

REGULATION OF BUILT-UP AREAS IN THE SURROUNDINGS OF SMÍCHOV RAILWAY STATION

SOUTHERN PART



CONTRACTING AUTHORITY



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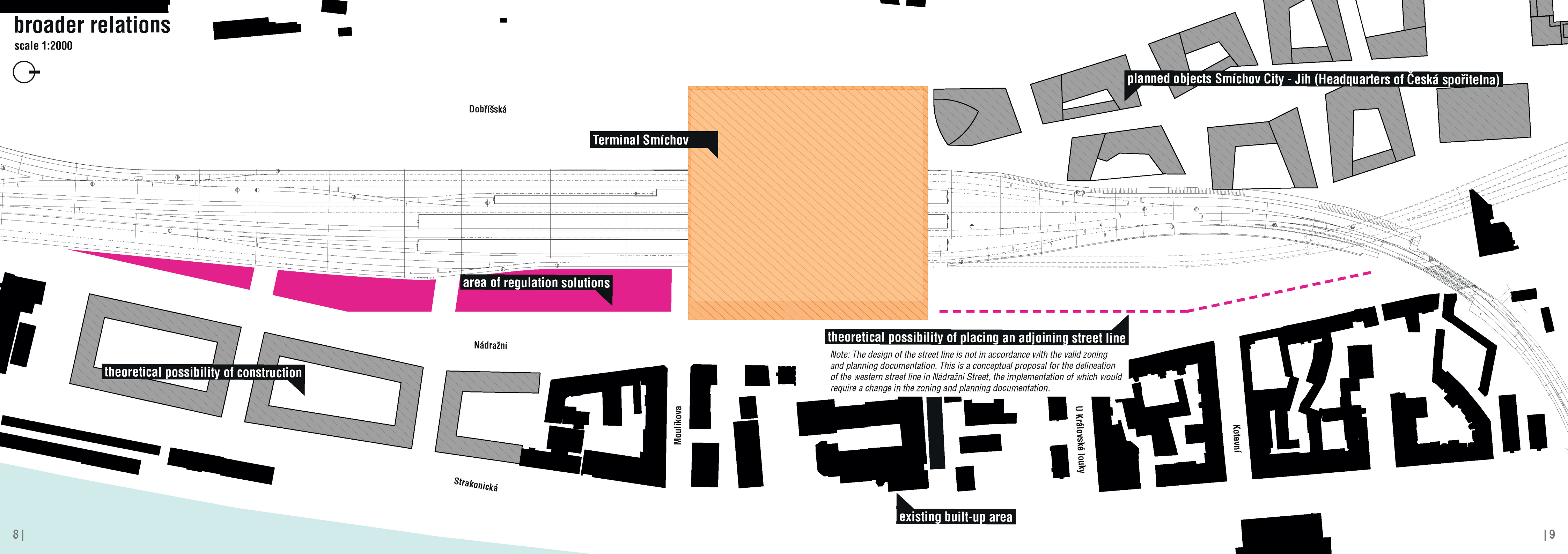
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SUGGESTED REGULATION



broader relations

scale 1:2000



Dobříšská

Terminal Smíchov

planned objects Smíchov City - Jih (Headquarters of Česká spořitelna)

area of regulation solutions

theoretical possibility of construction

theoretical possibility of placing an adjoining street line

Note: The design of the street line is not in accordance with the valid zoning and planning documentation. This is a conceptual proposal for the delineation of the western street line in Nádražní Street, the implementation of which would require a change in the zoning and planning documentation.

existing built-up area

Nádražní

Strakonická

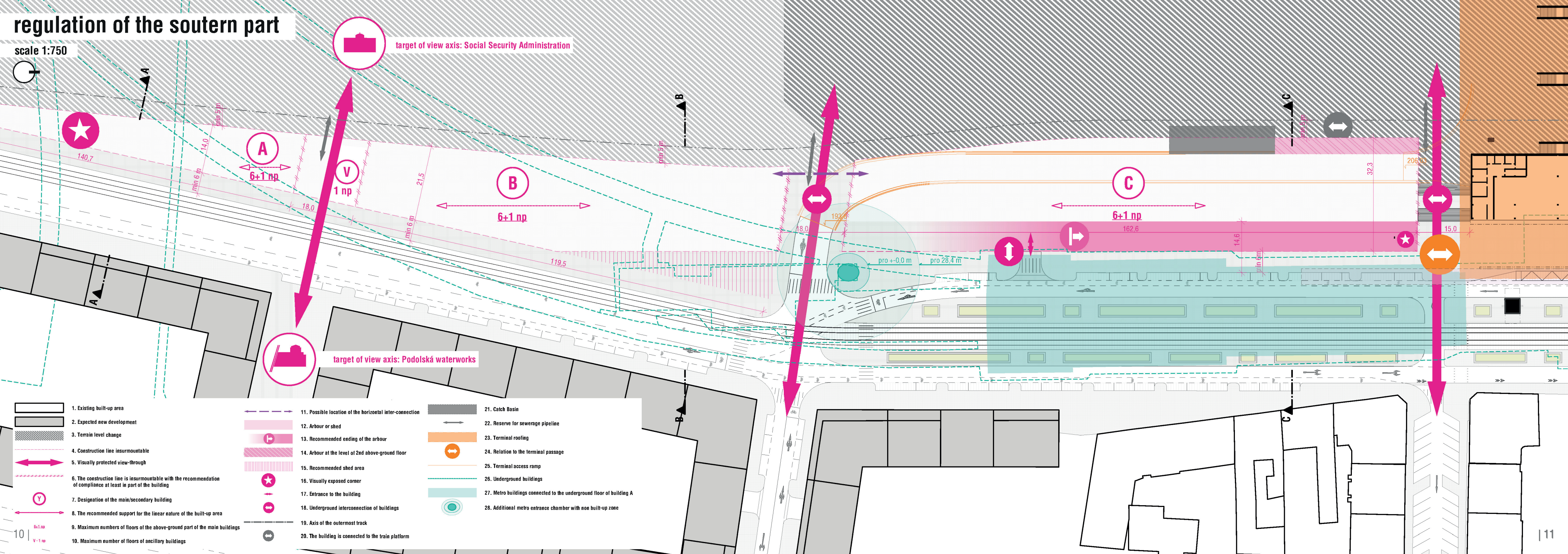
Mouřkova

U Královské louky

Kotelní

regulation of the southern part

scale 1:750



description of regulations and limits

1. Existing built-up area

In the north, it is a local built-up area typical of Smíchov, which is characterized by a residential block structure with a predominant height level of 4-5 floors above ground with a recessed superstructure or a sloping roof. The structure in the south passes into the development area of the former outskirts with industrial areas, which are gradually transformed into conventional city blocks.

