

# AND THE CITY

# THE CASTLE

ATUR

Ateliér Šindlerová

ZS 2023 - 24

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**Bc. Michaela Vilímková**



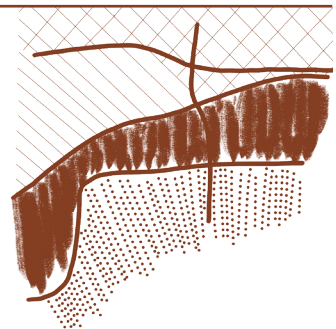
**Bc. Matyáš Richter**



Analysis

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Concept

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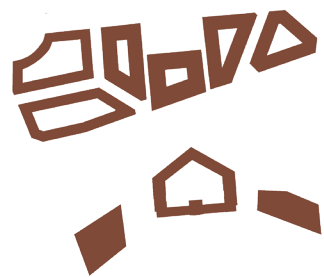
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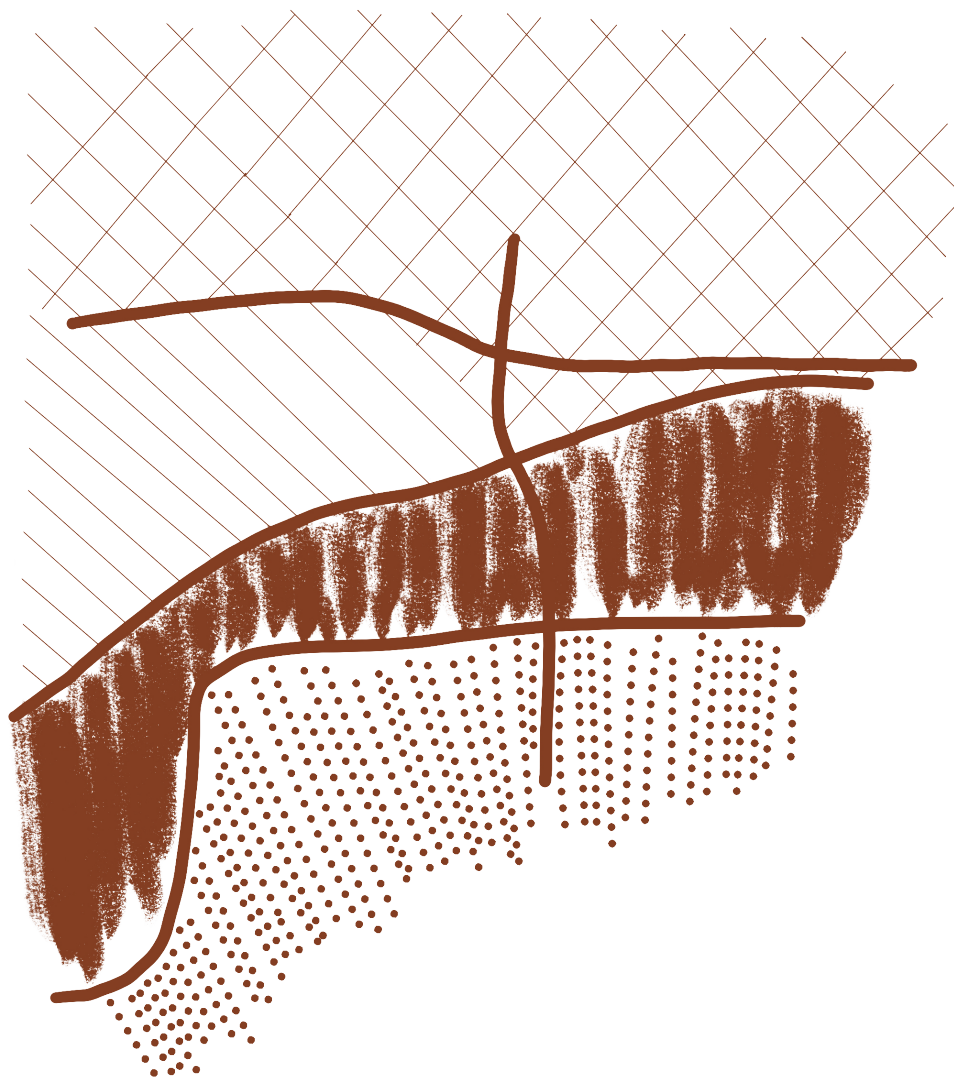
Design

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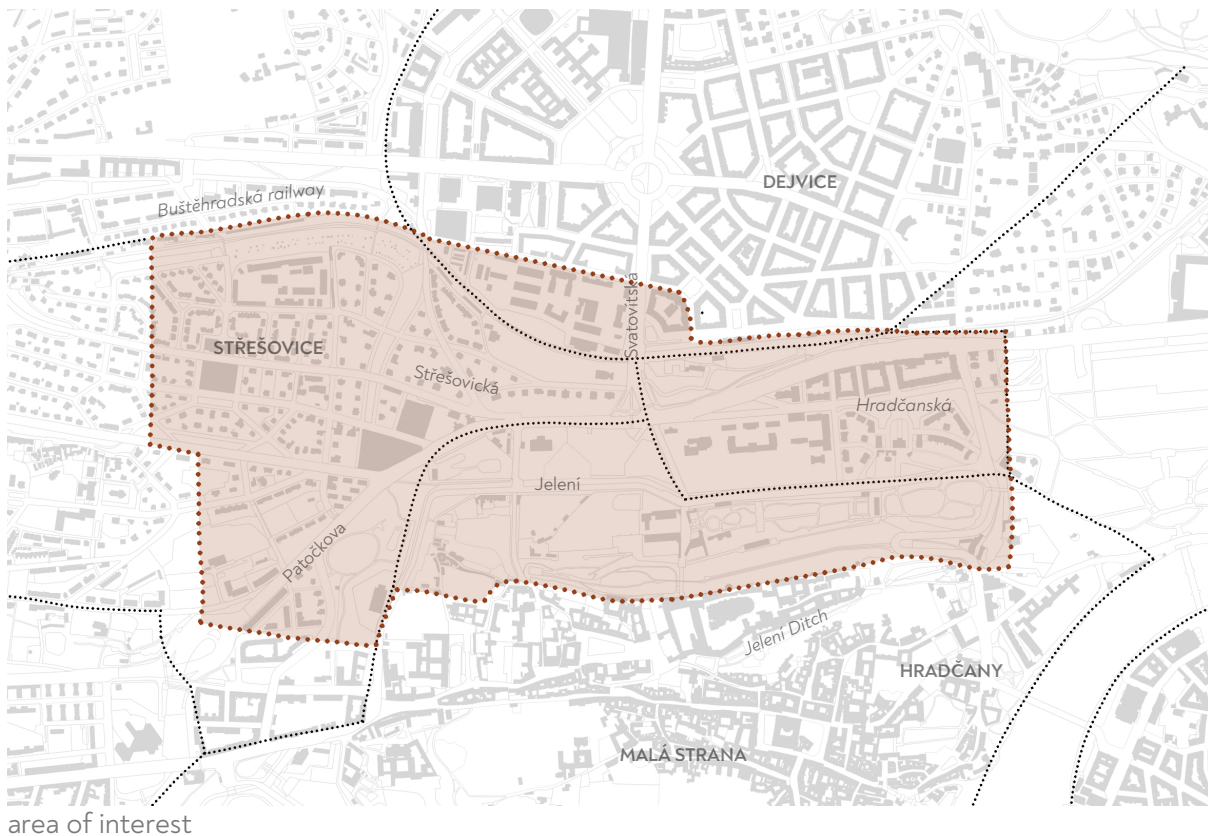
# Analysis

