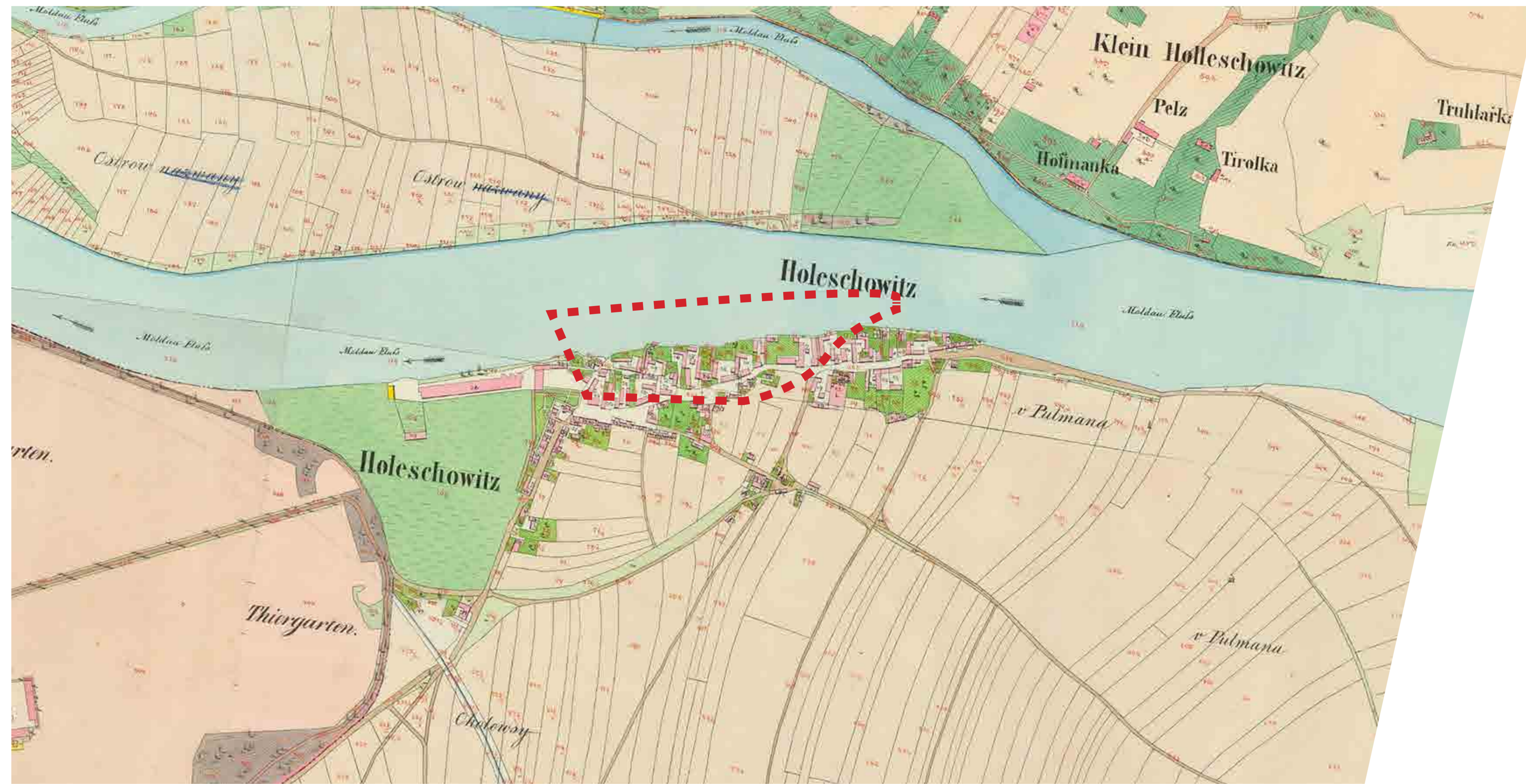


# HOLEŠOVICE - HISTORY OF THE AREA



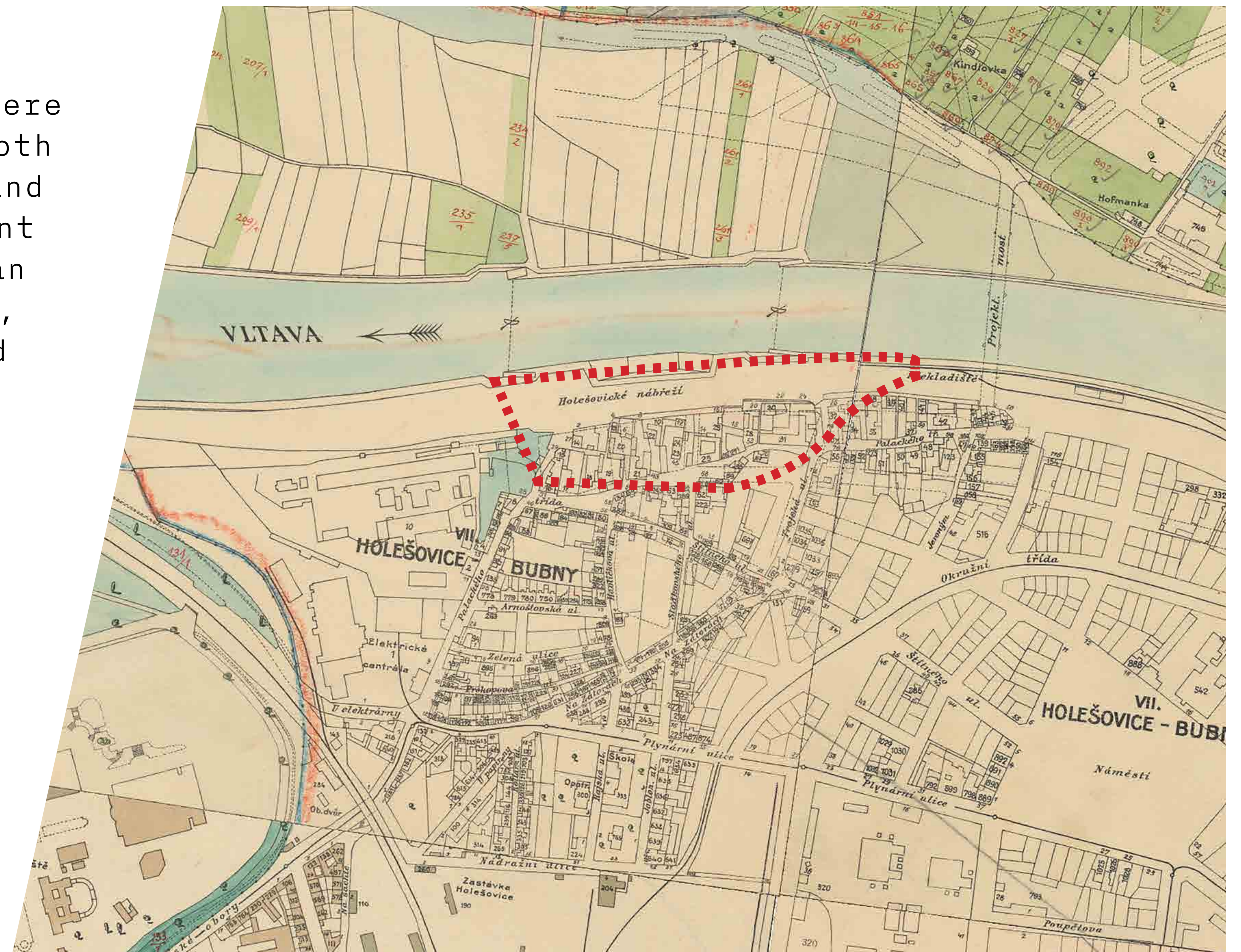
1842 - Stable cadastre

## PART ONE - until the middle of the 19th century

Originally, the medieval villages of Holešovice and Bubny were poor farming and fishing settlements. The first factory, the Max Dormitzer calico printing factory, built in 1823 on the western edge of Holešovice, attracted the first factory workers with their families. The catalyst for transformation of the whole area was the railway, which from 1850 connected Prague with Lovosice and later continued on to Dresden. This made Holešovice more accessible and attractive for industrial investment

## PART TWO - end of the 19th and beginning of the 20th century

The last third of the 19th century and the beginning of the 20th century were marked by intensive industrialisation. This led to the establishment of both industrial enterprises and also settlements to house workers in Holešovice and Bubny. Haphazardly at first, but the development soon became more consistent and regulated. The rural landscape was transformed completely into an urban landscape. In 1884, Holešovice, which had been merged with Bubny since 1850, became part of the city of Prague as a lively industrial district called Holešovice - Bubny (referred to only as Holešovice from 1960 on).



1909-14 - Map of the Royal City of Prague and neighbouring municipalities



Football field on a green field in the heart of old Holešovice.



A typical day in a working-class settlement.



View from the construction site of the panel building towards V Závětří street, 1960.



A view from Partizánská street to the concrete panel factory before the construction of the railway.