2. Expected new development

Expected future development, which follows the typical structure of the Smíchov lattice.

3. Terrain level change

Significant terrain jump in Nádražní Street and level-line of the track, this is approximately a difference of about 4m - one floor.

4. 4. Non-exceedable construction line

Interface defining the development of the land. The designed objects can be placed on this edge in their entire length, but they must not cross the line towards the public space. The development may deviate from this line towards the buildable area in any of its parts.

5. Visually protected view-through

A line whose visual termination has a special place value. In terms of zone planning, it follows the authentic axes of surrounding streets. The protected view-through must not be visually interrupted or disturbed in any way.

6. The construction line is insurmountable with the recommendation of compliance at least in part of the building

Interface defining the development of the land. The designed objects can be placed on this edge in their entire length. In justified cases, this line can be crossed in 1/3 of its length by a maximum of 3 metres. These lines follow the visually protected view-through, for their definition we recommend observing at least a partial street line.

7. Designation of the main/secondary building

The main buildings are marked with the letters „A, B, C“ (in the southern part of the area). Secondary buildings are marked with the letter „V“.

Note: The defined area of building „A“ does not have to be built up.

8. The recommended support for the linear character of the built-up area

The new built-up area, with its character and urban layout, should contribute to the expansion of the organised block grid of Smíchov, rather than just fill the space generated by the organic course of Nádražní Street. The aim is to mark the place with a character of a disciplined urban area and to avoid the impression of a grown structure that only opportunistically fills the free space in the engineering infrastructure.

9. Maximum numbers of floors of the above-ground part of the main buildings

Maximum possible number of floors above each other + receding floors/attics. Rules for the last

or the receding floors are specified in the Prague Building Regulations.

10. Maximum number of floors of ancillary buildings

Floor limit for ancillary buildings located between the main buildings. A maximum of 1 above-ground floor, which will correspond in height to the difference between the level of Nádražní Street and the level of the track.

11. Possible location of the horizontal inter-connection

Possible location of a structure horizontally inter-connecting the main buildings at the level of the same floor. This structure should be of a subtle character in the form of a footbridge used only as a route between buildings and must not visually interrupt the protected view-through.

12. Arbour or shed

The facade of the 1st above-ground floor moved behind the outer building line so as to enable the expansion of the space used by the public. If the projected volume of built-up area is outside the defined area of the arbour, this space should at least be roofed/covered so that the public is protected from the weather. (Note: Arbour height may cover multiple floors.)

13. Recommended ending of the arbour

Defining the space in which it is possible to end the arbour.

14. Arbour at the level of 2nd above-ground floor

The facade of the 2nd above-ground floor moved behind the outer building line so as to enable the expansion of the space used by the public, connected to the train platform.

15. Recommended shed area

A space recommended to be roofed. To support the functional living parterre, it is possible to build one third of this area at the 1st above-ground floor level.

16. Visually exposed corner

Visually exposed corner/facade suitable for architectural processing.

17. Entrance to the building

Recommended position of the entrance axis to the building. If the mark is missing, any location is possible.

18. Underground interconnection of buildings

Determination of functional interconnection of building at the 1st below-ground level.

19. Axis of the outermost track

Axis of the outermost track according to the project „Reconstruction of ŽST - Prague Smíchov“. The insurmountable line is defined by a minimum distance of 5.0 m from the axis of the outermost tracks. In addition, a safety distance to the facade must be taken into account due to its future maintenance.

20. The building is connected to the train platform

The space in which the level of the 2nd above-ground floor of the projected buildings meets the level of the train platform. It is desirable to use the connection functionally and to process it architecturally.

21. Catch Basin

The location of the catch basin according to the project „Reconstruction of ŽST - Prague Smíchov“.

22. Reserve for sewerage pipeline

The location of the reserve for the sewerage pipeline according to the project „Reconstruction of ŽST - Prague Smíchov“.

23. Terminal roofing

Outlines of roofing according to the project „Terminal Smíchov“.

24. Relation to the terminal passage

The space in which the future built-up area is visually and functionally connected to the future passage of the „Smíchov Terminal“ project. It is desirable to process the connection architecturally.

25. Terminal access ramp

Contours of the access ramp for buses of the „Terminal Smíchov“ project connecting the level of Nádražní street (193.8 m above sea level) with the level of the terminal above the track (206.03 m above sea level). The projected buildings must

not interfere with the ramp in any way. However, they can use the space below or above its structure. An overhead contact line can also form a part of the ramp.

Note: When designing, it is necessary to observe the limits set out in the following standards: ČSN EN 50119 ed. 2. ed.2 Railway applications - Fixed installations - Electric traction overhead contact lines and ČSN 34 1530 ed. 2 Railway applications – The catenary for electrified railways.

26. Underground buildings

Boundaries of underground (metro) buildings.