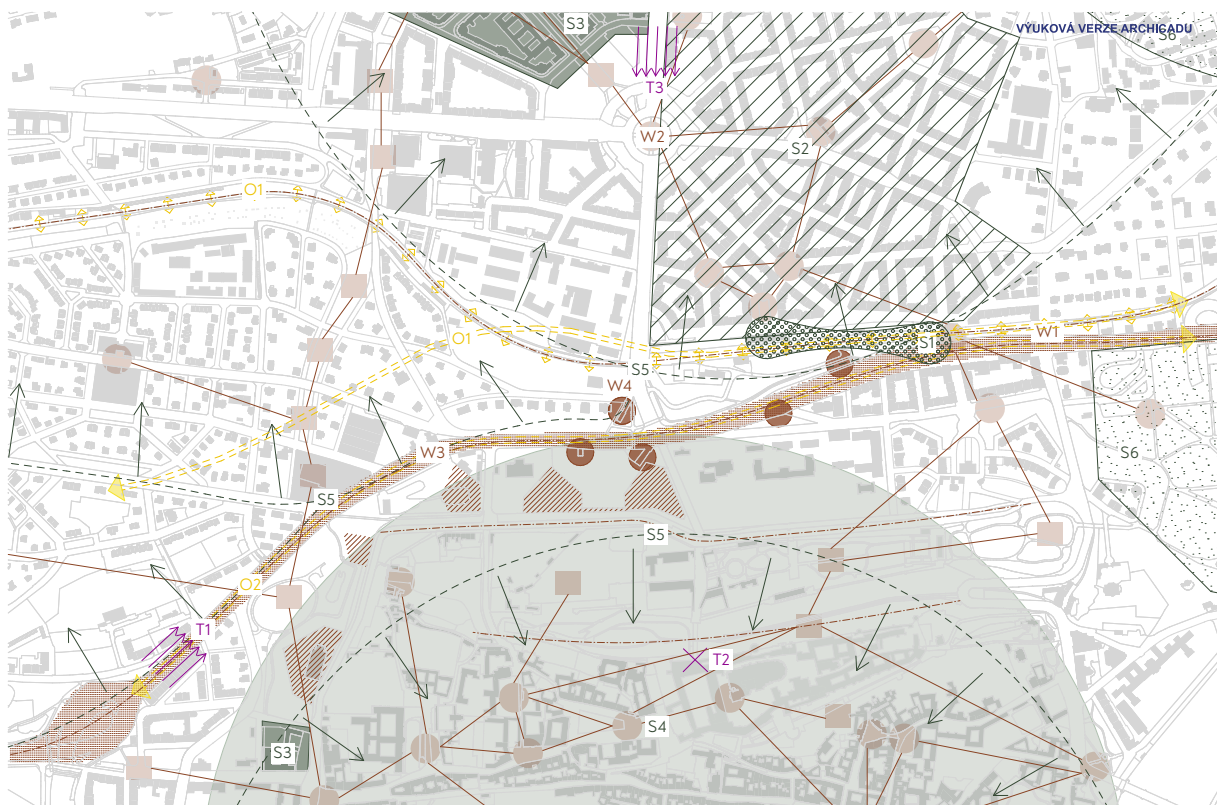
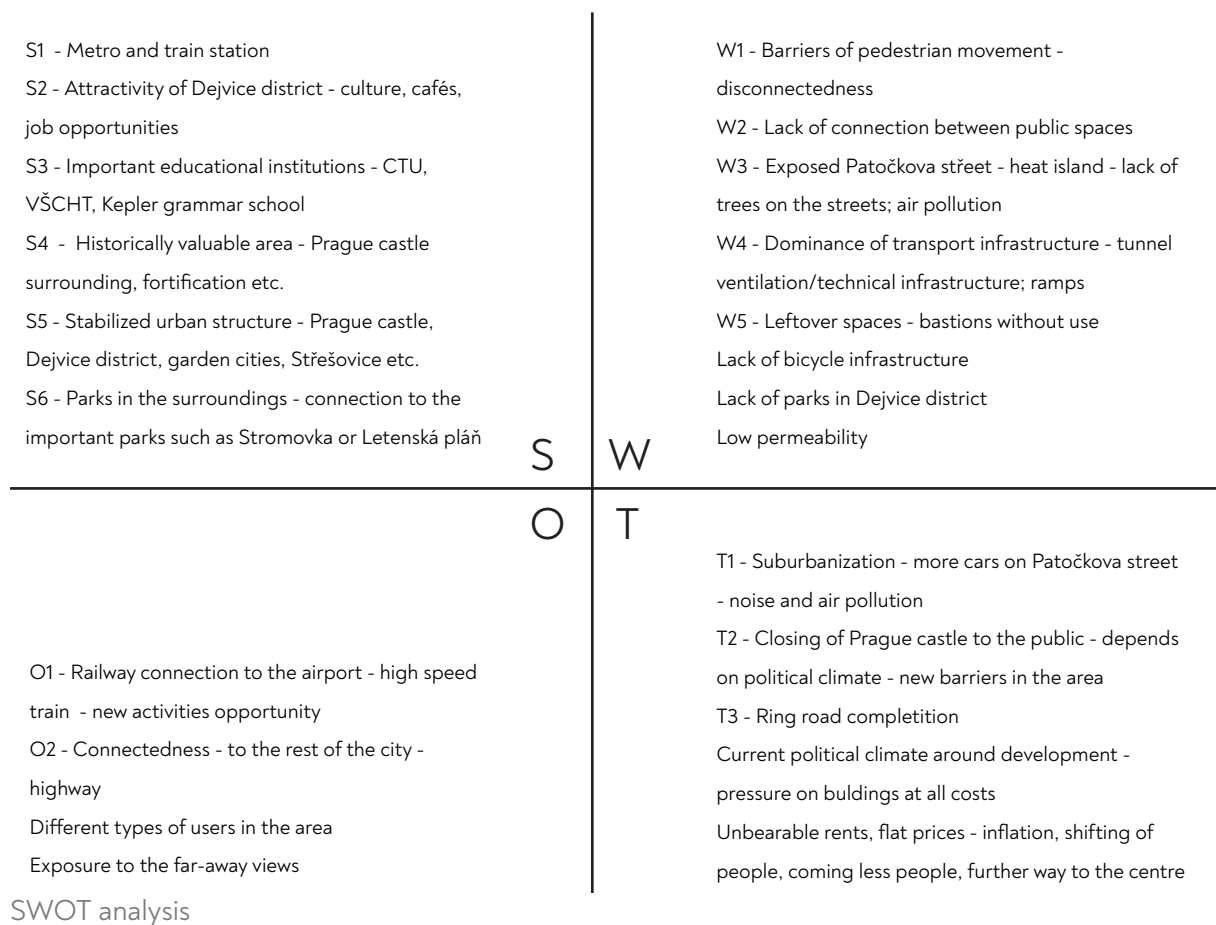


In this project we focus on an area around the former northern fortifications of Prague. Even though partially dismantled in 1875, the area around the ramparts never fully embraced the city which grew all around them. Instead it became an empty belt filled with service functions unfit for a place so close to the most important building in the Czech Republic. Thus a barrier has been created separating the castle from ordinary city. Now, with big planning changes in progress, we may allow ourselves to reevaluate this situation and imagine a possible future scenario, where this forgotten corner of Prague regains its meaning as a proper part of the city.

## Goals

Through analyses we discovered, that there are several issues, the area struggles with. The principal culprits are disconnectedness of public spaces and low permeability. The area is dominated by transport infrastructure and is in fact dominated by cars both from Patočkova and Jelení streets. These act as barriers between Prague Castle and Dejvice. It is also worth noting that these two districts have very different set of users, amenities and stakeholders and in fact have very little reason to interact even if they could.

