

INTERNATIONAL URBAN-TRANSPORT-ARCHITECTURAL TWO-PHASE RESTRICTED PROJECT COMPETITION  
FOR THE

**"Brno New Main Train Station"**

**EXPLANATION OF COMPETITION CONDITIONS NO 15**

Based on the previous requests of the participant in accordance with paragraph 6.3 of the Competition Conditions, the Contracting Authority provides the following explanation of the Competition Conditions.

Identification of the Contracting Authority:

**Správa železnic**, státní organizace (**Railway Administration**, State organisation)

based in Dlážděná 1003/7, 110 00 Praha 1

Company ID No: 709 94 234

Tax ID No: CZ 70994234

represented by Ing. Mojmír Nejezchleb, Deputy General Director of the Railway Administration for Railway Modernisation

and

**Statutární město Brno (Statutory City of Brno)**

based in Dominikánské nám. 196/1, 601 67 Brno

Company ID No: 449 92 785

Tax ID No: CZ44992785

represented by JUDr. Markéta Vaňková, Mayor of the City

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**Inquiry No 74:**

The P18\_technical solution of the trackage supporting documentation contains drawing B.1.2.5 Situation of railway station Brno hl. n. circumference of passenger station – variant Ab. The question is whether the contracting authorities allow a change in the "communication network – investment within the construction of the Brno Railway Junction", which is drawn in orange, as part of the Competition proposal for the New Main Train Station.

**Answer:**

The Contracting Authority states that the supporting document P18 is a binding basis for the technical solution of the trackage and the drawing is used to show the specified trackage and platforms. Subsequent constructions (including roads and trams) do not have to be taken into account. It is necessary to observe in the proposal the entrances to the solved area according to the supporting document P19 – Territorial study Jižní čtvrť (Southern district of the City).

**Inquiry No 75:**

In addition to the passenger station (transport terminal), the P21\_construction programme supporting documentation also includes a request for a design of administration with GFA of 30,000 (part of Regional Directorate of the Railway Administration), accommodation with GFA of 20,000, and logistics with GFA of 5,000. The question is to what extent the contracting authorities require these operations to be solved. I.e. what drawings (and their scales) do they require. Is it also necessary to place the solution of these objects on posters? In what form?

**Answer:**

The stated requirements of the P21 construction programme supporting document are considered recommended. Therefore, the Contracting Authority recommends that they be included in the construction programme proposal. Failure to comply with these requirements is not a reason to exclude the proposal from the assessment nor to exclude the participant from the competition. However, the Contracting Authority points

out that the requirements set out in paragraph 2.2.2 of the Competition Conditions are based on the Contracting Authority's needs as well as on detailed market analyses determining the requirements of individual functions for the utilisation of the site's potential. The quality and complexity of incorporating these requirements into the competition proposal will thus be the subject of evaluation by the jury within the criteria specified in Article 7 of the Competition Conditions and the Contracting Authority therefore recommends they be fulfilled (see paragraph 2.3.2 of the Competition Conditions).

The Contracting Authority points out that if the requirements specified in paragraph 2.2.2 of the Competition Conditions are included in the competition proposal, these construction programme requirements (including requirements for the mentioned operations) must be clearly taken into account in the competition proposal. At the same time, the Contracting Authority allows for the above-mentioned administration, accommodation and logistics areas to be solved in the competition proposal in the form of operating schemes (floor plans, spatial) without a more detailed layout. These requirements should be incorporated into the drawings and schemes to the scales required on panels 3, 4 and 5, possible even on panel 2.

At the same time, the Contracting Authority points out that the Regional Directorate of the Railway Administration is also a part of the administrative areas, and it has a more detailed construction programme within the framework of the P21 supporting document.

**Inquiry No 76:**

The P21\_construction programme supporting documentation includes the range of rooms whose design the contracting authorities require. Please tell us in which rooms the contracting authorities require daylight.

**Answer:**

The Contracting Authorities do not have special requirements for daylight in rooms beyond the standard hygienic requirements defined by generally applicable legislation.

**Inquiry No 77:**

According to a study of environmentally friendly flood-control measures (supporting document P20), the solved area is affected mainly by the proposed flood-control wall. Is it possible to modify / supplement the flood-control measures within the solved area?

**Answer:**

The Contracting Authority states that the said P20 supporting document is a binding requirement within the meaning of paragraph 2.2.1(d) of the Competition conditions, non-compliance with which will lead to the exclusion of the proposal from the assessment and the exclusion of the participant from the Design Competition. The participant must respect the measures set out in the P20 supporting document.

**Inquiry No 78:**

Is it possible to add an audio track to the video? Such as sounds, music or commentary? What is allowed?

**Answer:**

The Contracting Authority does not rule out the possibility of supplementing the video with an audio track at the discretion of the participants. However, the Contracting Authority points out that the participant must not violate the conditions regarding the proposal's anonymity. In accordance with paragraph 5.8.4 of the Competition Conditions, the Contracting Authority shall exclude from the Design Competition a participant who is found to be in breach of the conditions for the anonymity of a proposal.

**Inquiry No 79:**

According to the public transport scheme in the competition specification (p. 13) and also according to the supporting document P19 (doprava\_transportation\_design), the tram line is also designed to lead from the boulevard perpendicularly directly under the platform. This line leads to Železniční Street and then connects to the tram line leading to Plotní Street. However, this solution is referred to as a "variant" solution in the supporting documentation. Is it necessary to take this tram line into account in the proposal?

**Answer:**

The Bulvár-Železniční-Plotní tram line and the loop in the station forecourt are two variants considered during the elaboration of the Territorial Study (P19), which left the final solution to be chosen by this competition. Participants may choose one of these variants, a combination of both, or design a different arrangement. Therefore, the connection to the Železniční Street is not binding or recommended, but it a possible solution.



In Brno

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Director of Brno City's Architect Office, Contributory organisation