

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

"Brno New Main Train Station"

EXPLANATION OF COMPETITION CONDITIONS NO 16

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

Contact person: Ing. arch. Kristina Župková

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Inquiry No 80:

Can SUDOP or Moravia Consult be part of the team ?

Answer:

The Contracting Authority says that bidder's question is not – by its nature – a request for clarification of the Competition for a Proposal (Competition Brief) pursuant to clauses 9.4 and 9.4.1 lit. b) of the Competition Brief, because it does not lead to their clarification or refinement. The Contracting Authority also points out that it is not authorised to assessing competition proposals for the first round of the Competition for a Proposal during the bidding period to say whether the bidder meets/fails to meet the terms of participation in the first round of the Competition for a Proposal. Still, the Contracting Authority offers the bidder the opportunity to better specify its question, e.g. by identifying what is not clear in the Competition Brief regarding obstacles of participation of some entities in the Competition for a Proposal. The Contracting Authority would like to refer to a similar but more specific question No. 7 in the Clarification of the Competition Brief No. 2 if its question was supposed to apply to this unclear topic.

Inquiry No 81:

Are the heights of the new Trnita neighbourhood fixed ? Can you transmit a plan where the levels of the ground are indicated ?

Answer:

Height regulations in the Territorial Study (P19) are defined. The Territorial Study is currently being negotiated, so that the height regulations become binding.

The elevations of the site and its surroundings are part of document P12 where the network of elevation points is plotted.

Inquiry No 82:

On 1.6.3 of the Competition Brief, it is written for a 1000 parking spaces and 1000 spaces in reserve. It means that the parking spaces required is of 2000. Can you confirm this point ?

Answer:

Correct, the bidder was supposed to calculate in the Competition Proposal a parking capacity of 2000 parking places, of which 1000 is a reserve. The number is based on the Transportation Model and Methodology of Správa železnic (the railway infrastructure manager). It is foreseen that a portion of the passengers will be using an "electric car + high-speed train" instead of the current combination "car + Vienna or Prague airport".

Inquiry No 83:

Can you give an estimation of the traffic of the different types of trains in the station ? and estimate the people who will use the station.

Answer:

All information regarding traffic, including train types for different transportation segments, are shown in the Feasibility Study of the Brno Railway Junction (Part B2 – Technical traffic solution of railway transport, transport technology). This document is available after clicking on the link in P18 (see clause 6.2.3 of the Competition Brief). The Contracting Authority says that this information has no direct impact on the proposal, because they shall be considered as model information.

The estimated number of people is stated in document P22 – Transport analysis of the new railway station in Brno for the "Brno Railway Junction" development. See the summary values from document P22 in the table below for your better reference.

PASSENGER COUNT PER ONE WORKING DAY	train	public transportation	sub-urban bus	long-distance bus	pedestrians+	TOTAL
train	19 511	34 435	1 751	6 314	9 494	71 504
public transportation	34 435	23 060	1 402	2 403	2 890	64 189
sub-urban bus	1 751	1 402	12	210	609	3 983
long-distance bus	4 114	2 403	210	380	663	7 769
pedestrians + cyclists + P&R + K&R	9 494	2 890	609	663	2 560	16 216
total	69 304	64 189	3 983	9 969	16 216	163 661

PASSENGER COUNT PER PEAK HOUR	train	public transportation	suburban bus	long-distance bus	pedestrians+	TOTAL
train	3 520	5 687	353	1 020	1 524	12 104
public transportation	5 542	3 349	278	385	534	10 088
sub-urban bus	755	335	17	44	114	1 265
long-distance bus	123	74	10	8	10	225
pedestrians + cyclists + P&R + K&R	1 375	393	99	90	350	2 307
TOTAL	11 315	9 838	757	1 547	2 532	25 989

Inquiry No 84:

Can you give a plan where the levels of the tracks are indicated ?

Answer:

The track levels can be seen in drawing **kolejiste_rez_railways_crosssection** in document P18.

The longitudinal section can be found at <https://europointbrno.cz/ke-stazeni/> in Part B1 of the appendix to part B.1.2.7.3 Longitudinal profile of Brno passenger station – Brno-Chrlice, km 4,4 variant A, Ab.

Inquiry No 85:

On P19 the plan on Flood Protection Measures indicates on the legend of the blue area « Unaffected Flood Plan Q100 ». Is it an error of the legend ?

Answer:

This is not an error in the legend. The Site lies in flood zone Q100. Therefore, flood protection measures must be implemented for the development of this area. Compliance with flood protection measures from document P20 is therefore among binding requirements. A Q100 area after the implementation of flood protection measures is also indicated in the drawing.

For the sake of clarity, the Contracting Authority says that the "Unaffected Flood Plan Q100" means that the retention volume of the Brno Water Reservoir is not counted for a water spill.

Inquiry No 86:

Please clarify the term "City logistics". What does it mean? Including space demands, etc.

Answer:

This requirement arises from the Detailed Market Analysis prepared for the needs of the Competition for a Proposal. It is based on the growing trend of on-line shopping and subsequent home delivery and responds to the transportation of goods in urban areas. On-line shopping can also involve the click & collect function (on-line ordering and collecting in a store / pick-up point). On the Czech market click & collect is offered e.g. by Notino, Alza.cz, Mall.cz, Zoot, Tesco and other retailers.

As the Site offers excellent traffic connections, it is a convenient place for urban logistics and an opportunity of product storage and distribution.

However, urban logistics shall not mean large warehouses with no city-shaping function. It shall rather be small retail / storage units in the scope defined in document P21 – Building programme.

Inquiry No 87:

Please be more specific about parking places. Are the 1000 places for the central train and bus stations? The reserve (another 1000 parking places) includes parking places required by hotels and office buildings (new buildings in front / behind of the railway stations, new head office of the regional unit of Správa železnic)?

Answer:

These 1000 + 1000 car parking places are intended for long-term parking of passengers who continue by a long-distance train and international transport (P+R) as well as for railway station staff and the standard parking time is one day.

The parking capacity shall be reasonably increased for new structures, or covered by the new buildings (see chap. 1.6.3 of P01 – Competition assignment).

Inquiry No 88:

Is one extra level -1 required for the connection of the future metro line? Shall retail be part of this -1 level? Backrooms? What is the required capacity of elevators and staircases for the connection with this metro line?

Answer:

The Contracting Authority has not defined any requirement regarding the size of retail and backrooms on level -1. However, the route of the so-called North-South Tram Corridor must be respected in the competition and covered as a reserve (provisions of 2.2.1 lit. c) of the Competition Brief). The design must enable the future construction of an underground North-South Tram Corridor station and/or the existence of the North-South Tram Corridor at both different times, i.e. immediately after the construction of the new railway station (without existence / operation of the North-South Tram Corridor), i.e. for example including transfer connections between the North-South Tram Corridor and other types of transport).

The design of connecting areas on level -1 outside the space provision required for the North-South Tram Corridor is up to the bidders. The proposal shall define the capacity of elevators and staircases.

In Brno

doc. Ing. arch. Michal Sedláček
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