaths, bike racks, posts and barriers limiting motor traffic, etc.

- it is recommended to reconstruct monumental drains and street gullies by the construction of new systems of sanitary and rain sewage systems in the course before 1945, with the location of new drains and gullies in the places of the existing ones, with the reuse of preserved cast iron and concrete covers and grates
- it is recommended to locate individually resolved sculptural accents in historically justified places. It is advisable to use the preserved relics of pedestals or monuments and to recreate the historical sculptural implementations in the case of preserving the accurate and reliable archival documentation. Otherwise, it is recommended to implement sculptural items with a strongly modern character
- it is recommended to create a lapidary exhibiting the original elements of the architectural interiors, sculptural details, fragments of statues and monuments, commemorative slabs and boulders, grave stalls, etc. discovered during the rubble removal and reconstruction
- The recreated architectural details of the decoration of the reconstructed façades may be performed with the use of modern materials (e.g. Styrofoam mouldings), on condition of applying traditional rules of façade composition, appropriate proportions, and diligent execution, confirmed with possibly the most accurate analysis of the archival materials
- it is recommended to place the elements of the technical infrastructure within the quarters of the new development, in accordance with the applicable regulations, with the use of possibly the smallest interference in the composition of the façades and the quarter interiors
- fences are prohibited within the whole area, except for quarter interiors
- it is recommended to implement collective systems of heat provision in the form of gas boiler rooms serving the entire quarters or groups of buildings
- it is recommended to implement the rainwater sewage draining precipitation waters in the direction of the western moats. The outlets should be provided with pre-treatment devices as well as systems stopping oil pollutions
- it is recommended to introduce biologically active areas in the amount of 30% inside the quarters

Within the scope of the functional programme:

for the facilities with an emblematic character for the Old Town, such as the prince's castle, the Church of St. Mary, it is recommended to introduce unique functions of supra-regional importance, e.g. the ecumenical church with an extensive cultural programme (concerts, exhibitions, activity of non-governmental and regional organisations), a conference and congress centre, a branch of a university and a regional library, an institute recording the history and the culture of the Neumark, a university of the third age, etc. It is recommended to recreate the town hall in the eastern side of the Market Square, in the historically recreated form on the basis of the preserved archival materials; it is recommended to implement a

facility with a hotel function at the Wyścigowy Square (the area of the former fortress) constituting the accommodation and catering base for the functions of supra-regional importance, located within the area of the Old Town.

- it is recommended to implement a hotel or a motel in the place of the former food warehouses in the north-eastern part of the fortress; implementation similar in its form and character to the state before 1945.

- it is recommended to locate the commercial and service facilities in the western frontage of the Market Square

- it is recommended to locate the facilities with the administrative, scientific, and research functions on the basis of the newly implemented frontage development, such as e.g. the Directorate of the Ujście Warty National Park, ornithological institute, natural history museum, seats of historical, agro-tourism, sports associations, etc.



Comprehensive, simplified vision of the Old Town reconstruction (source: BPI Redan Sp. z o.o.)



Example of the Old Town superstructure (source: BPI Redan Sp. z o.o)



STRUCTURE OF LAND OWNERSHIP AND IMPLEMENTED COMMERCIAL INVESTMENTS

At present, the vast majority of the land is owned by the Town of Kostrzyn nad Odra. Exceptions are the real estates in the northern part of the discussed area – along the national road No. 22 and the areas of the former border crossing. These constitute the properties of individuals and other entities, e.g. the State Treasury (lane DK 22). The following map presents colour-coded real estates not being in possession of the Town of Kostrzyn nad Odra.



As can be seen in the fragment of the above cadastral map, the divisions of real estates within the modern historic fortifications in most places do not take into account the division into the public space and the commercial building areas, as it is determined in the local development plan. The exception is the area of the Szkolna Street, where in the late 1990s there was an attempt at developing several quarters into complex residential and service areas. This task could be achieved only to a limited extent. Several tenement houses were built in accordance with the contemporary fashion as a quite free interpretation of the historical architecture of the period before 1945. Unfortunately, the investor (the 'Podzamcze' Housing Association) went bankrupt, and the unfinished buildings were left for almost 10 years, and then the new owners completed their construction. Around 2010 the first few residents of the Old Town appeared. Before 1945, it was the main residential area of the town.