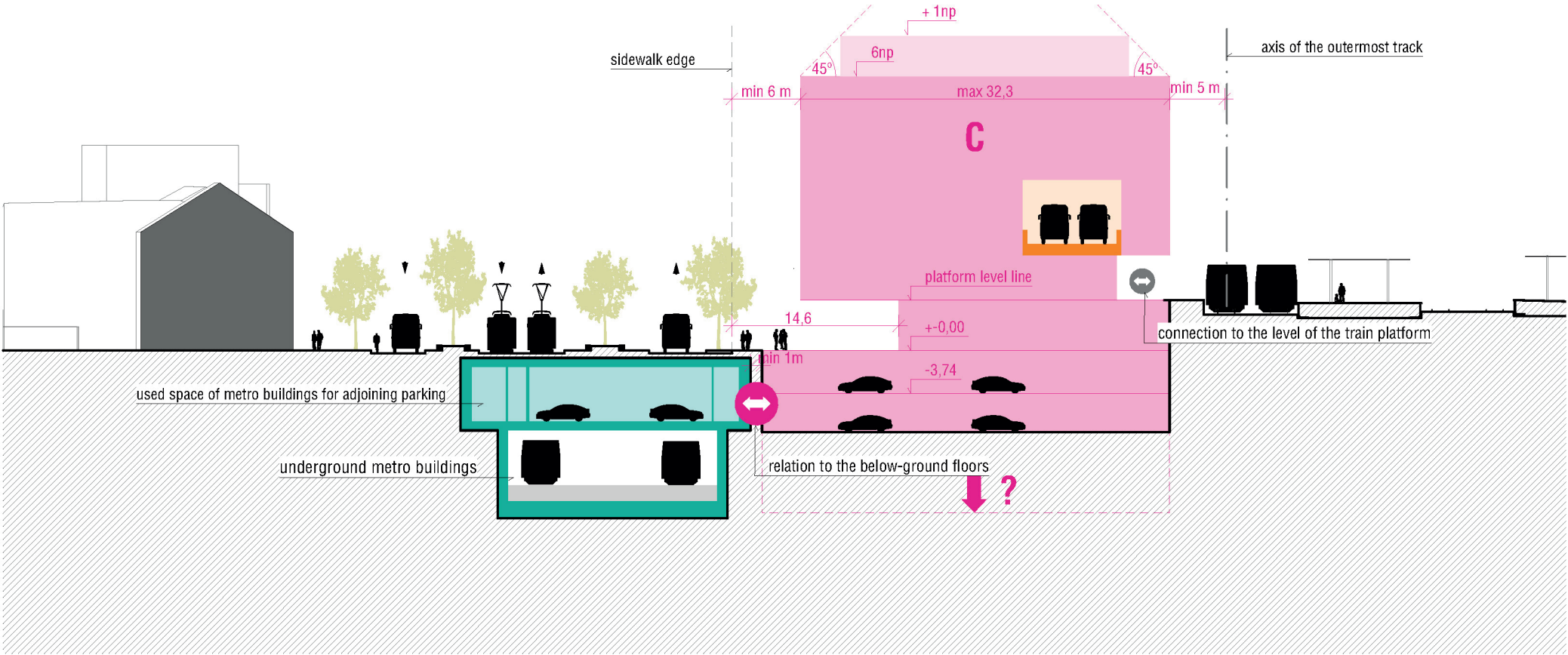
27. Metro buildings connected to the underground floor of building A

Underground metro building with the necessary connection to the main building A.

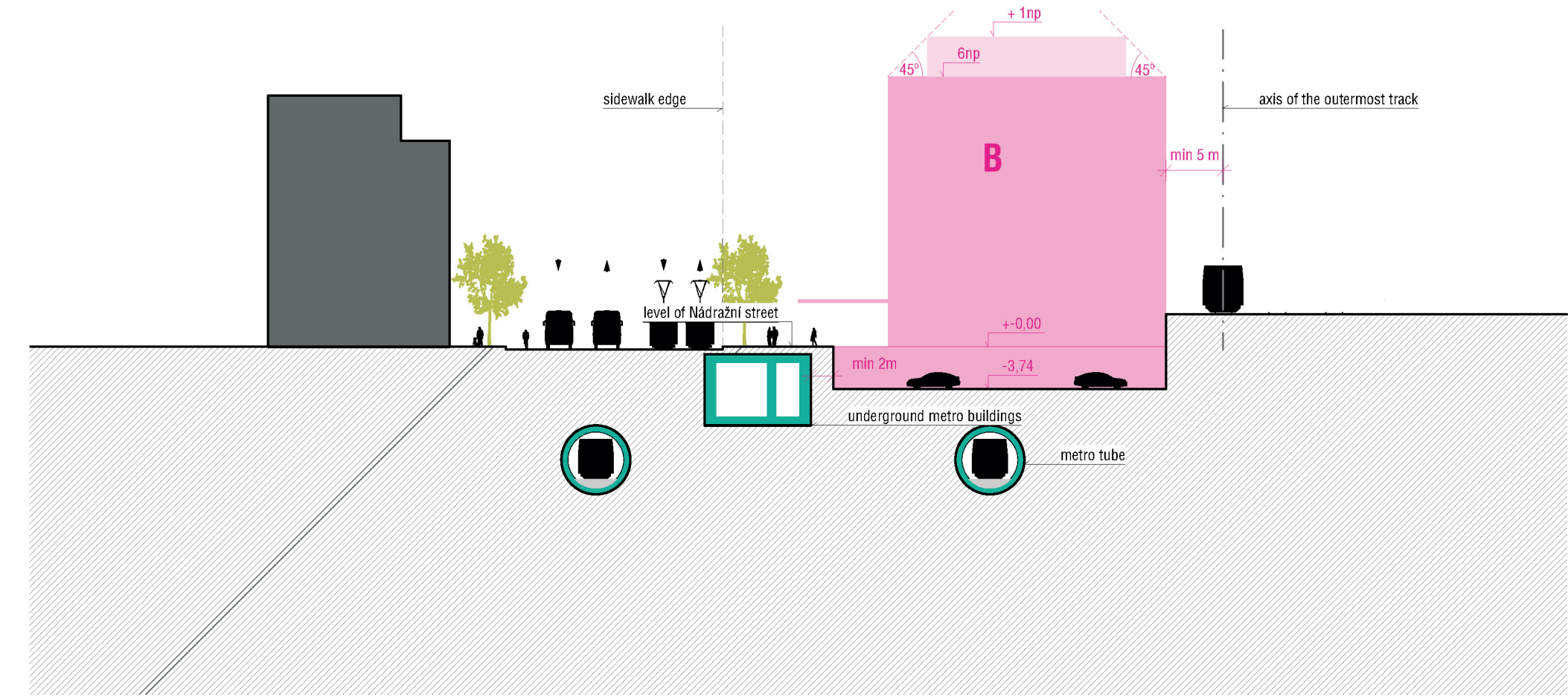
28. Additional metro entrance chamber with an undevelopable zone

Entrance building to the metro protection system. Entrance to the Additional Entrance Chamber must be located in a non-floodable area - outside the construction. The height of the surrounding buildings is limited to H/2 + 3 m (where H is the height of the surrounding buildings from the edge of the roof to the terrain).