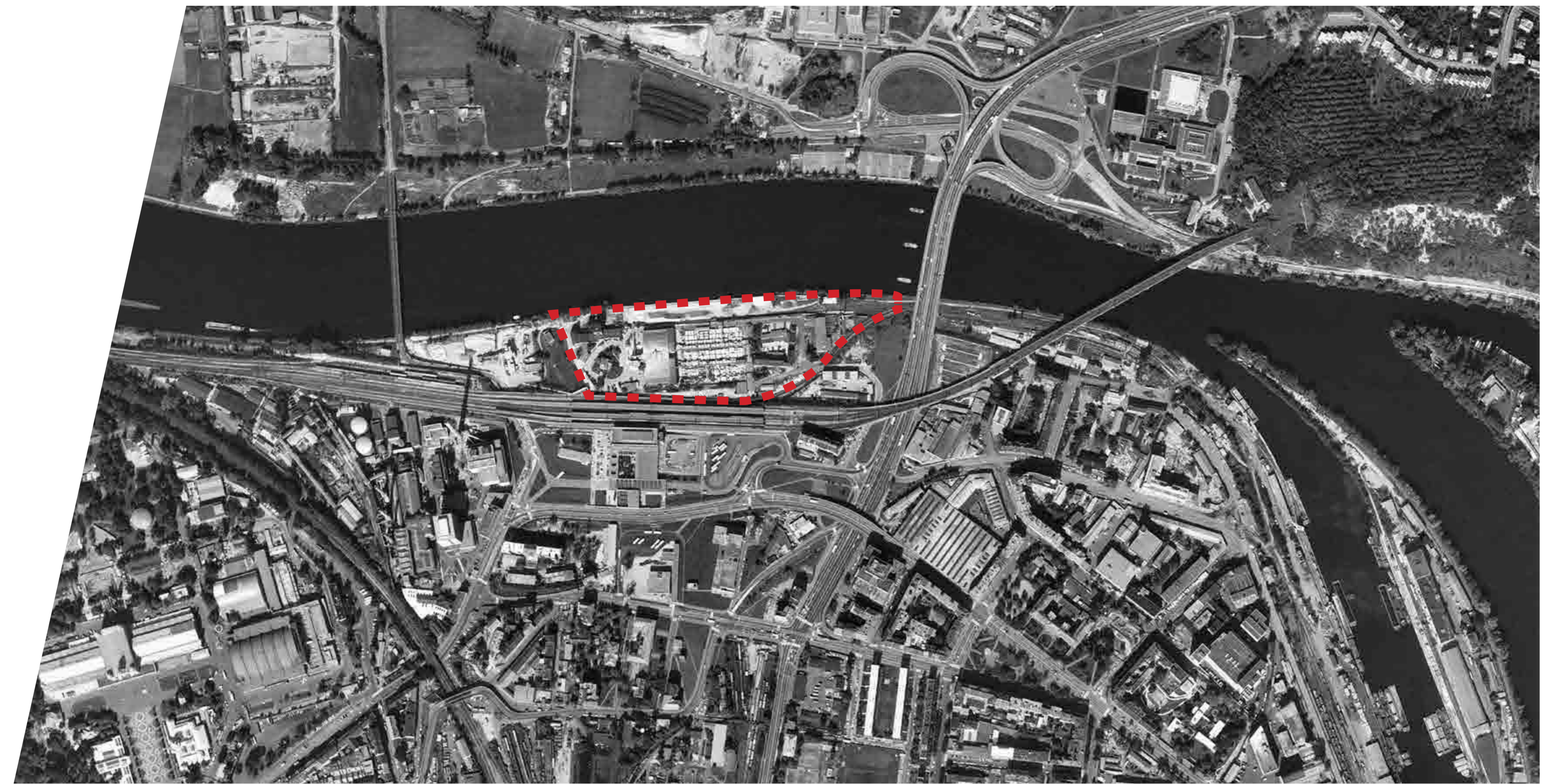


The former power meter and testing laboratory no. 188, completed in 1940.

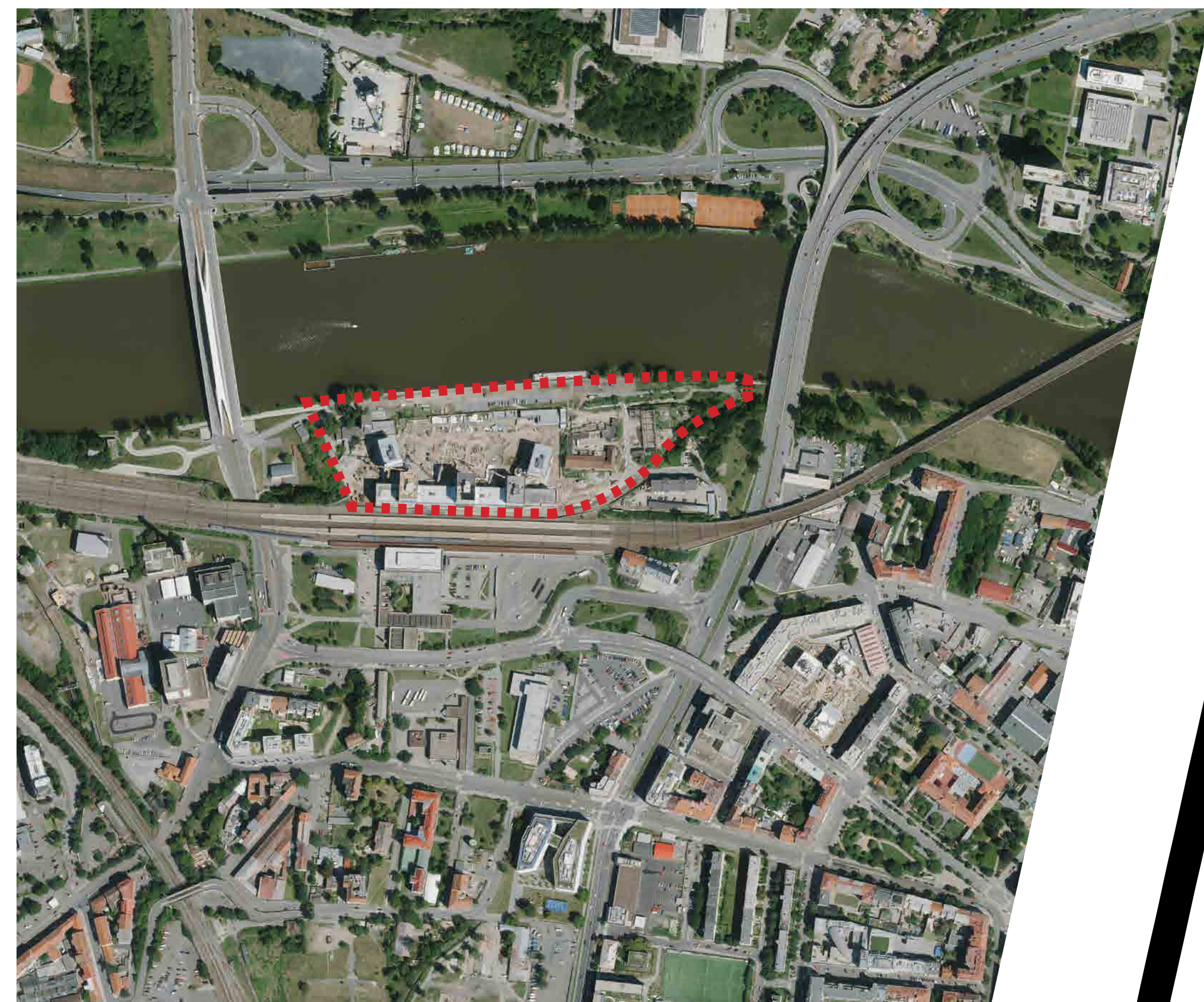
# HOLEŠOVICE - HISTORY OF THE AREA

## PART THREE - second half the 20th century

Buildings which were important for this locality were built in the second half of the 20th century: 1959 - 1961 the Prefa Holešovice concrete panel factory. The new Barikádníků Bridge was opened in 1980. The Vltavská and Nádraží Holešovice (formerly Fučíkova) metro stations on line C were opened in 1984 and Holešovice Railway Station commenced operation in 1985.