Since that time, no attempts of investment activity of a commercial nature have been made in the area of the Old Town, except for the construction of a hotel, service, and commercial complex continued since the beginning of the 21st century in the area of the former Sarbinowska Gate. The 'Bastion' Hotel was executed, whose form refers to the historical masonry and earth structure of the Książę bastion only conceptually. However, a small fragment of the discovered relics of the internal buttress of the bastion's cavalier. The building was designed and executed before the local development plan came into force, on the basis of the Decision on Land Development and Management Conditions, i.e. the procedure required for determining the necessary investment parameters in the absence of a local spatial development plan.



A gas station was completed subsequently in the place of the Sarbinowska Gate demolished around 1932. In this case, solutions were implemented to refer to the architecture of the fortress – clinker linings, buttresses from the side of the northern entrenchment of the curtain wall, or the most visible northern façade in the form of a monumental clinker portal imitating

two gate passages arched segmentally. Such an architectural solution imitating the old gate of the fortress. Without any explanation of the past and this place is confusing, especially for persons who do not know the history of the town and the fortress. Unfortunately, the records of the local development plan allowed for a very broad programme of commercial functions, including gas stations, whose functional nature is most distant from the historical assumptions, so it is difficult to expect a successful outcome of its implementation into the frames of the historical buildings. However, the legal system of spatial planning in Poland is woefully deficient in terms of refining the detailed requirements concerning the architectural solutions in buildings, even in areas listed in the register of monuments. This problem affects the whole country and has a very negative impact on shaping the spatial order.



Another hotel and commercial building was implemented subsequently in the place of the former food warehouse. This is by far the best implementation in this complex, based on the precise regulations of the local spatial development plan. In terms of its location, block and divisions of the façade, it recreates the structure of food warehouses, being the largest facilities in the Old Town before 1945 in terms of their cubature. This solution constitutes a compromise between the modern functional requirements, the available construction technologies, and the needs of the today's users of the hotel, commercial, and service function.



During the formation of the first construction projects (the years 1997-99) the local spatial development plan did not exist and its proceedings were not even initiated. Therefore, to obtain the appropriate permits of the Provincial Heritage Conservator, it was necessary to conduct a number of study and research works. For this purpose, the town of Kostrzyn nad Odrą obtained a grant from the CBC Phare fund.

In 1998, on the basis of an agreement between the Board of the Town of Kostrzyn and the 'Podzamcze' Housing Association from Szczecin, a study presenting the possibility of reconstructing the Fortress and the Old Town in Kostrzyn was prepared. The objective of the visualisation of the Kostrzyn fortress and the Old Town was to prepare materials presenting the method and manner of development.

The concept assumed the recreation of the original layout of the town in the forms, character, and scale of development referring to the historically established elements based on the preserved layout of the streets, squares, and fortifications, as well as the remains of old buildings. The presented solution was adapted to the modern conditions and needs. The plan resigned from recreating the forms of the historical buildings – apart from the dominant castle, church, town hall, as well as selected tenement houses with the most valuable façade compositions.

Individual, modern composition solutions with differentiated roofing systems have been proposed for the new development, while retaining their historical outline.

A diversified development was designed, depending on the location. These were supposed to be three-storey tenement houses at main streets, whereas two-storey buildings were planned in the case of the most of the remaining ones.



The target vision of the Old Town reconstruction and landscape re-composition of the demolished northern front of the fortress in accordance with the assumptions from 1999
(source: TH of Kostrzyn nad Odrą)

The implementation of the plans was undertaken by the 'Podzamcze' Housing Association from Szczecin, having experience in this field gained in the area of Szczecin where the historical castle grounds were developed in a similar way. In 1998 works were initiated with the reconstruction of the first six buildings, 18 further buildings were supposed to be constructed within the following few years. Due to the lack of interest of potential buyers or tenants, as well as the financial problems of the association, the works were discontinued in the year 2000.



Axonometric view of the Old Town in accordance with the vision of reconstruction from 1999
(source: TH of Kostrzyn nad Odrą)



View in the north-western direction on the frontage of the Market Square (source: TH of Kostrzyn nad Odrą)



The facilities are in a serious disharmony with the immediate surroundings of the Old Town is the complex of buildings and the road layout of the former border crossing which was operating since 1992. Now the main building constitutes the headquarters of the Town Hall. The other ones are the seats of the other public administration institutions and the Kostrzyn Fortress Museum. This complex was built in the place of the former Królowa Bastion, destroying the surviving relics of the Christian Ludwig Ravelin and the Albrecht Ravelin. The resulting road system created at that time, entered the area once occupied by the fortifications of the fortress core.