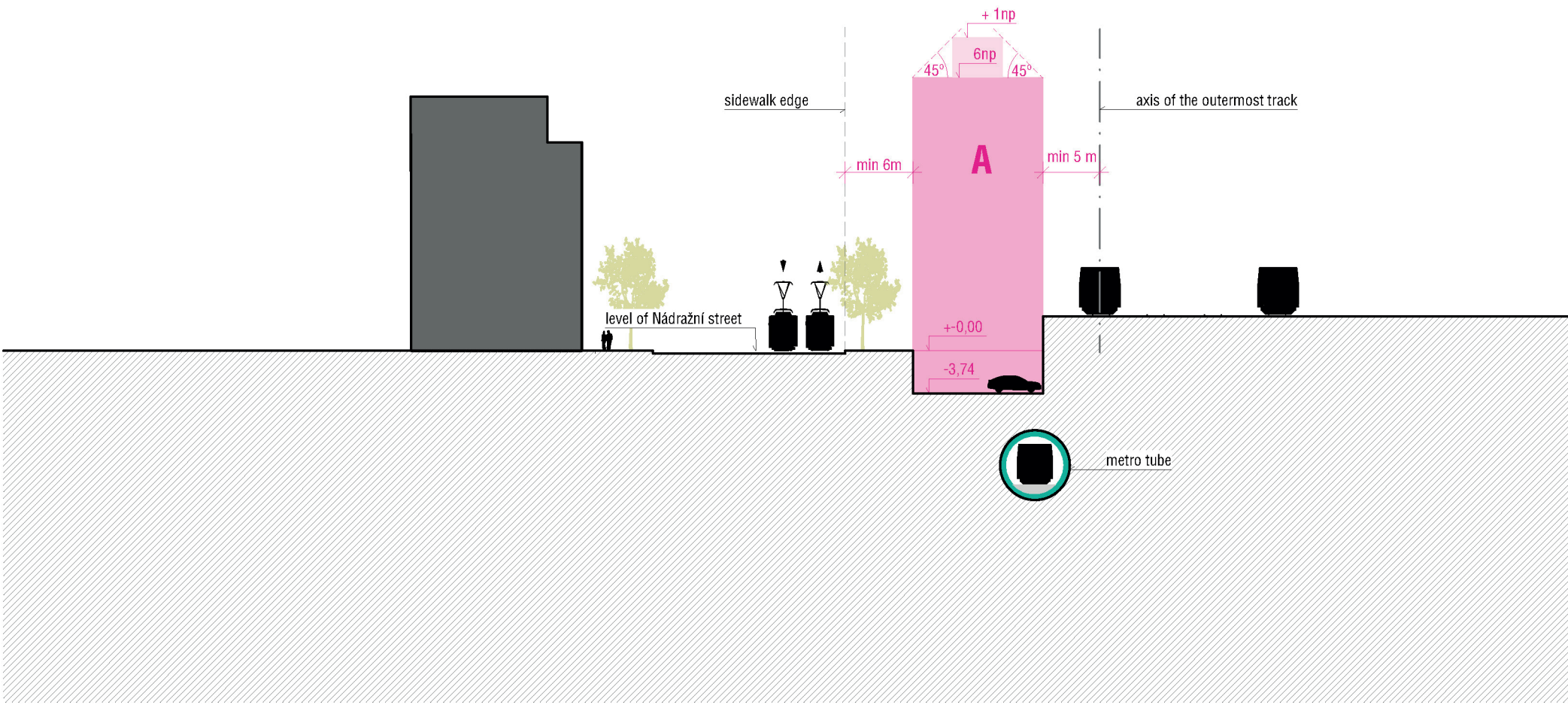
cross-section of building C
scale 1:600



cross-section of building B
scale 1:500

