

With the proposal to design a new landscape space in the Vltava river valley on the Maninske peninsula, the author pursues a correct basic approach. The transformation of commercially underused sites into attractive public urban landscapes is a contemporary method of current urban development. The interconnection of this area with its surroundings, which is not easy to integrate, is well considered, with the location of future bridges critically discussed and an alternative proposed.

The special spatial character of the peninsula is recognized and developed very clearly in the concept. To this end, the author leaves the very densely overgrown shoreline as a "green envelope" that shields the inland space, but in part also keeps open lines of sight to important landscape elements in the surroundings. In contrast, the inner space is conceived as an open space that contrasts with the closed shoreline. Although this spatial approach is logical and comprehensible in principle, it also seems somewhat tensionless on the inside when the same density is created throughout the site with the freely scattered solitary trees.

A positive aspect is the respectful treatment of the existing trees. On one hand, a large part of the existing trees is preserved, on the other hand, structural elements are also included in the concept. The partial integration of existing surface materials is interesting, giving some areas a special atmosphere. The inclusion of an existing building is also a sustainable approach and can strengthen the functionality of the entire area.

The path system is usefully divided into "fast" and "slow" paths. The routing of the main path is logically conceived, but with the emphasis on the pronounced edges it also takes on a schematic character that makes it seem almost alien. Equally schematic and also functionally questionable is the arrangement of benches directly at the edge of the path. Here, a positioning in the quiet green inner area would have made more sense.

In order to lead the main path over the northern bridge, the shipyard area has to be reduced in size. On one hand, this follows consistently with the planning concept, but it is only feasible if the owner cooperates. This cannot be proven at present. It is also questionable whether a downsized shipyard can still operate meaningfully at this location at all or should rather be relocated completely.

While the overall space is pleasantly informal, free and open, the inserted amphitheater has an alienatingly formal character. Here, a design adaptation of this building element to its surroundings would have been better.

The idea of integrating a swimming basin into the new landscape space is interesting in principle. However, there are doubts as to whether this is feasible in the form and functionality presented. The author does not explain how the necessary filtration is to take place in principle. It would also have to be demonstrated that the edging platforms do not represent an obstacle to ships navigation and in the event of a flood.

Here, as in other parts of the project, the author lacks the necessary elaboration. The furnishing concept is also inconsistent; for example, the design of seating and special elements are not well coordinated. Although the bridges depicted are not the subject of this work, it is immediately apparent that the supporting structure will not be adequate in these slim dimensions.

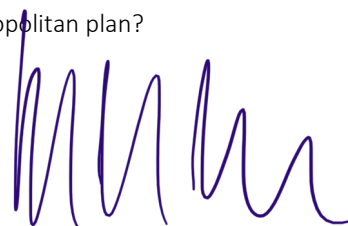
The graphic representation is very clear and comprehensible, spatial situations are well conveyed. However, the site plan is poorly provided with information, this concerns especially vegetation and surfaces.

Overall, the author makes an interesting proposal, which in principle works well and can create atmospheric places. However, some critical questions remain open, in part the necessary elaboration is missing. Mr Holecek falls short of his abilities here.

Mark: D

Questions:

1. What are the reasons to move the bridge proposed by the metropolitan plan?
2. How does the design respond to possible flooding?



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