CONCLUSIONS

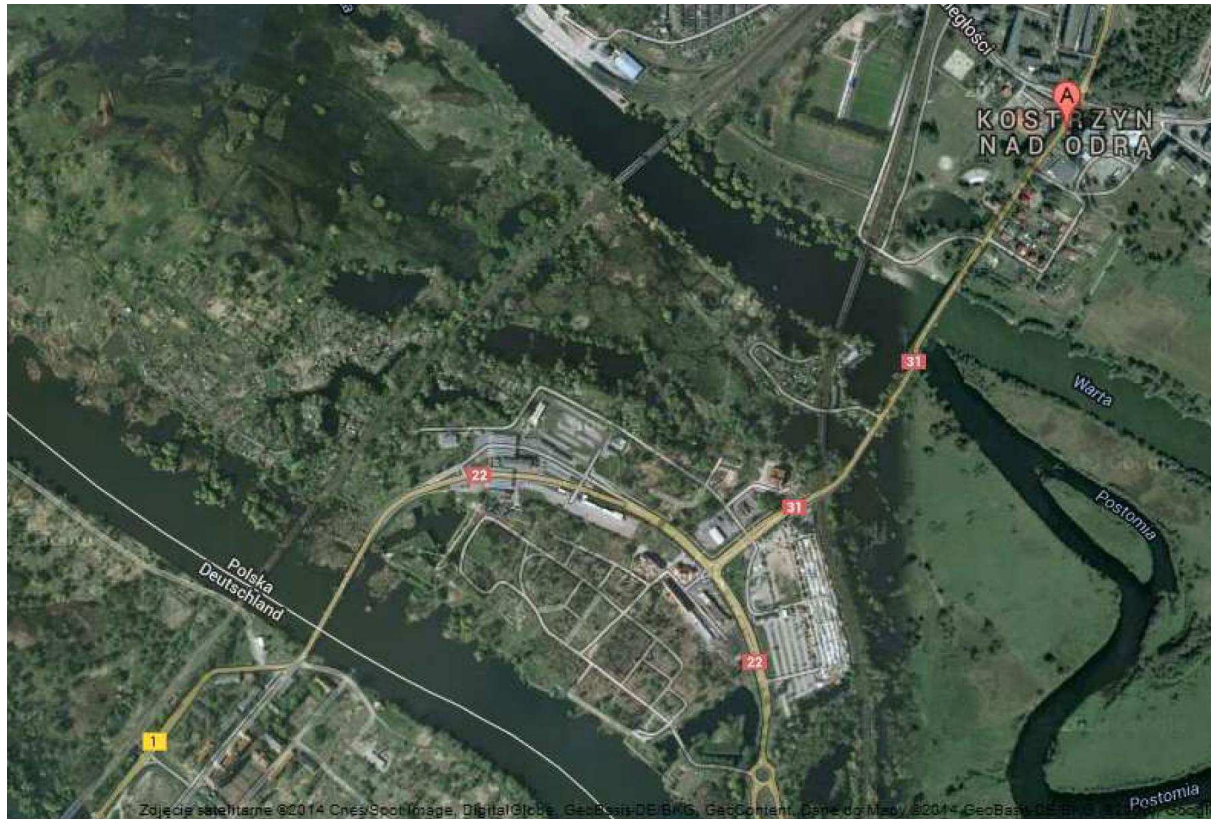
The year 2014 was the 10th anniversary of the preparation of 'The Cross-border Study of the Old Town Revitalisation in Kostrzyn nad Odrą,' the last complex development taking into account the comprehensive reconstruction of this part of the town. This year is also the 10th anniversary of the accession of Poland to the European Union and considerable financial resources have been invested in the revitalisation of the Kostrzyn fortress (approx. PLN 20 million). The revitalised facilities include: both gates – the Berlin Gate and the Chyżańska Gate, the Filip bastions where the modern interactive exhibition of the Kostrzyn Fortress Museum is located, the Brandenburg bastion where the parking project was created in accordance with the one existing there before 1945. The revitalisation works included the moat at the Filip bastion, both bulkheads, as well as the adjacent sections of curtain walls. The Król bastion, the largest facility of the Kostrzyn Fortress, awaits revitalisation and development for exhibition and museum purposes.