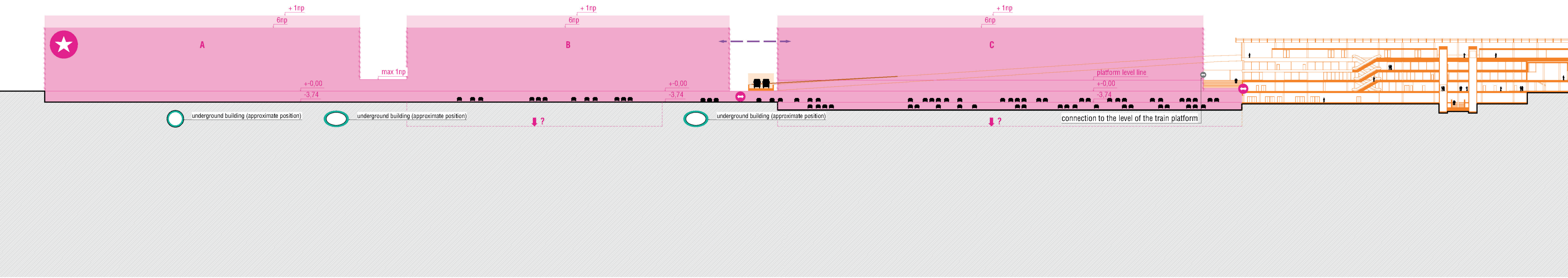


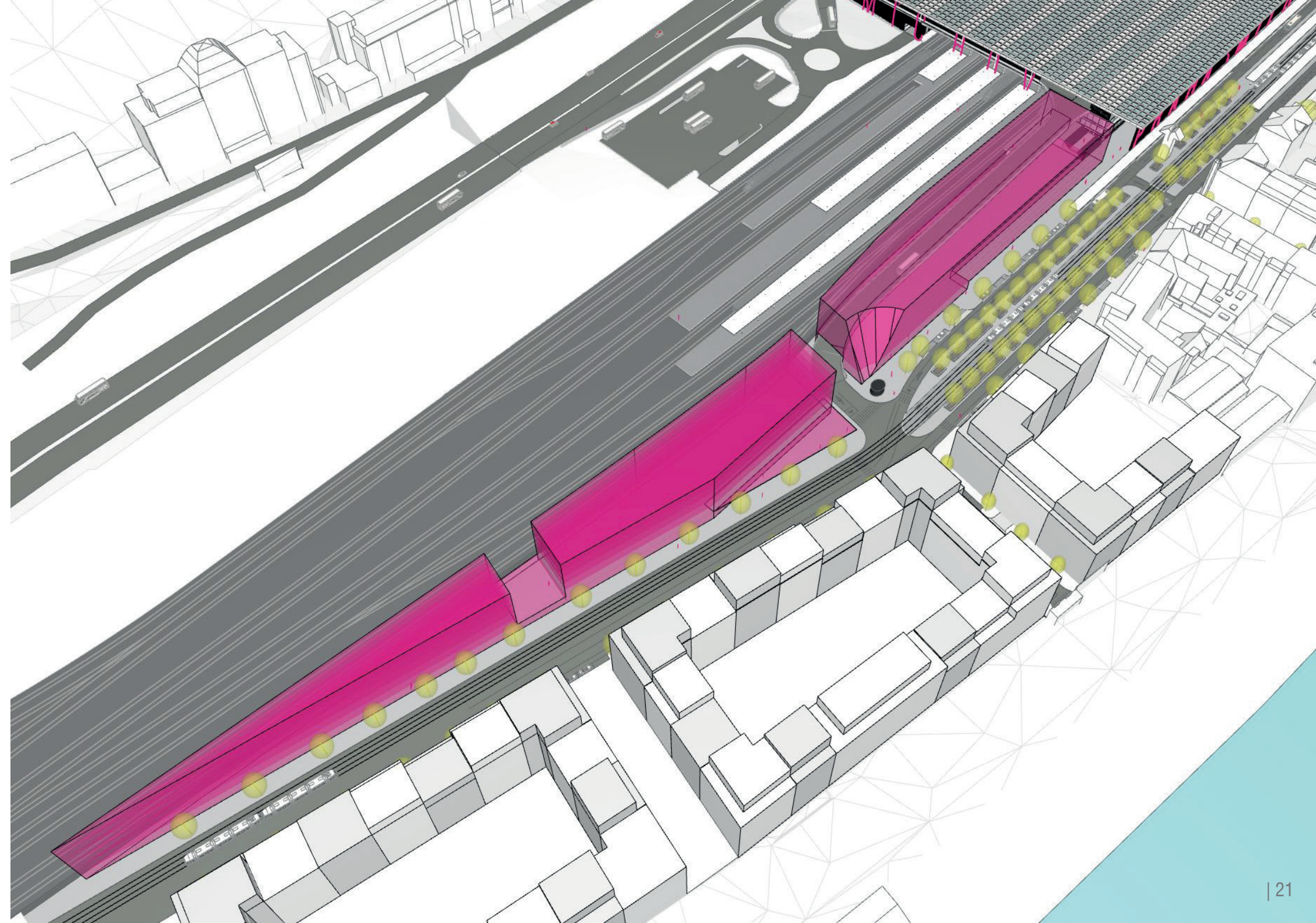
cross-section of building A
scale 1:500