1989



2022

## PART FOUR - beginning of the 21st century

Several dozens of buildings belonging to the industrial heritage in Holešovice were destroyed by the flooding in 2002. These included the city abattoir, the docks, the brewery, the Holešovice - Bubny Railway Station, the former parchment factory on Argentinská and the Štvanice hydroelectric power station. The Port7 multifunctional project is completely revitalising and making accessible the former production site of the Wolf Prefa concrete panel factory. It offers modern offices, retail space for shops, services and restaurants. A new public park nearly two hectares in size will provide facilities for sport, recreation and community meetings.



Bad technical condition of the original building.



Construction of a new Barikádníků bridge on the site of the original Troja bridge.



Entrance to the premises of the Central Electric Station in Holešovice around 1914.



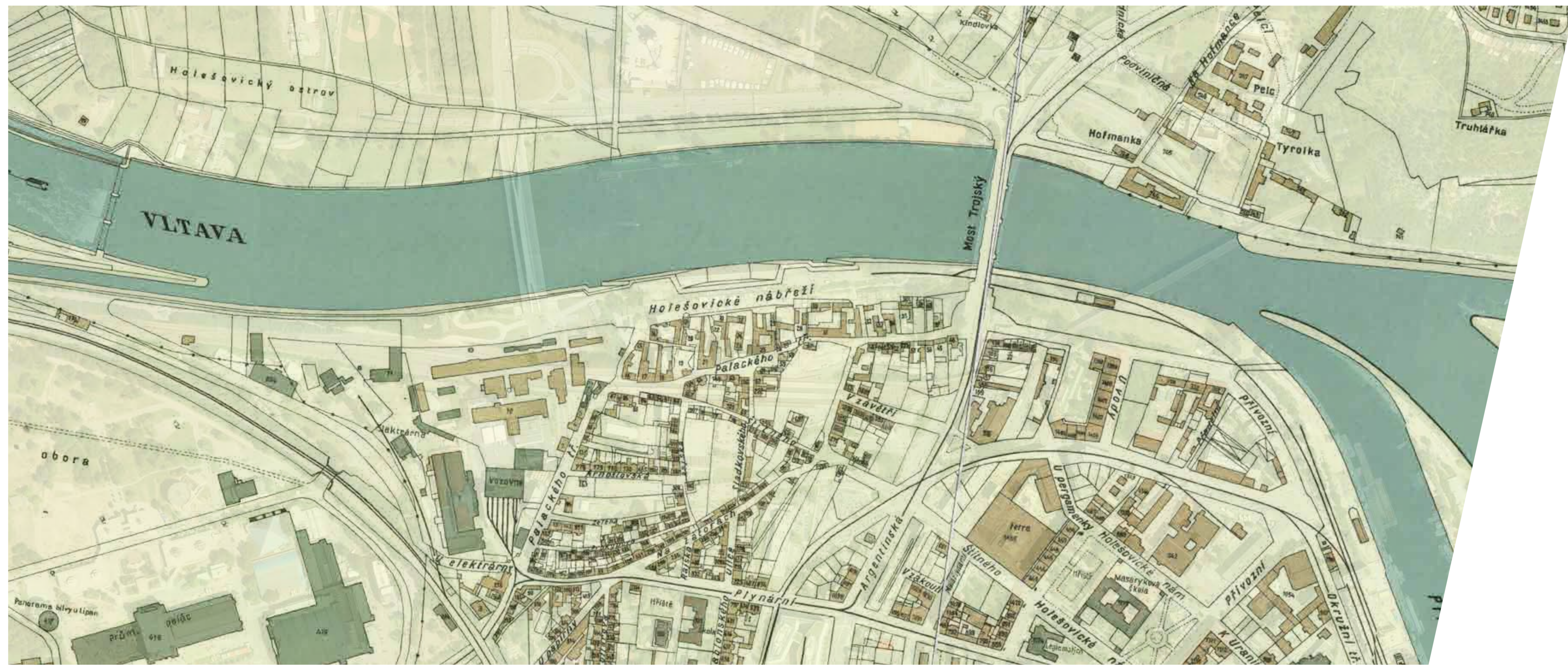
View along Partizánská street towards the Exhibition Grounds. On the right at the back, the existing house no. 218.



Demolition for new station, subway and highway 1978-1984.



# DEVELOPMENT OF HOLEŠOVICE - STREETS



Map of the City of Prague and its surroundings in 1938 with a backdrop of contemporary orthophotography. The area of old Holešovice consisted of approximately 14 streets just before the first stage of redevelopment in 1959.