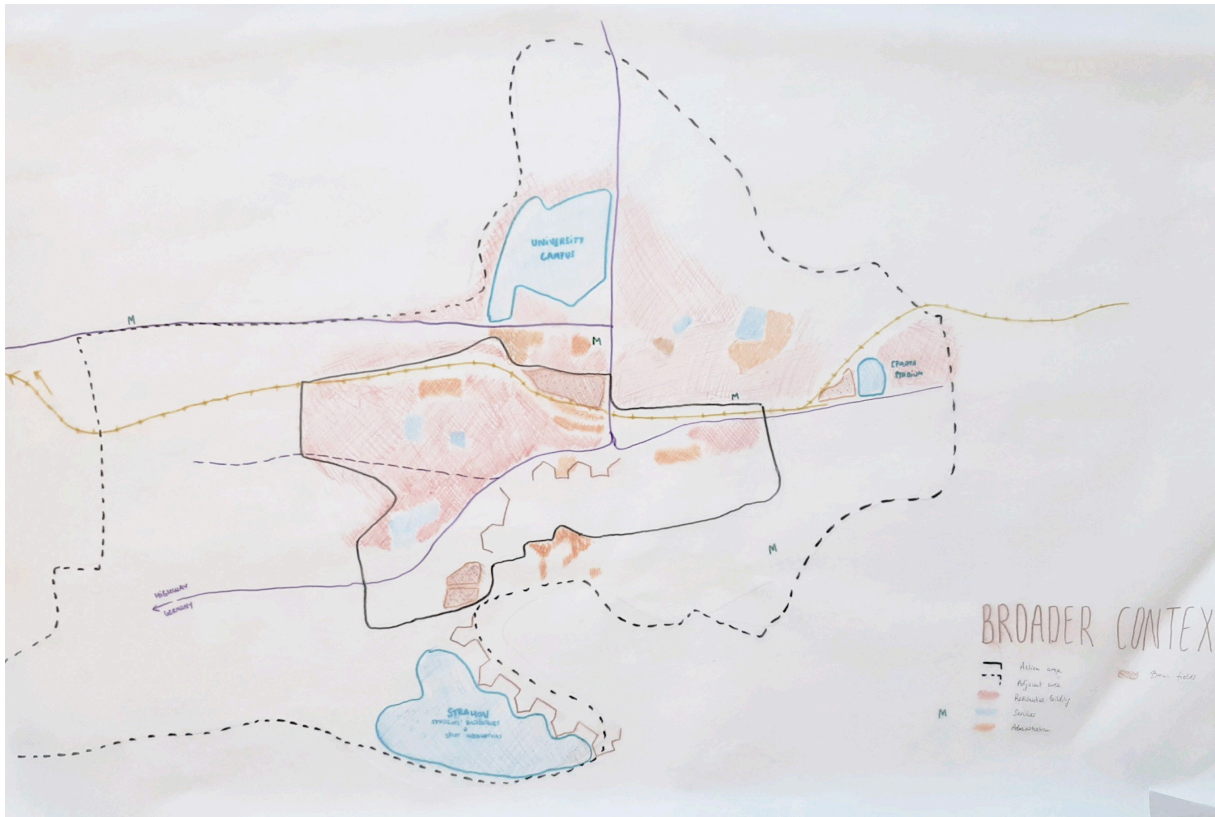




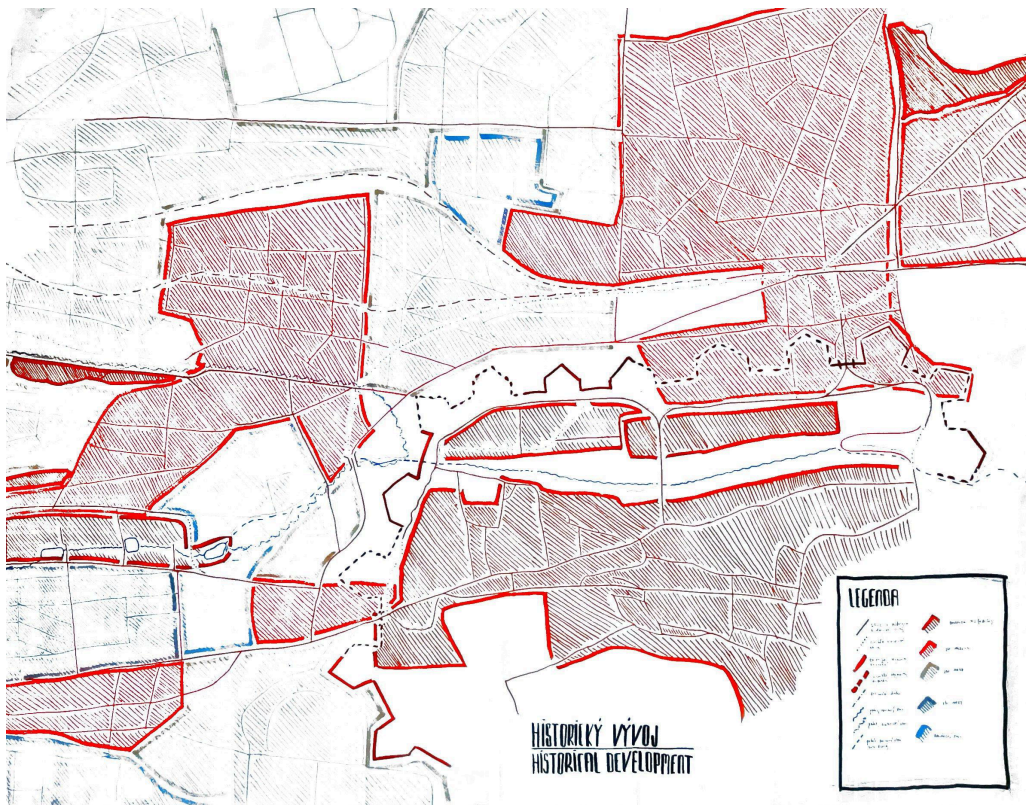
problem map



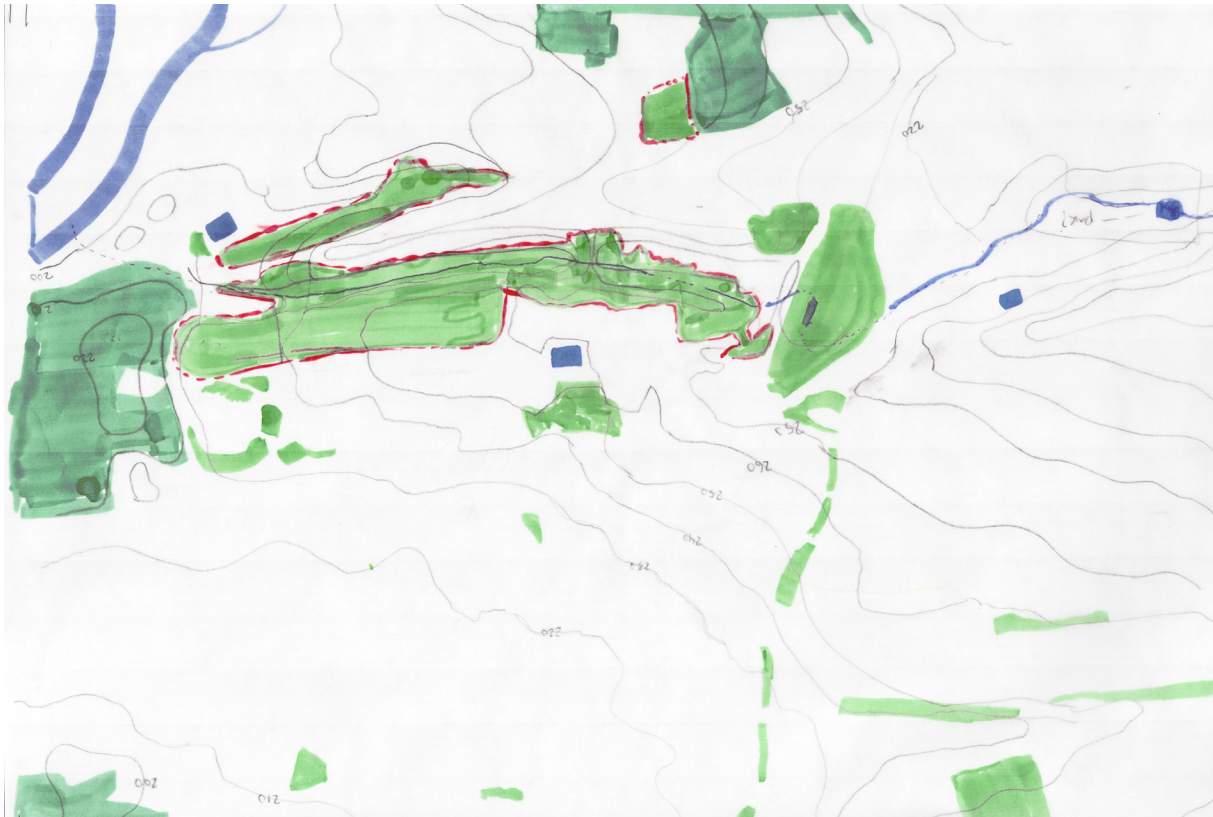
## Broader context analysis



## Historical development analysis



## Greenery analysis



## Transport analysis



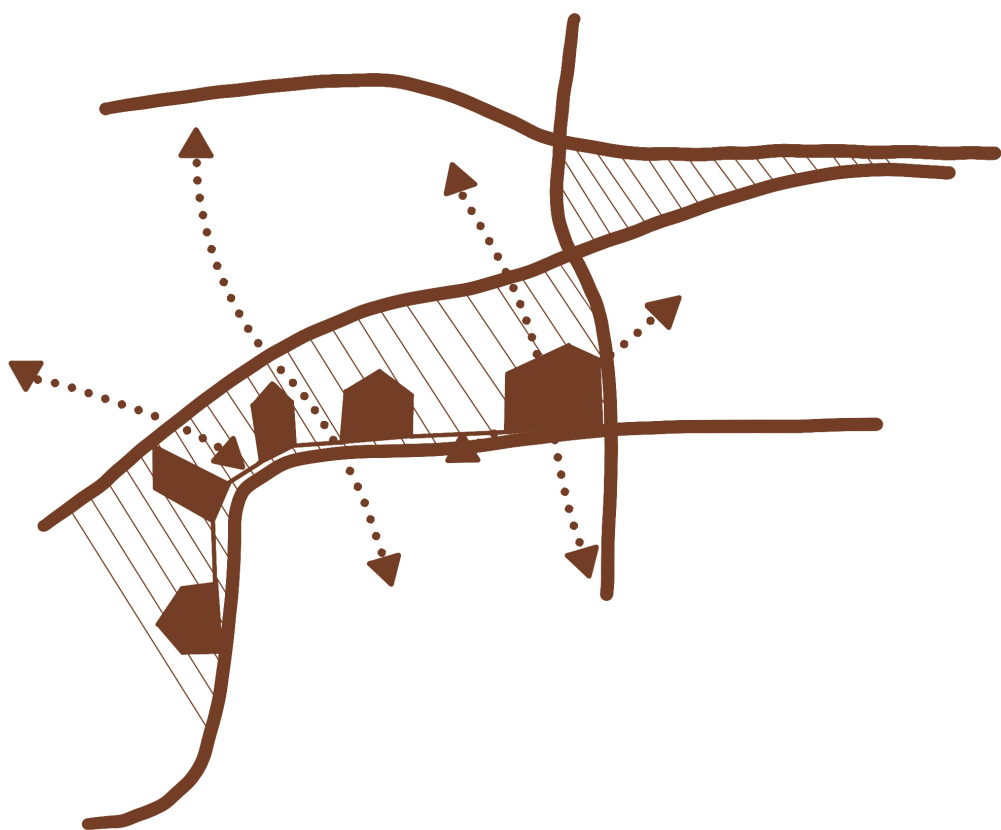


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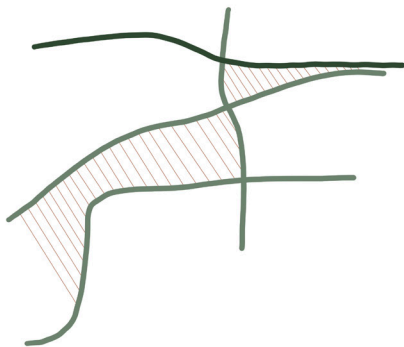


# Concept

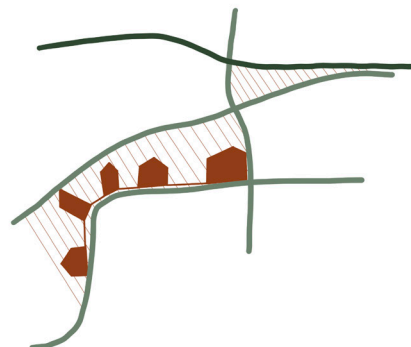


The key to the problems of the area lies in the bastions themselves. By nature, they belong to the Castle, as a part of cultural heritage of Prague. By treating them as a complex unified in itself and with the castle alike, it will bring the castle closer to the city. Then, we tie it up by introducing cultural functions such as a theatre, library or a museum - that the city or area are in lack of. Thus we make the bastions attractive to both local users and visitors. The last step is to bring down the barriers that prevent access to and through the

the area and its main axes



bastions as a unified cultural complex



ensuring accessibility, legibility and through movement



concept diagram

## Goals

Four crucial goals have been set out for the area. First one is the restoration of cultural heritage, second is the connection to the castle complex and the surrounding districts. The third goal focuses on introducing structure to the as of yet undefined spaces in order to create a sense of legibility and character. Lastly, we use the potential space created to introduce important institutions and functions that will be used by not only the visitors of the castle but broader public.

## Vision

The vision for the area is to reverse its current state. To shape it into an extension of the historical complex of the Castle by restoring the former bastions, making them accessible and filling them with important cultural functions.