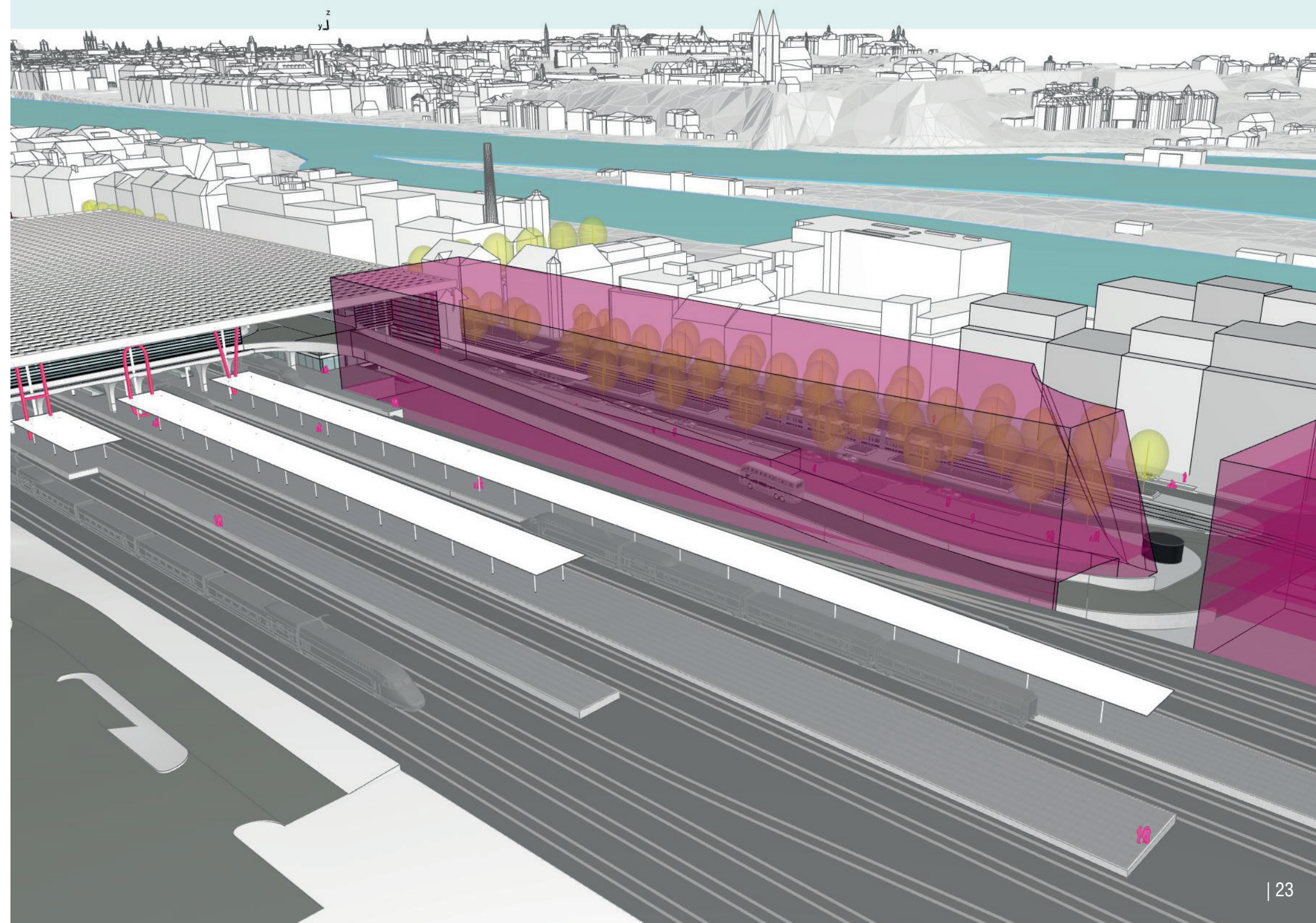


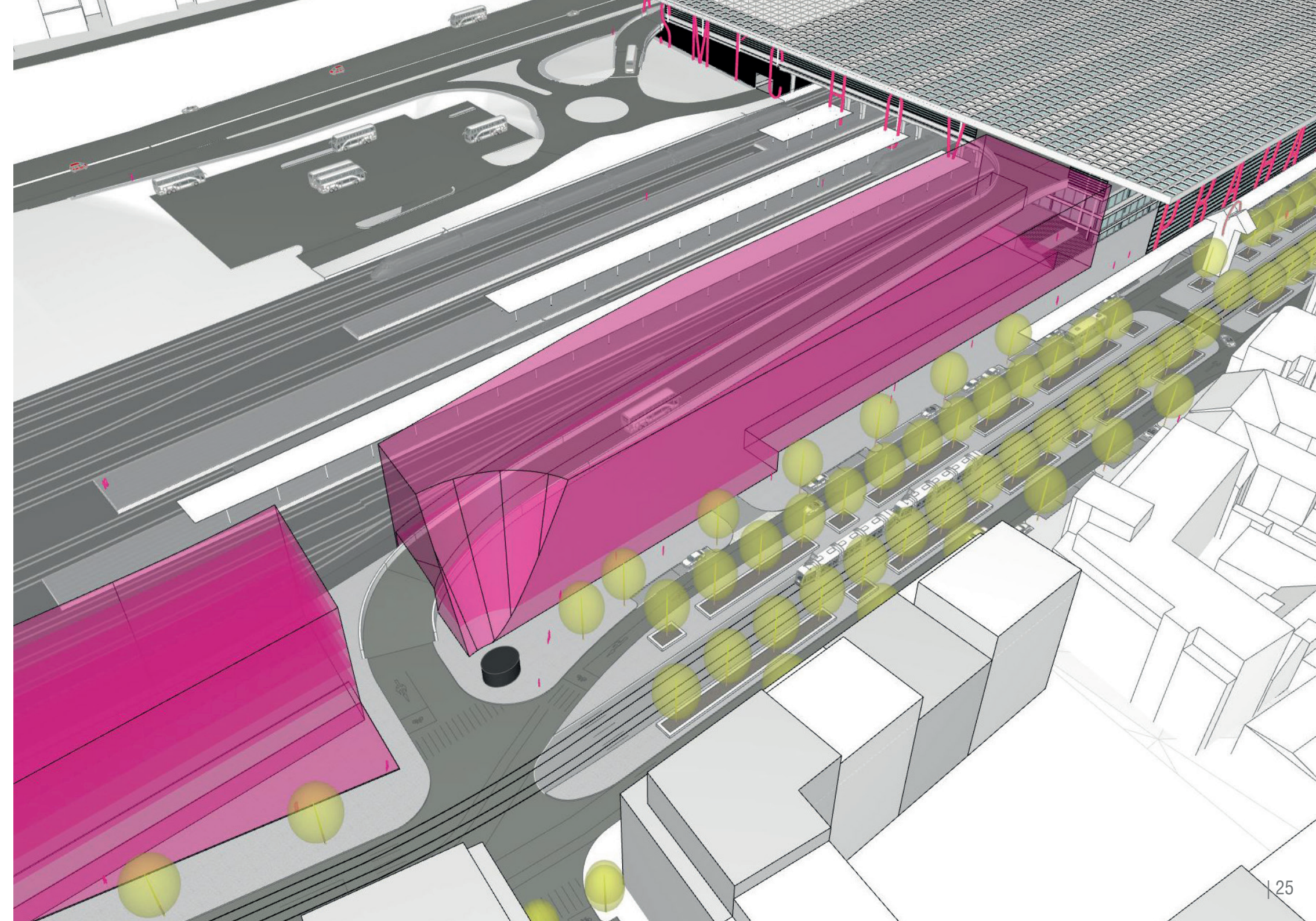
longitudinal section