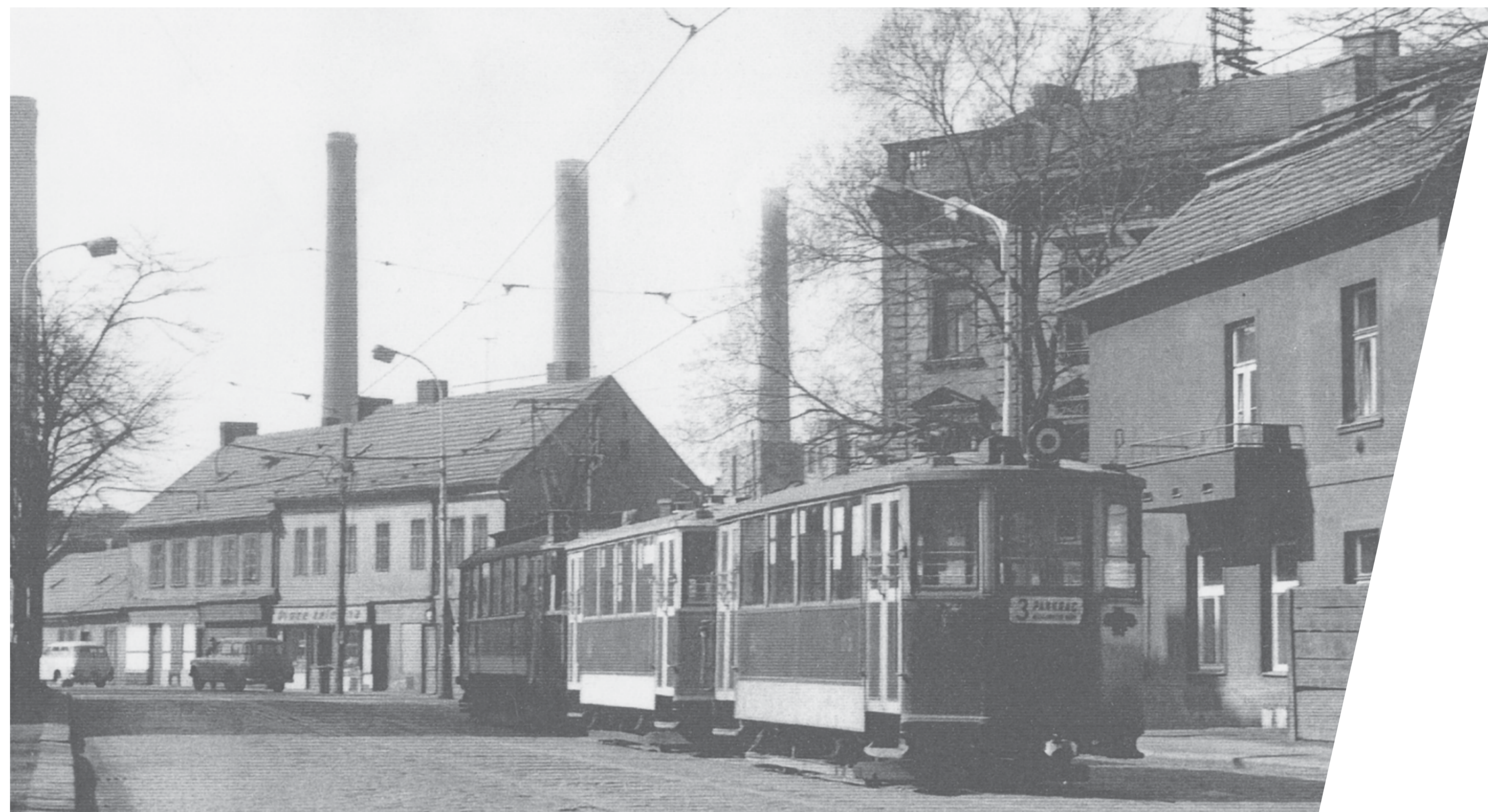
Na Zátorách - The street was already established before 1880 and until 1894 bore the name Zátora, then Zátory. In 1925 it was extended to the north to include Trojská and this newly created street was named Na Zátorách.



Partyzánská - Past the viaduct straight to Barikádníků Bridge. This was established in 1881 by joining of the old Trojská and K Pelci streets, which were renamed Palackého. After 1947 it was renamed Partyzánská in honour of the Czechoslovak Partisans who fought during the Second World War.



U Elektrárny - From the time the street was established in 1888 until 1947, it was called Zelená. The name was probably derived from the many gardens and allotments in the area. In old Holešovice, U Elektrárny was originally located right next to the former municipal power station, past the viaduct, first on the left (nowadays on the premises of Pražská teplárenská).



Plynární - Since its establishment in 1888, the street was named Plynární after the nearby municipal gasworks. Before 1900, Školní, where there used to be a school (No. 333), was connected to it.



Pod Zátorami - The street was first known popularly as Špagátová (after the rope-makers who made twine there), it bore the name Prokopova in 1881-1940, it was called Františka Dardy in 1940-1945, Prokopova again after the war until 1947 and, from 1947 on, Pod Zátorami. This street completely disappeared during the second phase of redevelopment.