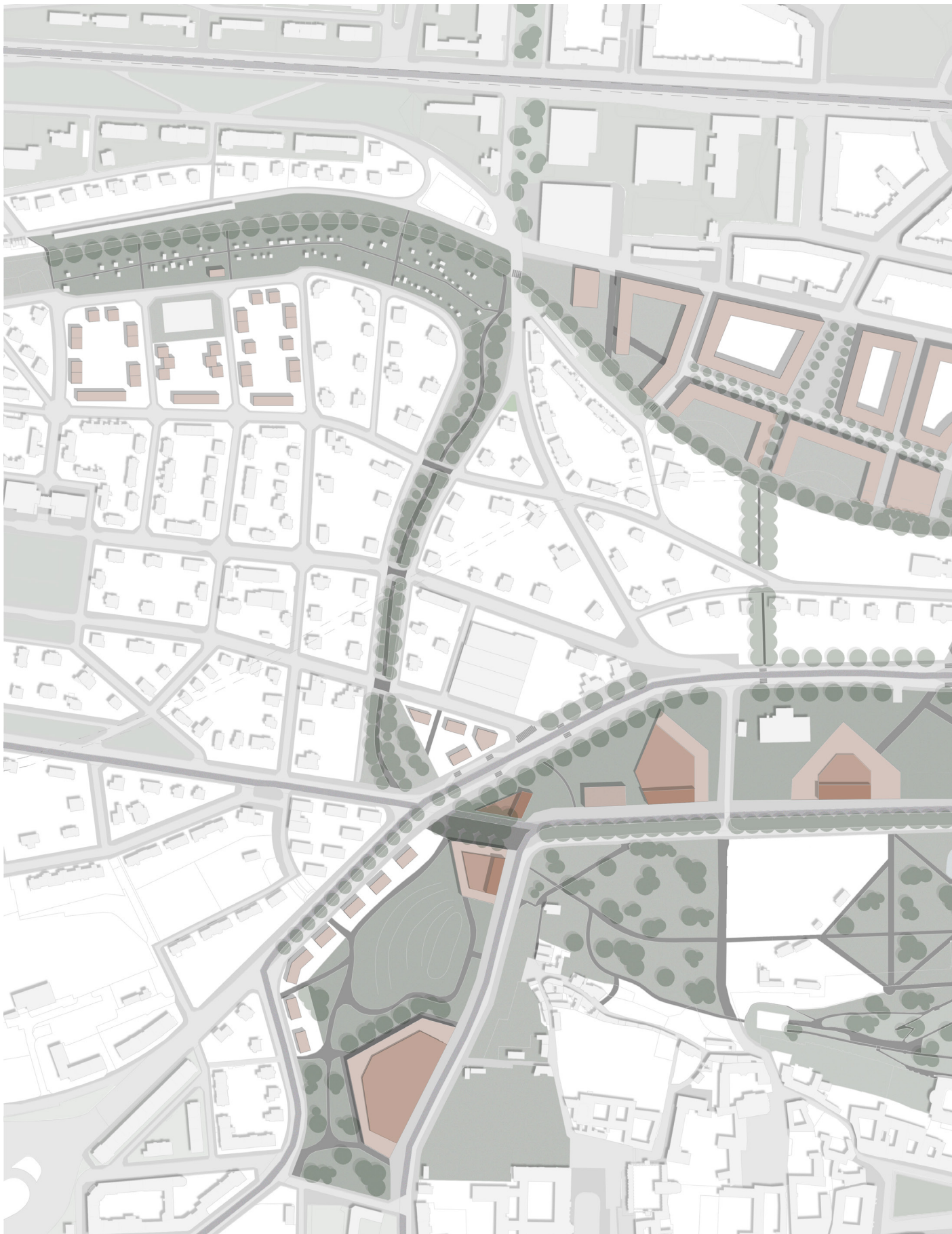


concept map

# Design











Due to the complexity of the area, there are several sub-areas which require different design approaches. Dejvická, due to its proximity to the new terminal connecting tram, train and subway, will become an intensive local centre with focus on administration and high density housing.

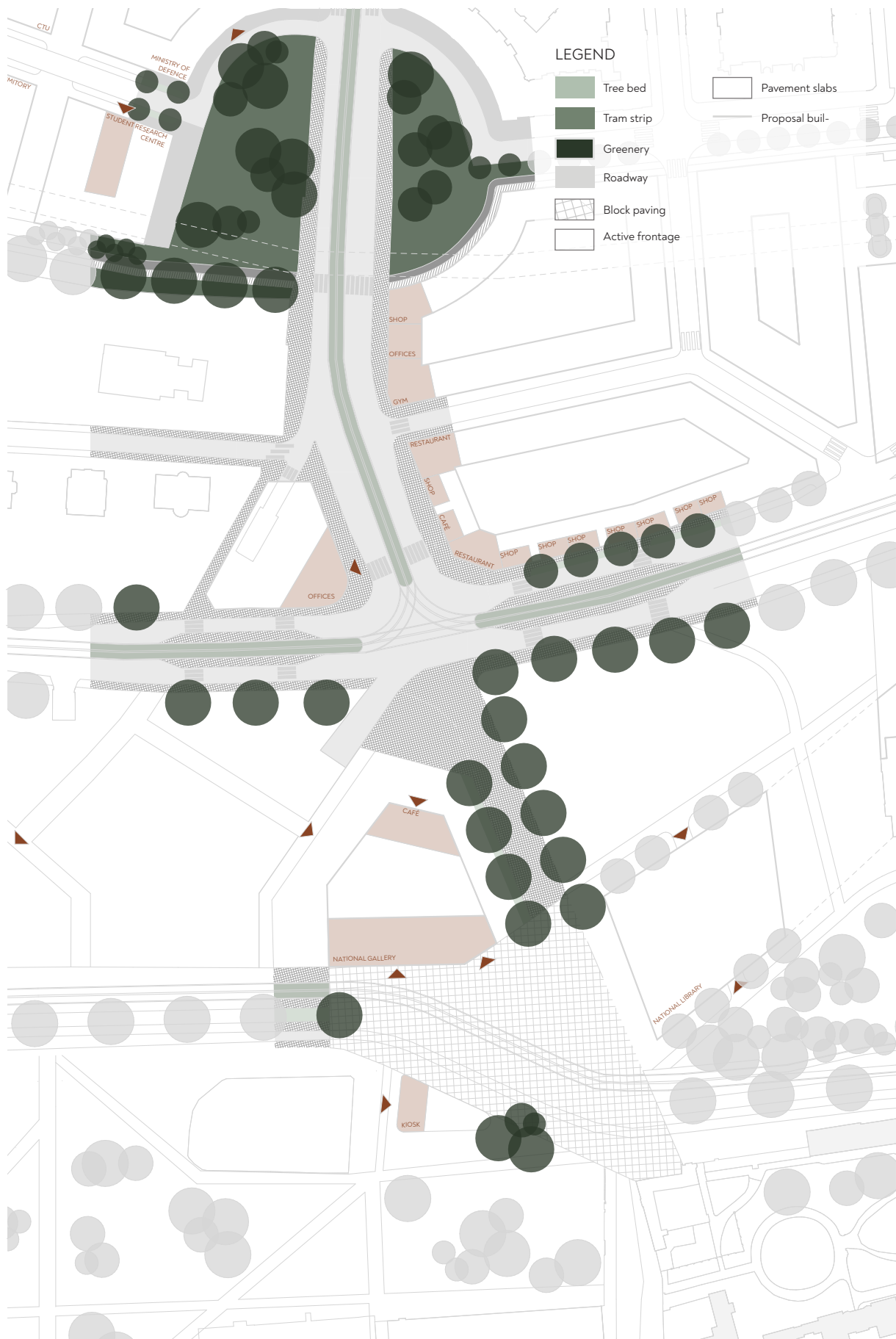
The solution for the most important part - the bastions, lies in treating them as an interconnected system of cultural institutions tied to the central axis of Jelení street. Each bastion gets a unique function, that will draw people local or visiting alike. Empty spaces between bastions will become courtyards for the institutions, acting as an outdoor space for realising their cultural program.

A crucial part of the design is the system of green spaces. We work with two important green axes - the railway promenade and the partly realised Engel's green axis which was designed to connect Stromovka and New Dejvice to the Prague castle gardens. We propose to complete those connections by opening the area of Lumbe gardens to the public.

## Urban detail

The detail shows the core of the design - transition between Dejvice and Hradčany. The goal here was to make the area accessible and friendly for pedestrians. We ensure that by focusing on interconnecting the individual public spaces into a system which is easy to move through and navigate. We bring life to the most important intersection of the area by introducing trees, broadening sidewalks and calming the traffic, in contrast to the present state, it should be much easier to cross the Patočková street which is arguably one, most affected by traffic.

If we move closer to Prašný most, we notice a generous square which extends to the bastion itself. It should function as a crossroads which will lead the visitor to and from the Castle, Bastions and gardens, making it easy to access and explore all three.