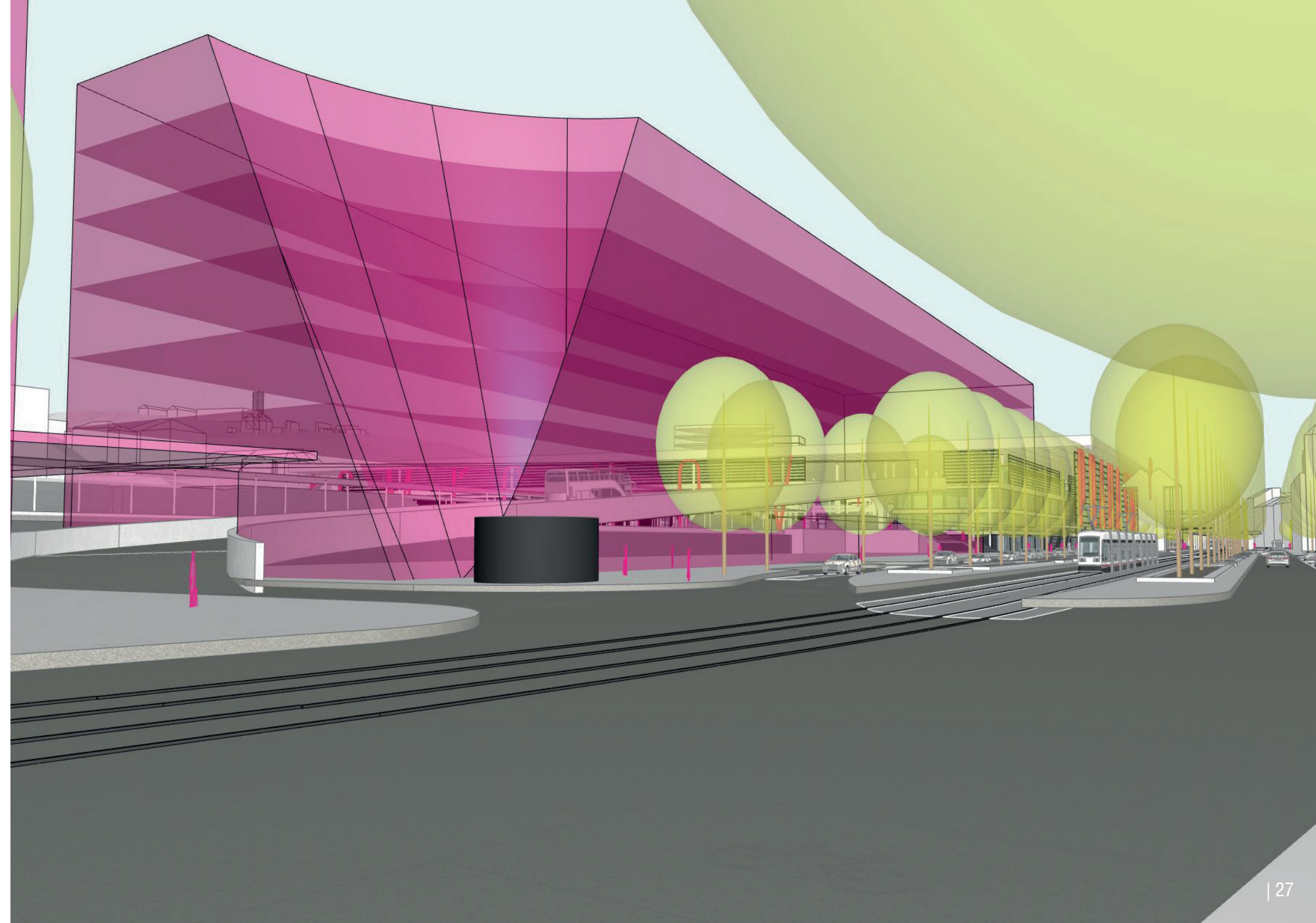
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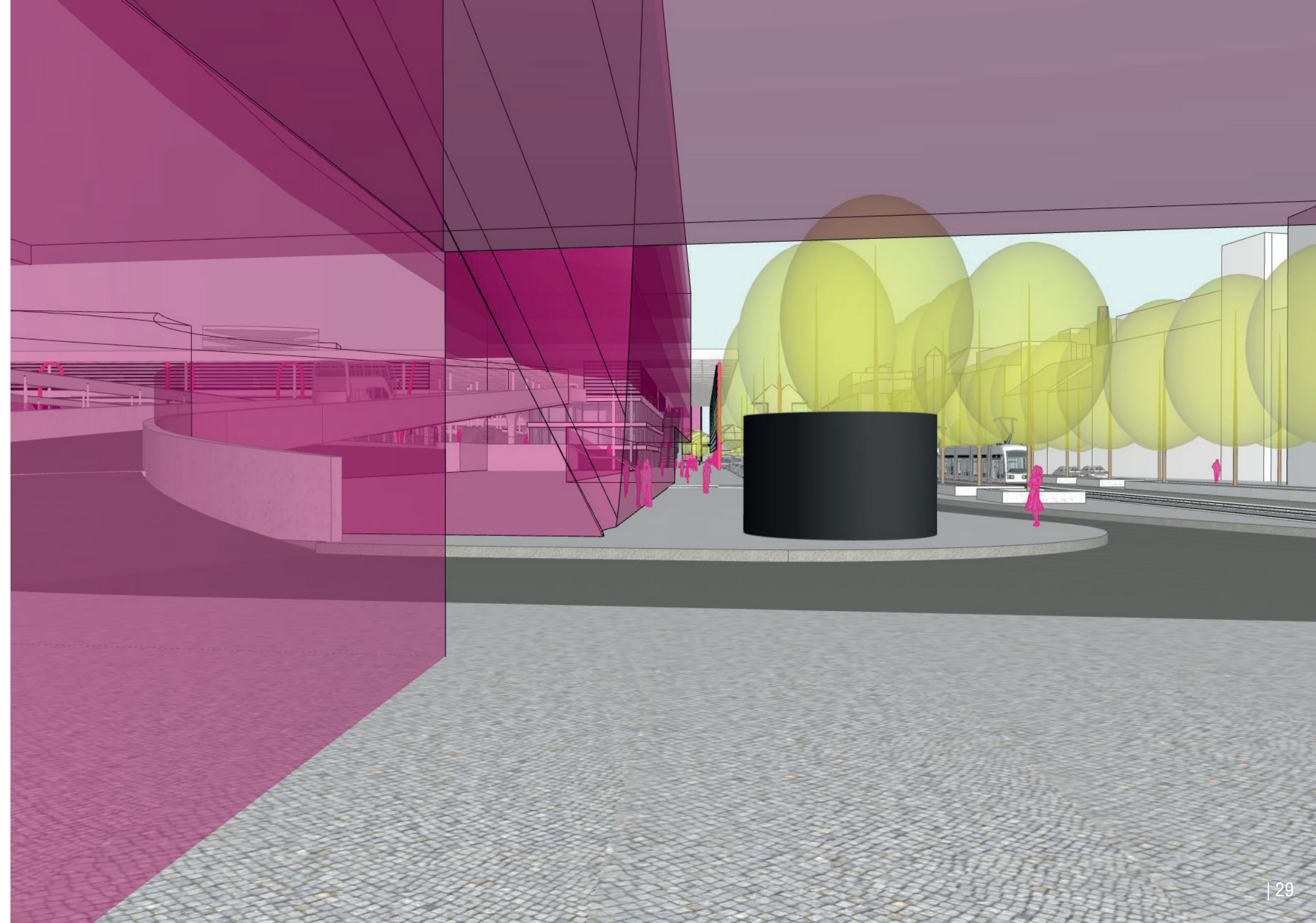