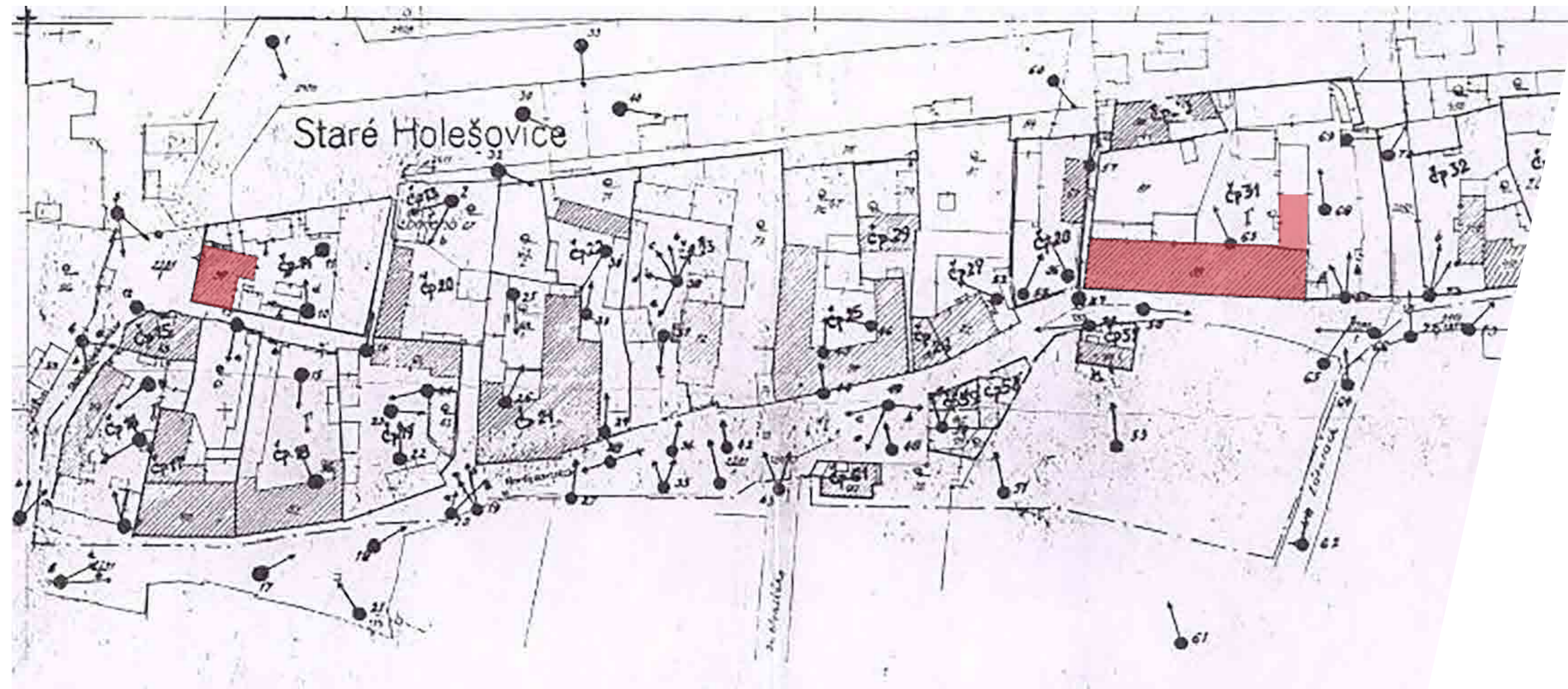


Holešovické nábřeží - The street was officially established in the 1890s during work to improve the bank of the Vltava River. The old Holešovice houses adjacent to the Vltava River were demolished at the end of the 1950s. This is no longer a street.



1924 - View of the industrial development of Holešovice from Libeň

## CONCRETE PANEL FACTORY - HISTORY



*DEMOLICE pro staveniště panelárny v Holešovicích.*

1958 - Demolition plan; buildings which were not demolished marked in red.

In 1965, the new building of the factory was assigned land registry number 18 and house number 23 on Partyzánská. Within the framework of further construction on the site, several new buildings were built, the most important of which was a new social and administrative centre in the north-west corner of the site - the current administrative building. The former U Šimků - U Dubů farmstead was extended to include two smaller extensions in the courtyard. The original Vaňha house was partially preserved.

The look of the original Holešovice completely disappeared in the 1960s during redevelopment resulting from construction of the Prefa concrete plant, the Holešovice cutoff and construction of metro C line. Only two buildings have survived from the original development - No. 14 - U Vaňhů, and the former No. 31 - the U Šimků (U Dubů) farmstead. Construction of a large part of the Holešovice concrete panel factory took place from October 1959 to October 1961. However, completion of the entire plant was delayed for technical reasons and the concrete panel factory was not fully operational until the end of 1964.



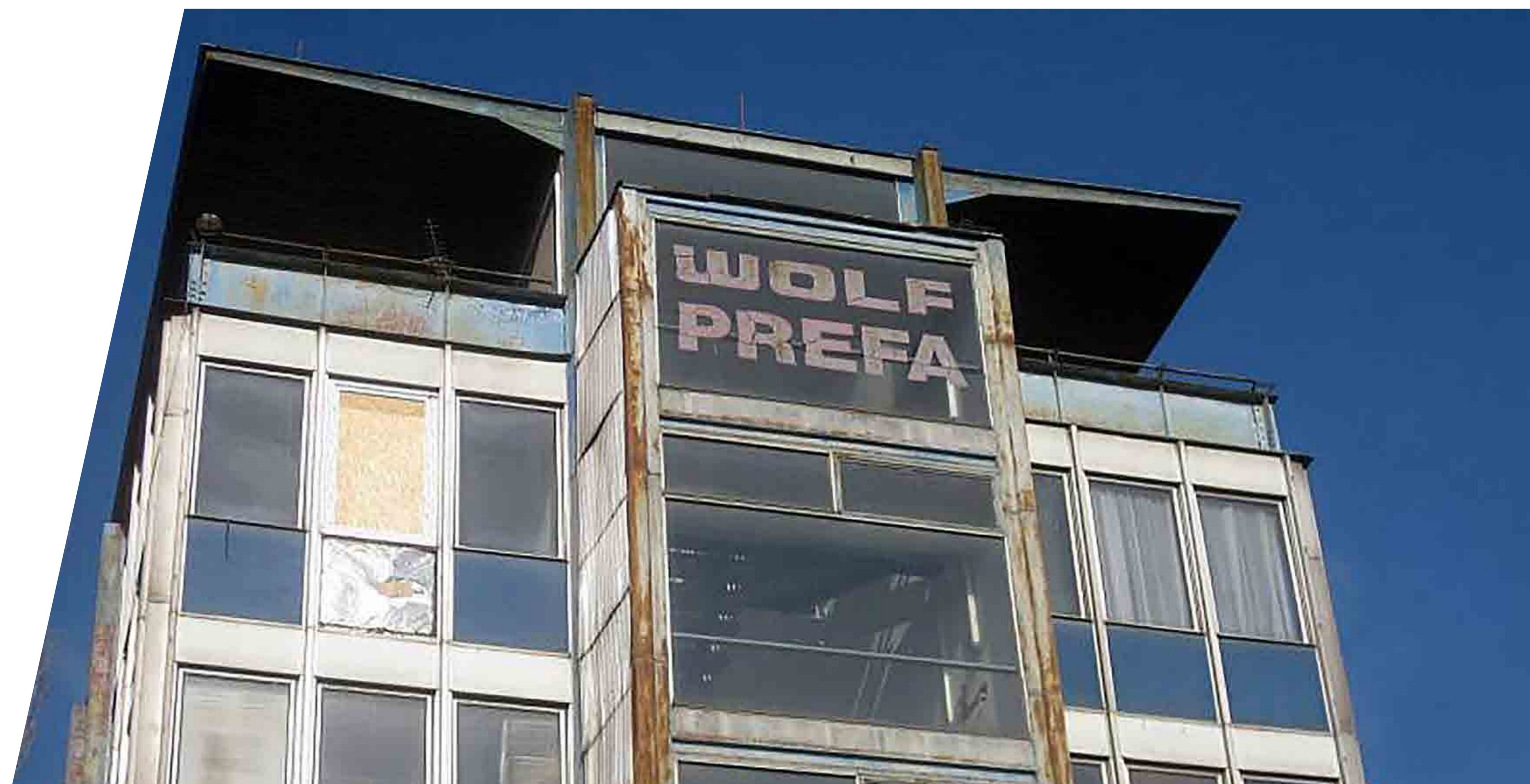
1960 - Construction of the concrete panel factory