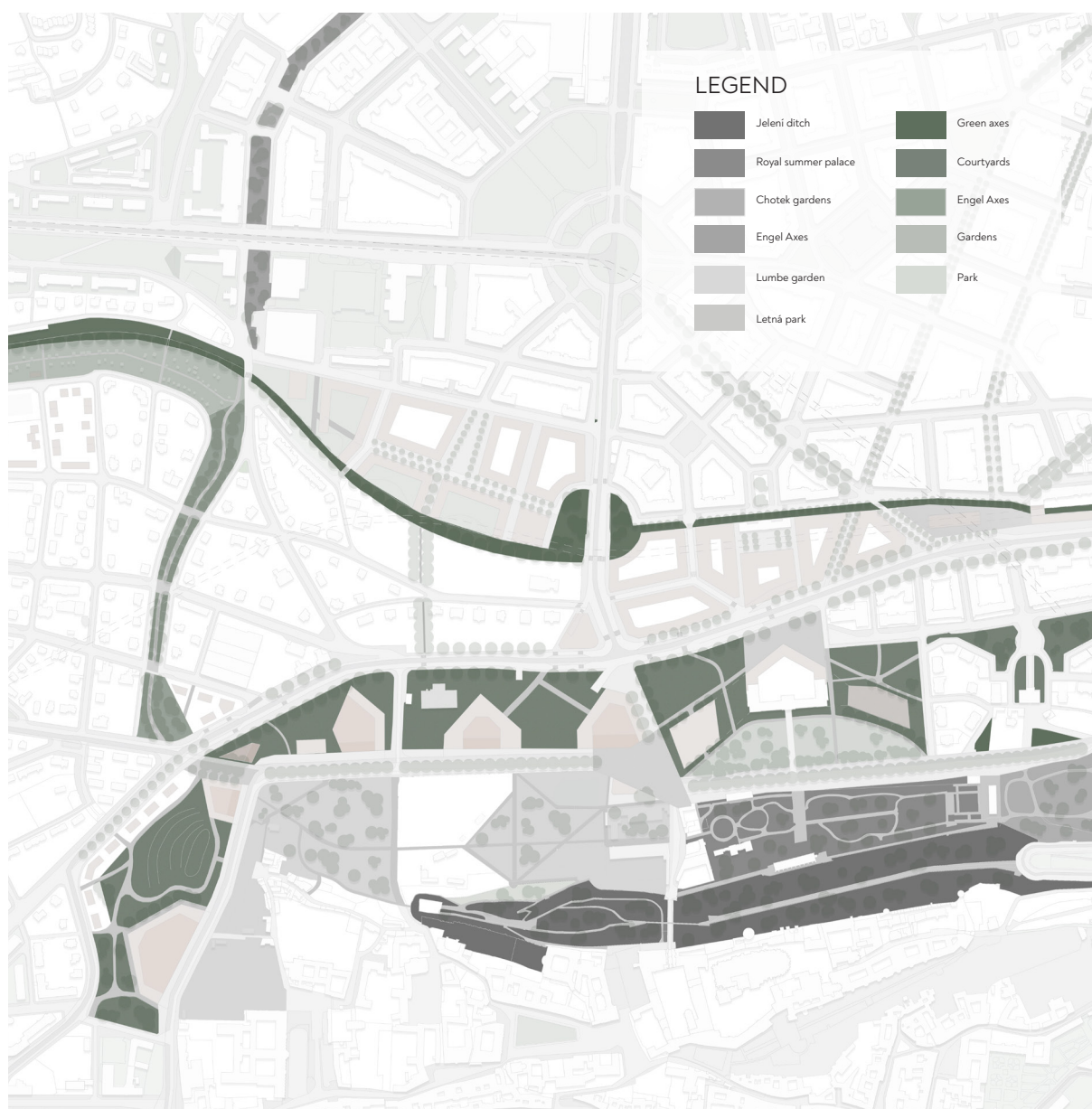
## System of public spaces

If the area around bastions lacks one thing, it is structure. The proposed system of public spaces builds on the extensive network of Dejvice and extends it through Hradčanská further to include the spaces in vicinity of the Castle. The three most important and best connected p.s. are Hradčanská, which becomes an important transport node, Prašný most, being the main northern entrance point to the Castle and finally the western square which connects the area to Střešovice district. In terms of linear p. s. we propose to remake Patočkova, Svatovítská and Milady Horákové streets into proper city avenues which apart from car traffic will also accomodate for pedestrian use and street life. Jelení is also reimaged as a backbone of the cultural complex - a boulevard of sorts.



## Greenery

The system of parks and gardens complements the system of public spaces. Key role is played by two major green axes. One of them is a new project replacing a former railway. It provides crucial green recreational space for Dejvice where local parks are scarce. The latter is the Engel's green belt - a project that was supposed to connect Stromovka to Prague Castle gardens through Dejvice, but never got fully realised. We propose to finally complete it. That involves allowing easy transition across Patočková and additionally (and controversially) the opening of substantial parts of Upper and Lower Lumbe gardens to the public. As a complementary to that, we design a system of „courtyards“ around the bastions which act as intermediary between the city and institutions and connect the Castle with Letná park. Thus we ensure a robust interconnectedness of the whole system and moreover, its logical connection to the broader context of the city.



## Spatial structure

In terms of structure of the newly developed areas, in contact with Dejvice, we propose to adhere to their historical block structure. The heights of the buildings should respect viewpoints from the bastions to Dejvice (as it was their historical purpose). Corners of buldings are at times allowed to be higher in order to highlight street and square entrances and give them rhythm.

In the vicinity of the bastions no buildings are allowed except for the space on bastions themselves. They therefore act as solitaires, strenghtening their role of important cultural institutions.





## Land use

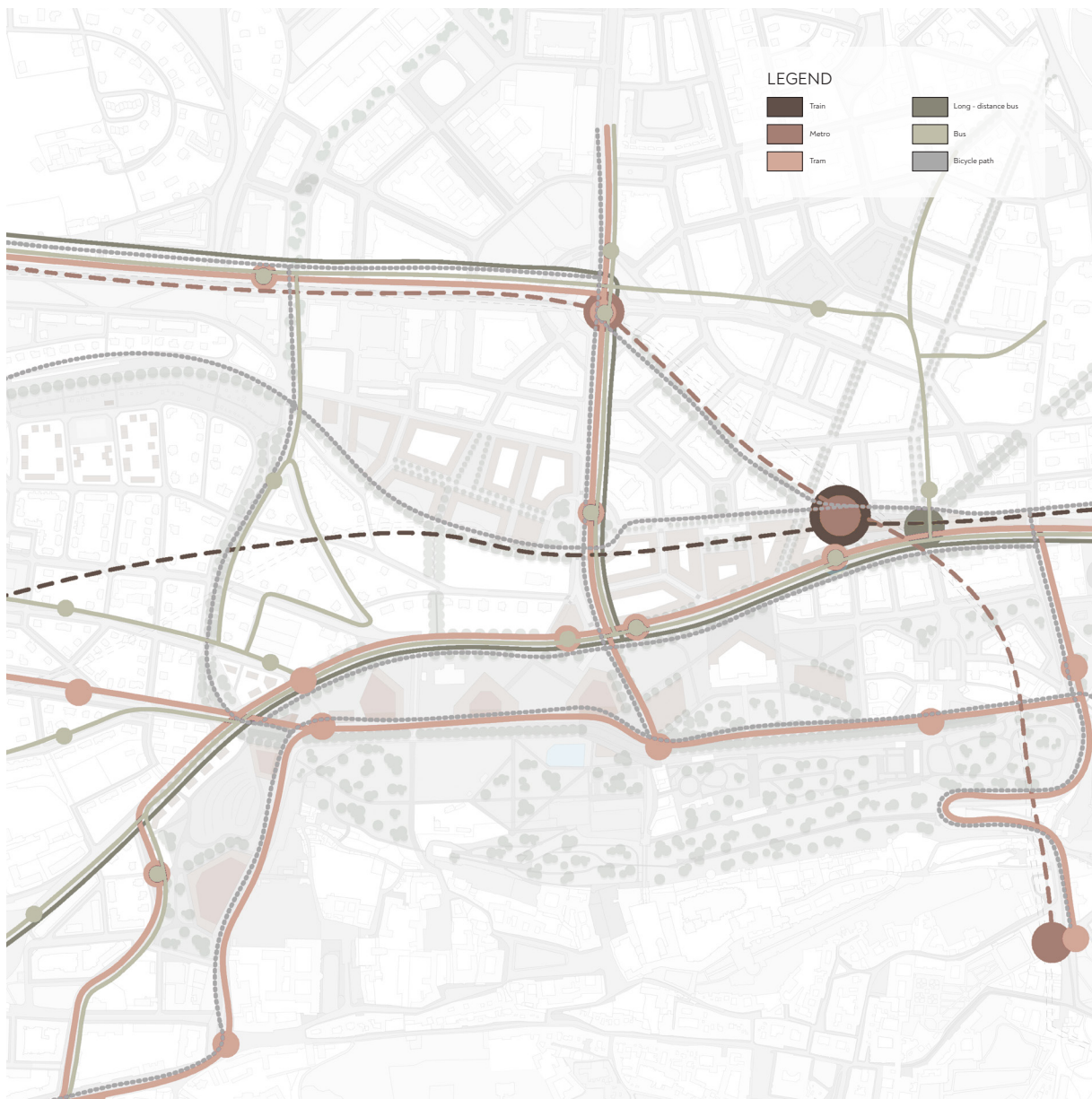
Due to Hradčanská becoming an important transport node, the area around it is designed to become an intensive business centre with modern offices and amenities but also hotels and housing. On the contrary the proposal for the area across Svatovítská street is a role as an extension to CTU campus including student accommodation closer to the main campus.