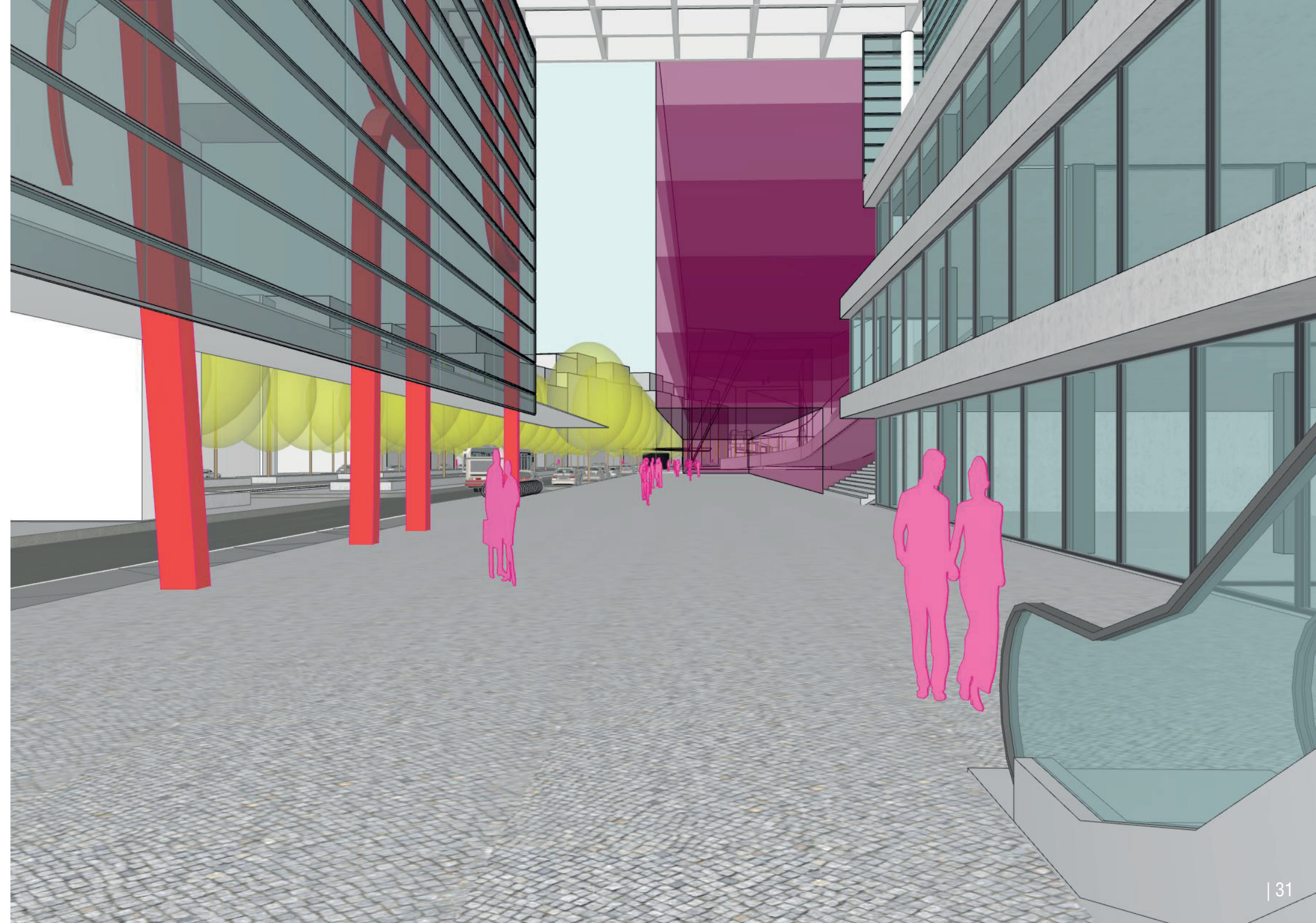


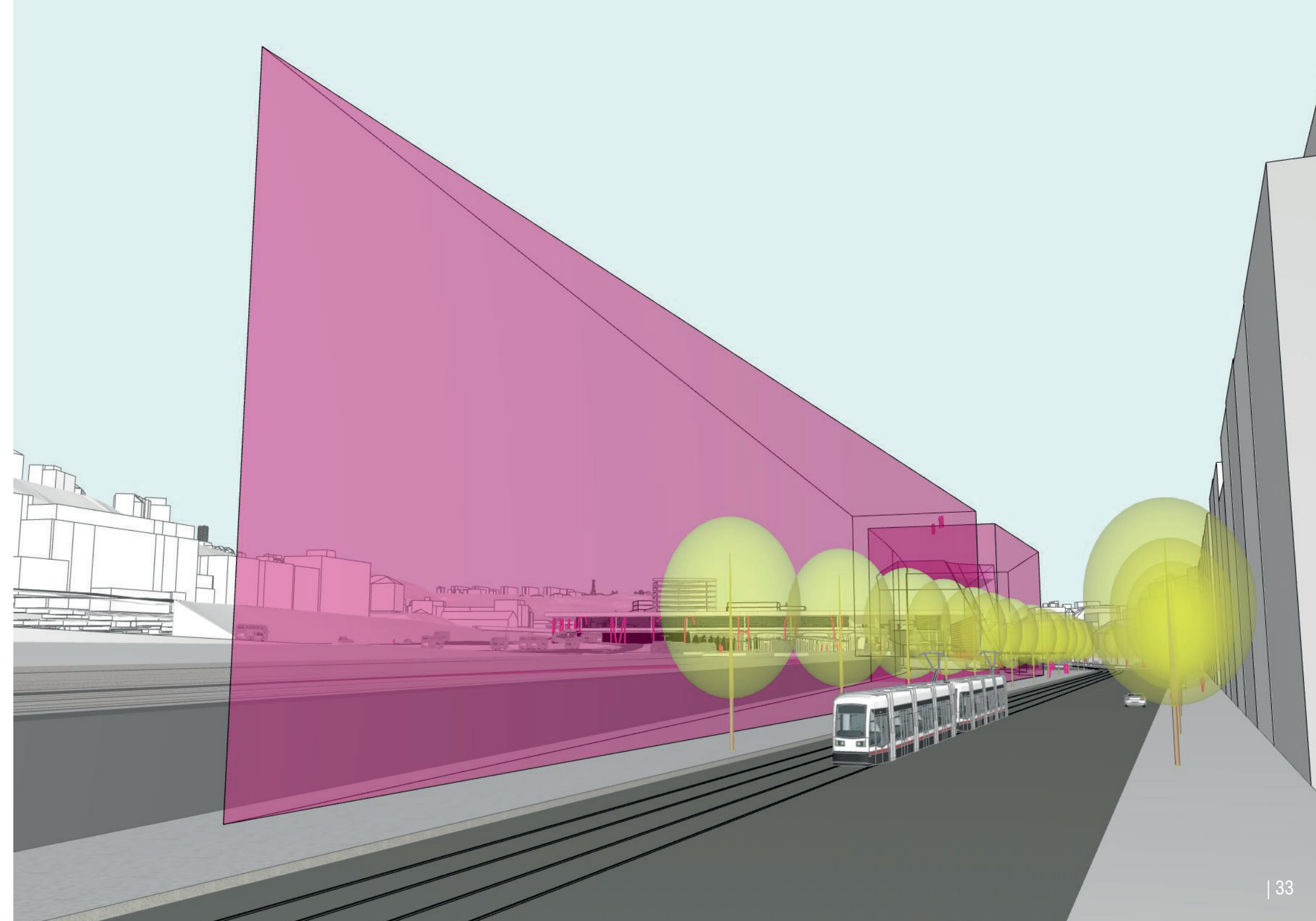














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