1966 - Orthophoto - Part of old Holešovice has already given way to construction of the new concrete panel factory, the old Barikádníků Bridge still has trams running across it.

## CONCRETE PANEL FACTORY - HISTORY AS WOLF

After 1989 the Prefa concrete plant underwent major privatisation. In 1994, the new owners from Germany transformed the company into Wolf. From the beginning, a limiting factor in development of the plant was the zoning plan prepared and approved in 1999, which classified the site as a recreational area. As a result of the economic crisis in 2008, production activities gradually declined and in 2013, production was discontinued completely.



2016



2003 - Construction of the metro in the direction of Ládví

### TRAIN

Construction of the cutoff took place in 1966-1980. The new Prague - Holešovice Railway Station was built in Holešovice. The railway station was intended, among other things, for handling of international express trains from Dresden to Bratislava or Vienna, which could pass directly through Prague without having to stop at the Main Railway Station. In terms of layout, the common entrance to the lobbies of the railway station and the metro station was an interesting design. The railway station also has the distinction of being the first completely barrier-free railway station in the former Czechoslovakia. Operation of the railway station commenced five years after the actual cutoff was set into operation, on 28 September 1985.

### METRO

The third operating section extended line C northwards to Fučíkova station (nowadays Nádraží Holešovice). The section includes 2.2 km of track and 2 stations. This represented implementation of the first underpass under the Vltava River for line C. Section III of line C was set into operation on 3 November 1984. The station has two vestibules located south of the railway station.



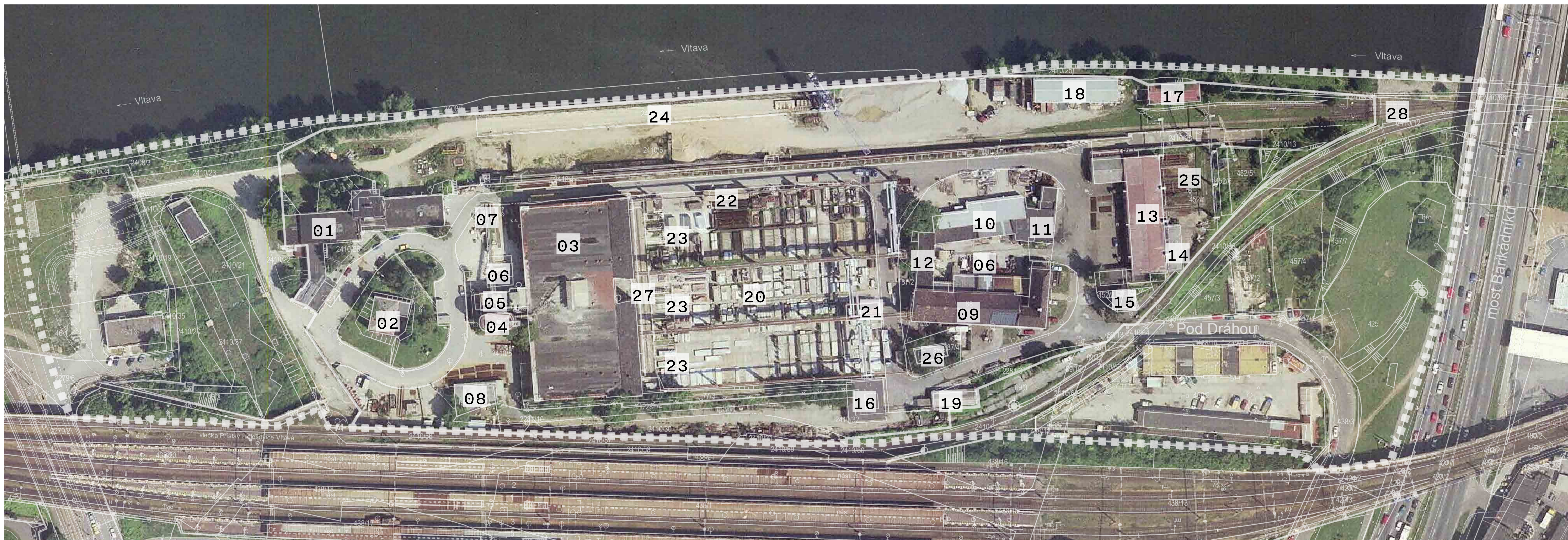
1989 - Orthophoto - the entire old Holešovice had already succumbed to the transport infrastructure.

CONCRETE PANEL FACTORY - PARTS OF THE SITE



2017 - Photo from drone

- 01. Administrative building
- 02. The Vaňha House
- 03. Production hall
- 04. Silo for cement
- 05. Aggregate hopper
- 06. Sludge pits
- 07. Transport tunnel
- 08. Porter's lodge (Partyzánská)
- 09. U Šimků, U Dubů farmstead
- 10. Welding plant
- 11. Garages
- 12. Joinery workshop
- 13. Reinforcing shop
- 14. Shelter for steel
- 15. Porter's lodge - reinforcing shop
- 16. Porter's lodge - dispatch
- 17. Polystyrene warehouse
- 18. Warehouse building
- 19. Fuel warehouse
- 20. Storage yard for finished products
- 21. Panel repair building
- 22. Shelter for the production of fittings
- 23. Crane track - storage yard for finished products
- 24. Crane track - storage yard for aggregate
- 25. Crane track - track behind the reinforcing shop
- 26. Fire reservoir
- 27. Panel conveyor system
- 28. Factory railway



Orthophoto 1999 + cadastral map 2014



Crane tracks of overhead cranes for servicing the storage yard for finished products.