Since 2008, the area of the Old Town has been under the care of the Kostrzyn Fortress Museum. The number of tourists visiting this area continues to increase and it already exceeds 20,000 people annually. Naturally, this number does not include the persons visiting the facilities individually, without using the offer of the Museum. As can be seen, the Kostrzyn Pompeii are still a major tourist attraction which, owing to the implemented investments in conservation works on the preserved fortifications, is still expanding its offer.

At the same time, since 1999 no new commercial investment appeared, in the strictly understood historical Old Town. The construction works concerning the complex of tenement houses at Szkolna Street discontinued by the bankrupt 'Podzamcze' Housing Association, was completed no earlier than around 2009. The first few residents appeared at that time. However, until today, a part of the residential apartments has not found any buyers or tenants. This indicates almost a complete lack of interest in the settlement within this area. The reasons for this state of affairs include:

- Significant reserves of the areas for housing located in other parts of the town, with the access to better infrastructure where the investment process is simpler and cheaper (no conservation requirements for the new development)
- Peripheral location of the Old Town in relation to the present town centre.
- No developed service facilities. The currently developed commercial and service institutions are focused primarily on handling transit and border communication.
- No good technical infrastructure: of internal roads, side walks, public electricity networks within the area of the Old Town.
- Complicated investment process in this area due to the need to meet the conservation requirements (archaeological supervision, protection and visibility of the preserved relics of building, the need to apply particular forms of development and materials). These factors significantly increase the investment outlays, which makes the implementation of housing development less attractive from other locations in commercial terms
- Lack of a powerful entity, institution, centre, or company functioning in the town and in its surroundings, whose activity would be connected with the necessity of settlement of a significant number of highly qualified, well paid employees. Several hundreds of new jobs would

necessitate ensuring a significant number of apartments, which would create the demand for such functions within the area of the Old Town which is unique and attractive from the historical and landscape point of view.



Location of the Old Town in relation to the current centre of Kostrzyn nad Odrą (source: Google Earth)

RECOMMENDATIONS

The success of the development of the Old Town area largely depends on the functions which will be provided for its area, as well as the way in which the reconstruction will be conducted. The location of the Old Town in relation to the present centre of Kostrzyn makes the functions located in this area comply with many requirements which are difficult to reconcile, i.a.:

- they may not significantly interfere with the functioning of the existing urban organism,
- they should possibly be attractive and significantly improve the functioning of Kostrzyn through the removal of the most important deficits of the town,
- they should be of supra-regional importance,
- they should use the historical context of Kostrzyn,
- they should significantly influence the activation of the region, both on the Polish and the German side of the border.

Meeting these requirements may be guaranteed only by a unique functionality. The paper presents the proposals of such functions, along with the initial concepts for the construction of institutions or facilities which would be created in the area of the Old Town. At the same time, it is necessary to note that any development of the Old Town other than its preservation in the form of permanent ruins will require the restoration of the residential function. This is the only way to integrate the Old Town into the present urban system of Kostrzyn.

On 10 – 11 March 2013 a meeting was held at the seat of the Kostrzyn Fortress Museum, with the participation of the members of the Military Architecture Commission of the Polish standing committee of ICOMOS, devoted to the development of the Old Town and the restoration of the remains of the bastion fortifications. Among the numerous opinions and recommendations formulated during the meeting with the participation of the Mayor of Kostrzyn nad Odrą and the Provincial Heritage Conservator, it is worth mentioning an extensive fragment of comments and conclusions prepared by Krzysztof Wielgus, PhD Eng. Arch. and Jadwiga Środulska – Wielgus, PhD Eng. Arch. (Krakow University of Technology, Institute of Landscape Architecture) concerning the possible directions of action involving the reconstruction of the Old Town within the context of the unique fortress landscape:

Kostrzyn nad Odrą – a forgotten ideal town. *Created on a raw root, surrounded by the bastion fortifications, constituting a political and military centre of Brandenburg, repeatedly besieged; in the realities of the 2nd Industrial Revolution (the end of the 19th and the beginning of the 20th century), still performed the fortification functions as a fortress, it acquired a unique satellite urban layout, connected with the tramway line and a network of railways. Such a constellation was similar to another understanding of the concept of an ideal town – both the garden town of Ebenezer Howard, and a linear town of Arturo Soria y Mata. The attributes of the second fortified ideal town with the renaissance origins, second in Poland, next to Zamość, are still untapped. The location of the town and the fact that its oldest part was destroyed make the revitalisation process extremely difficult. On the other hand, the border location created enormous opportunities of Polish-German cooperation and, more broadly, European cooperation. It is the first of the difficult, contrasting problems of a forgotten ideal town.*