In the bastion area, several important cultural functions are given to each of the bastions. The closest one to Hradčanská and therefore the most connected is the new building for the National library built around the base of former Ministry of defence. An extension of National gallery follows. Museum, theatre and congress centre are also present each placed into context suitable for the respective function.



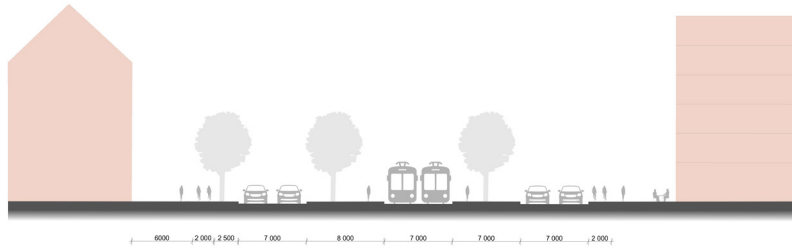
## Transport

As was already mentioned, the keystone of transport is Hradčanská, which is to become a major node in the context of the whole Prague. This however does not influence the local public transport that heavily. We propose to better connect Prašný most by adding tram stops directly next to the intersection of Svatovítská and Patočkova. Additionally we plan to extend the system of protected cycling pathways which we presently lack, especially in the local context.

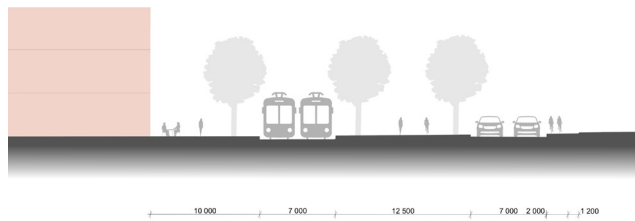
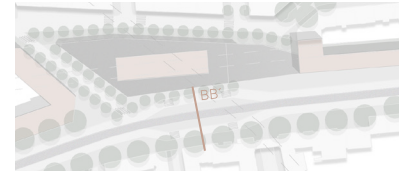




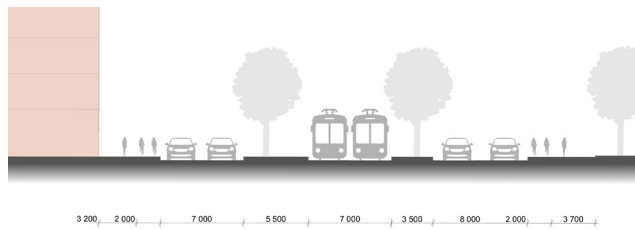
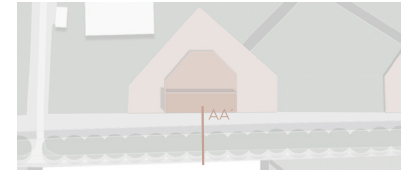
## Sections



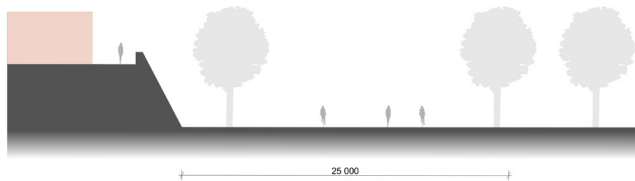
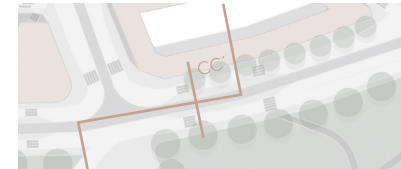
Hradčanská



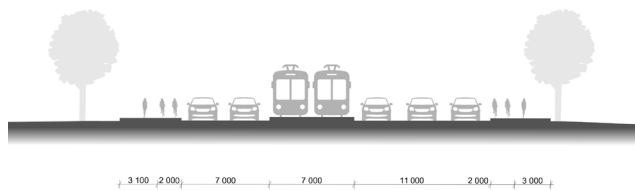
Jelení



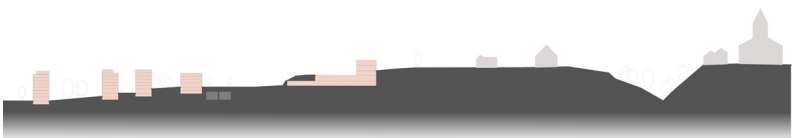
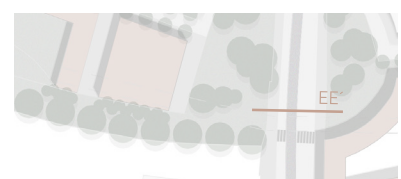
Milady Horákové