Tower crane type with a capacity of 6 tonnes, removed 2014.



Production hall with cement silo, aggregate hopper and sludge pit.

# CONCRETE PANEL FACTORY - REMAINS AND ART

## U Vaňhů, No. 14

A heritage-inspired building with neo-Renaissance elements evidently dating back to end of the 19th century. The house used to be the original residence of the Holešovice magistrates. It later became the property of the entrepreneur J. Vaňha, who owned and operated a famous fish restaurant in Prague. The detached building was built on the plot of the older house No. 14 on the site of the garden as a new residential building. This building had to give way to construction of the Port7 project.



The Vaňha House, No. 14

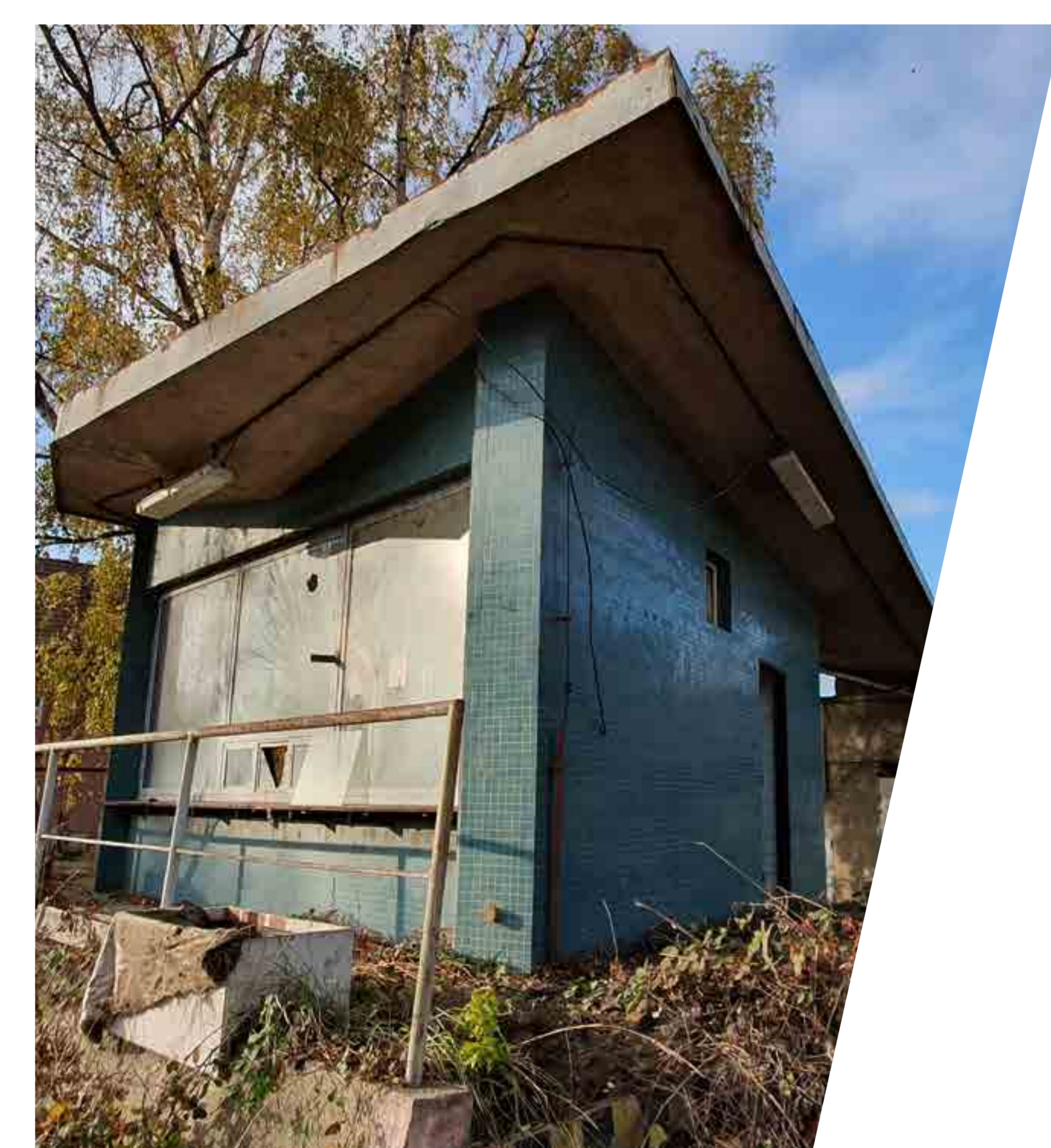


## U Šimků/U Dubů, č.p. 31

The farmstead was probably one of the largest in old Holešovice. It was surrounded by two courtyards, bordered on all sides but one by buildings which were mostly agricultural in nature. From the original extent of the farmstead, only the street-facing wing, mostly residential, with a barn in the central part, and part of the adjoining wing perpendicular to the river on the right side have been preserved. The façade is smooth, with profiled cornices above the ground floor and the main cornice. The windows do not have decorative window casings. The window jambs and the windows of the perpendicular right wing were clearly modified in part after 1960.



Farmstead U Šimků/U Dubů, No. 31



Porter's lodge of the former reinforcing shop.



Columns along the crane track.



Relief of concrete workers, moved to the Czech Railways retaining wall.



Zoomorphic sculpture.



Exhaust and access hole from the VHV power duct.



Sculpture with an abstract motif.