Kostrzyn – a ghost town. *The oldest part of the town destroyed during heavy fights in 1945 constitutes the largest problem, in fact an unprecedented one in the country and in Europe. The bastion fortifications clear in the range of approx. 35 % of the circumference surround the complete*

ly destroyed town centre. Moreover, these ruins ARE NOT directly the monuments commemorating the battles of World War II, do not include the expression of military destruction, since in their absolute majority they are the traces of an inconsistently performed demolition from the 1970s. The propaganda name and treating Kostrzyn as 'the Polish Pompeii' is therefore not fully adequate. (In terms of the origins of the damage – the problem of Kostrzyn is similar to the fortifications of the Przemyśl Fortress). Their present state is not so much the result of dramatic self-destruction of the fortress on 22 March 1915, (as it is commonly interpreted) but the demolitions in the inter-war period, as well as, in particular, in the 1970s when the Kostrzyn Old Town was finally demolished. Purification of the Kostrzyn streets, their identification, and finally the provision of the infrastructure to the area within the European programme is an ineffective but gigantic work, worthy of the highest respect – conducted with the efforts of the local authorities. It is an indispensable and fundamental stage preceding all other works. Unfortunately, it does not change the ineffective and unattractive state of not so much destroyed but demolished town. Another contrast of Kostrzyn, this time the spatial and landscape one – is the difference between the western part of the fortifications – extremely expressive and rich despite the damage – and what is hidden behind it.

Kostrzyn – rebirth by indentation. The revival and restoration of the fortifications is an extremely difficult problem from the economic, social, demographic, and even political point of view – and mostly from the ideological one. All the previous operations, both the successful and the controversial ones, as well as the works planned within the Król Bastion, have a partial nature; on the one hand, they increase the formal and functional standard of the parts of the fortress town which are made available, and on the other hand – they deepen the dissonance between the dramatic state of the former town centre and the investments implemented pointwise. Kostrzyn can therefore be called 'Zamość á rebours' – before the commencement of the complex revitalisation of the fortification ring. Around the effective Old Town, being in a very good condition, there was also a completely integrated ring of bastion fortifications with several preserved or reconstructed elements. The contrast was similar, whereas the ideas of merging the fortifications with themselves and the town matured around the architects, scientists, and town officials within the last 25 years. It was based on the principles formulated by Stanisław Herbst and Jan Zachwatowicz in the inter-war period. It existed in the plan accompanying the entry to the UNESCO List of the World Heritage and in a very precise Local Spatial Development Plan. The supplementary operations financed from various sources were supposed to be merged later, when the opportunities of financing appeared within the framework of the European Funds in the years 2007-13, Zamość was prepared ideologically, conceptually, as well as to a large extent organisationally to apply for the funds within the framework of the projects: 'Innovative Economy' and 'Infrastructure and Environment' exactly for the merger programme. The town of Kostrzyn, being in a much less favourable position than Zamość, entered in the UNESCO List – should first present a feasible, general programme of complex revitalisation, and then provide details to this project in the course of concrete possibilities of financing the works.

Kostrzyn – the necessity to integrate. It is necessary first to develop the general idea of dealing with the whole fortress and urban complex, not only within the bastion fortifications, but within the entire 19th century ring fortress, and the former satellite garden town. It is an overarching strategic action, complementary to the study of the conditions and spatial development. It shall be the basis for the conceptual project of dealing with the complex of the ruined Old Town, along with the relics of the fortifications; and not a complex, conceptual system of making the Odra River front available to tourists, not as an end in itself, but the most important element of the multi-stage revitalisation of the unique, though deeply transformed complex urban and fortification system. The assumed development of the greenery will be extremely important, probably for the 'phantom' clarification of the line, and above all, the silhouette of the non-existent town. Appropriate care over the background greenery for the Odra front, and maybe an indication in the form of greenery groups, trellises, or other architectural and landscape installations, including the architecture of light – the non-existent dominants of the town silhouette – may prove to be the flagship operation with international importance in the most literal sense – the spectral, virtual reconstruction of the form

outline of the town would be the most visible from the stream of the Odra River, from the German side. It is necessary to highlight the historical phenomenon of the silhouette of the fortified town in the bastion system. Subsequently, there is a need to develop and introduce a uniform system of visual identification in the form of boards, panoramic installations, area models, etc., giving the opportunity to compare the present state with the historical one.