K Prašnému mostu



Svatovítská



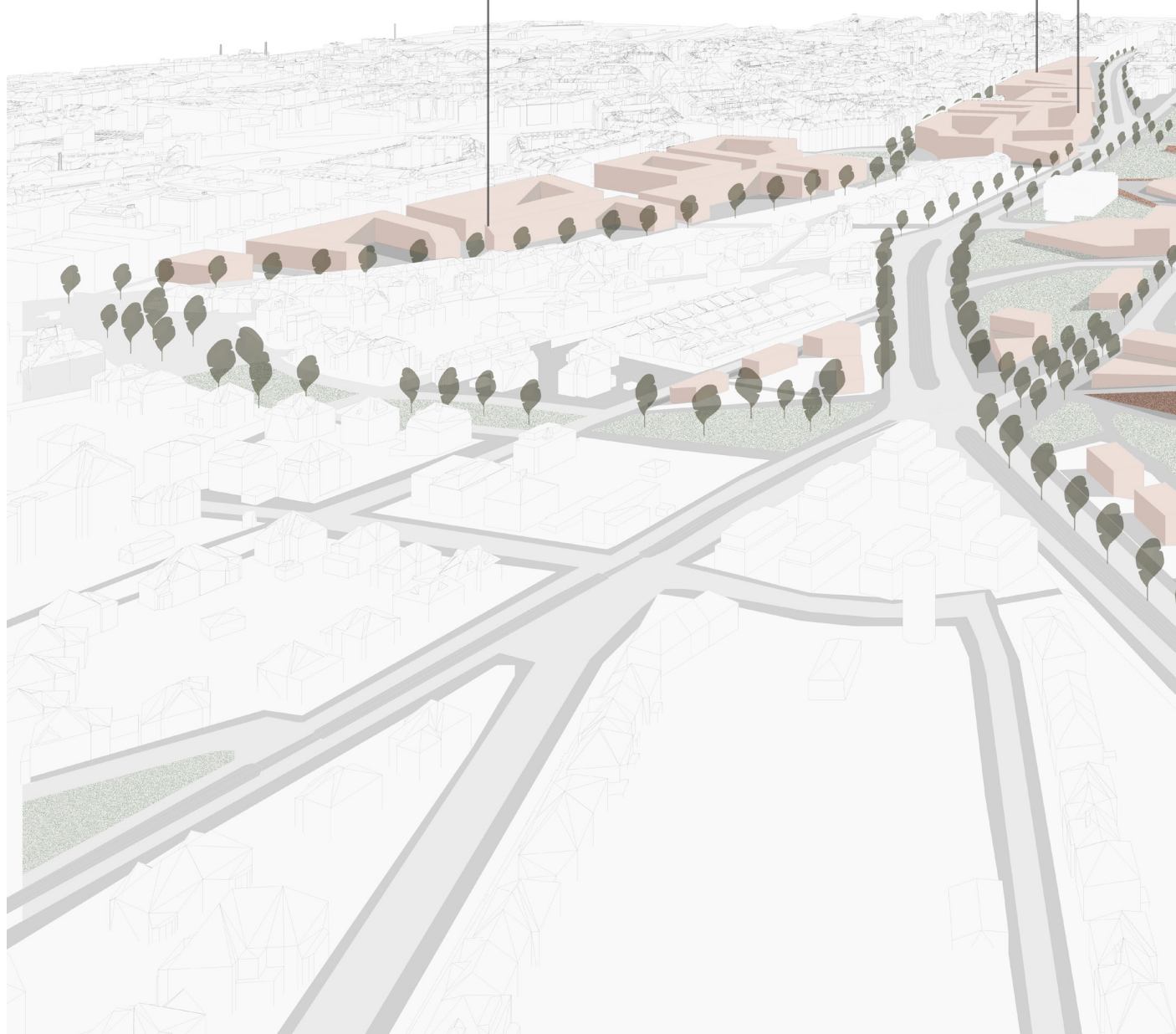
Dejvice - Prague Castle



CTU campus enlargement

Administrative quarter

Transport terminal  
Hradčanská



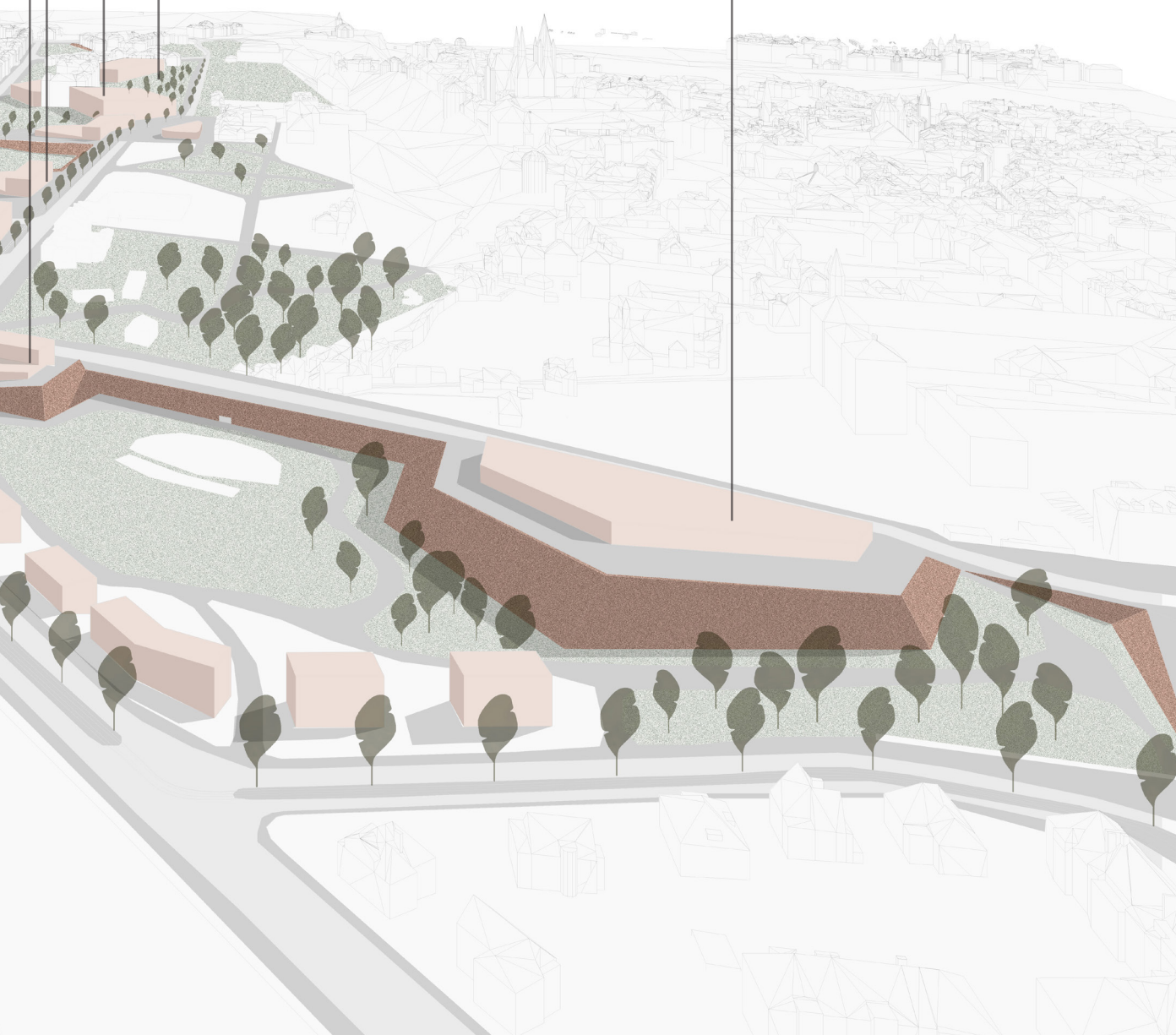
Theatre with summer scene

Modern history museum

National gallery

New building of the National Library

Congress centre



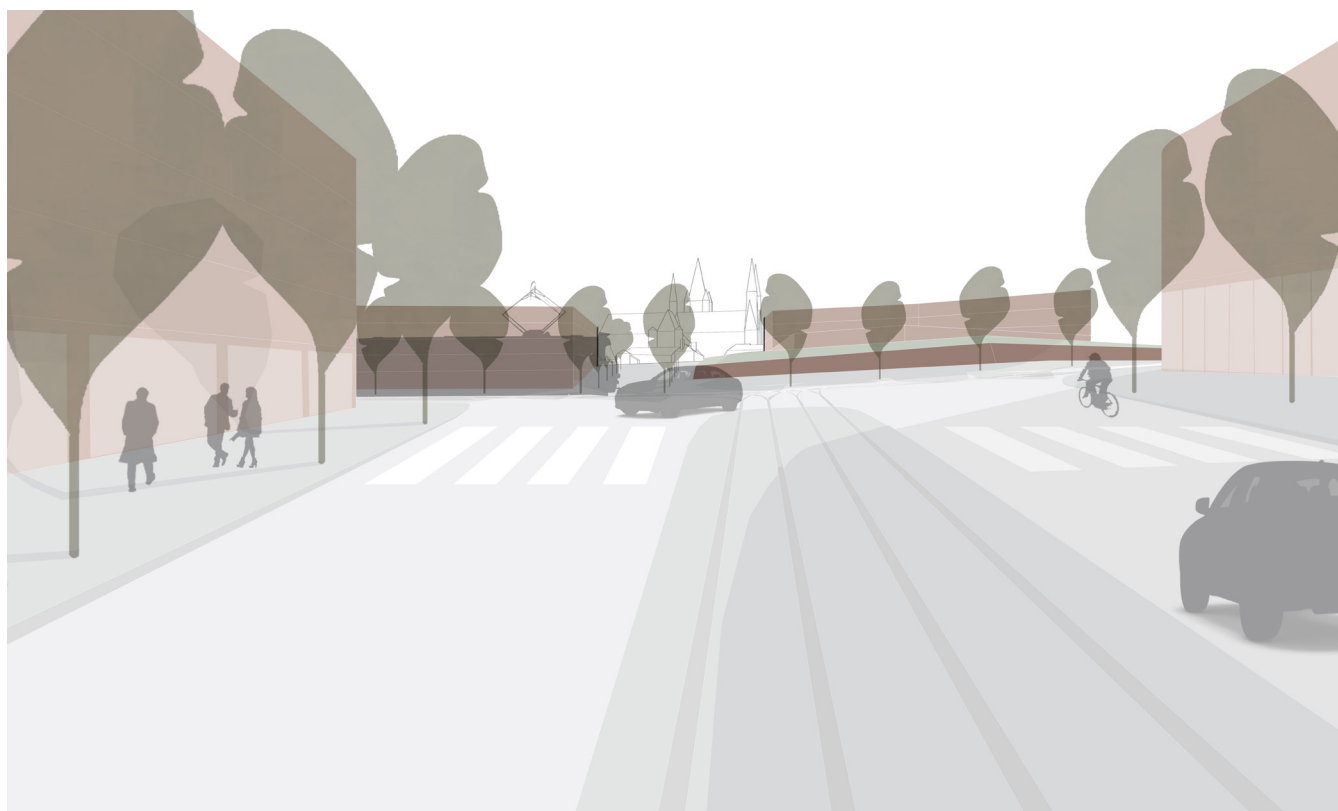




Milady Horákové street



Hradčanská



Svatovítská leading to the Castle