Among the proposals concerning the courses of action for the reconstruction of the Old Town, the proposals of the Kostrzyn Fortress Museum are especially noteworthy (a fragment of the opinion of Marcin Wichrowski, MA):

The streets cutting the Old Town, more less parallel to the Odra River, divide the area into several strips, which allows for the introduction of the new development in a gradual and harmonious manner, on condition of complying the principle of allowing investors to the next zone after completing the previous one. The museum assumes that the investment plans of the town do not collide with the strategic vision of an open air museum. We assume namely that we should also be prepared for a situation in which the housing and service buildings, also the public one, may not fill in the area of the Old Town in full, or at least the process of complete occupation of the subsequent zones may last several decades. In the latter case, the objective should be to maintain the zone designated for development in its current state, however to proceed in advance to cleaning, consolidation, and arrangement of those quarters of the ruins which in the future could constitute an integral part of an open air museum, in their undeveloped form. This applies in particular to the strip of buildings between the Katte Fortification and the Chyżańska Street, from the Filip Bastion to the castle. To avoid confusion, it would be necessary to formally exclude this area from the areas designated for development. The basements – cleaned and later covered with protective roofing (preferably transparent or translucent ones, available to the visitors, used also as a space for cultural and artistic activity, should remain in place. They are the monument of the former Kostrzyn which best reflect its doom in 1945. It seems optimal to leave a certain buffer area between the two distinguished zones, in which we shall be limited to regulating vegetation and conducting research. The time will tell how much of this zone will actually be developed. Regardless of all that we have said, it would be necessary to provide an element signalling the former town centre in the central part of the Market Square (an info box with a virtual walk, of course if it is not situated in the Filip Bastion or a large-size aerial view integrated into the area of the Market Square, showing the Old Town – it is a matter of further discussions).

Summary

The Exemplary Research Documentation shows through the analysis of the old town reconstruction, basing on the local spatial development plan and focusing on the general characteristics of the project the main aspects of the cross-border study of the old town revitalisation in Kostrzyn nad Odrą with its details presenting at the same time the structure of land ownership and implemented commercial investments.

The revitalised facilities include the Berlin and the Chyżańska Gate, the Filip bastions where the modern interactive exhibition of the Kostrzyn Fortress Museum is located and the Brandenburg bastion where the parking project was created in accordance with the one existing there before 1945. The revitalization works included the moat at the Filip bastion, both bulkheads, as well as the adjacent sections of curtain walls. The Król bastion, the largest facility of the Kostrzyn Fortress, awaits revitalization and development for exhibition and museum purposes.

Since 2008, the area of the Old Town has been under the care of the Kostrzyn Fortress Museum. The number of tourists visiting this area continues to increase and it already exceeds 20,000 people annually. The Kostrzyn Pompeii is still a major tourist attraction which, owing to the implemented investments in conservation works on the preserved fortifications expands its offer. At the same time, since 1999 no new commercial investment appeared in the Old Town. The construction works concerning the complex of tenement houses at Szkolna Street discontinued by the bankrupt 'Podzamcze' Housing Association, was completed no earlier than around 2009 when its first residents appeared. However, until today, a part of the residential apartments has not found any buyers or tenants what indicates almost a complete lack of interest in the settlement within the area and the reasons for this state of affairs include: significant reserves of the areas for housing located in other parts of the town, with the access to better infrastructure where the investment process is simpler and cheaper (no conservation requirements for the new development), peripheral location of the Old Town in relation to the present town centre, no developed service facilities. The currently developed commercial and service institutions are focused primarily on handling transit and border communication though no good technical infrastructure of internal roads, sidewalks or public electricity networks within the area of the Old Town. Besides the investment process in this area is extremely complicated due to the need to meet the conservation requirements (archaeological supervision, protection and visibility of the preserved relics of building, the need to apply particular forms of development and materials). To sum up, several hundreds of new jobs would necessitate ensuring a significant number of apartments, which would create the demand for such functions within the area of the Old Town which is unique and attractive from the historical and landscape point of view.

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