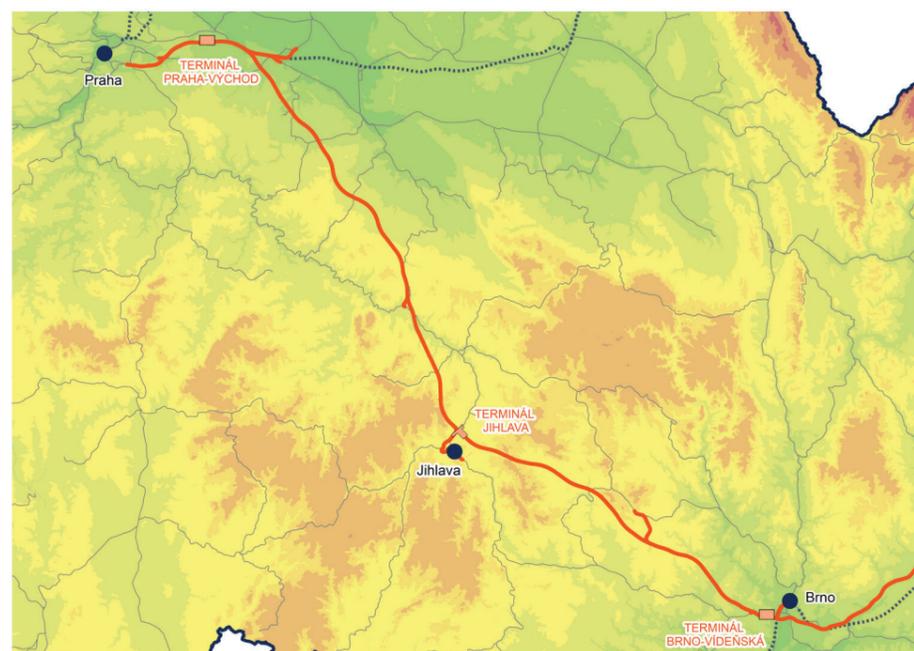
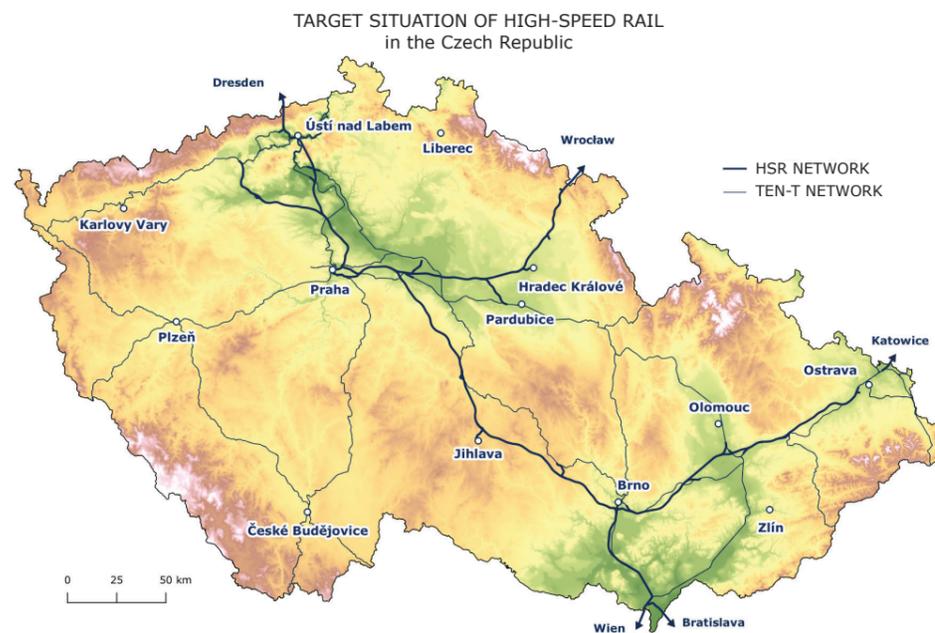


# P01. COMPETITION BRIEF

**PŘEDMĚT SOUTĚŽE**

The subject - matter of the Competition is in drawing up an architectural and urbanistic design for a new railway terminal Prague East that will form a part of the first high-speed railway section in the Czech Republic.

The Terminal will serve as a transport hub between the Prague-Brno and Prague-Hradec Králové high-speed rail lines (HSR). At the same time, it will become a P+R point for the eastern part of the Central Bohemian Region for commuting both to Prague and Brno. The architectural and technical solution of the Terminal should symbolize a new era of rail transport and infrastructure in the Czech Republic, which will be, once HSR is finished, connected to the European rail network.



The Competition will focus on the territory and the constructions in two parts (a design project part and a conceptual part).

**COMPETITION ENTRY: DESIGN PART**

Suggested town-planning, architectural, technical, transport and landscaping solution of the following:

- Terminal building;
- roof over and access to the platforms;
- multi-storey car park, outdoor car park, bus platforms, taxi stands and bicycle parking, including all related road, paved and unpaved surfaces;
- road bridge over the HSR corridor and road No. III/10163 to Horoušany (within the section stretching from the current bridge over the D11 motorway, within the area of the railway corridor and the Terminal, to the connection to the new roads connected to the D11);
- public space and landscaping in the neighbourhood of these structures and their integration into the landscape;
- technical infrastructure required for the above.

**COMPETITION ENTRY: CONCEPTUAL PART**

Suggested town-planning, architectural, technical, transport and landscaping solution of the following:

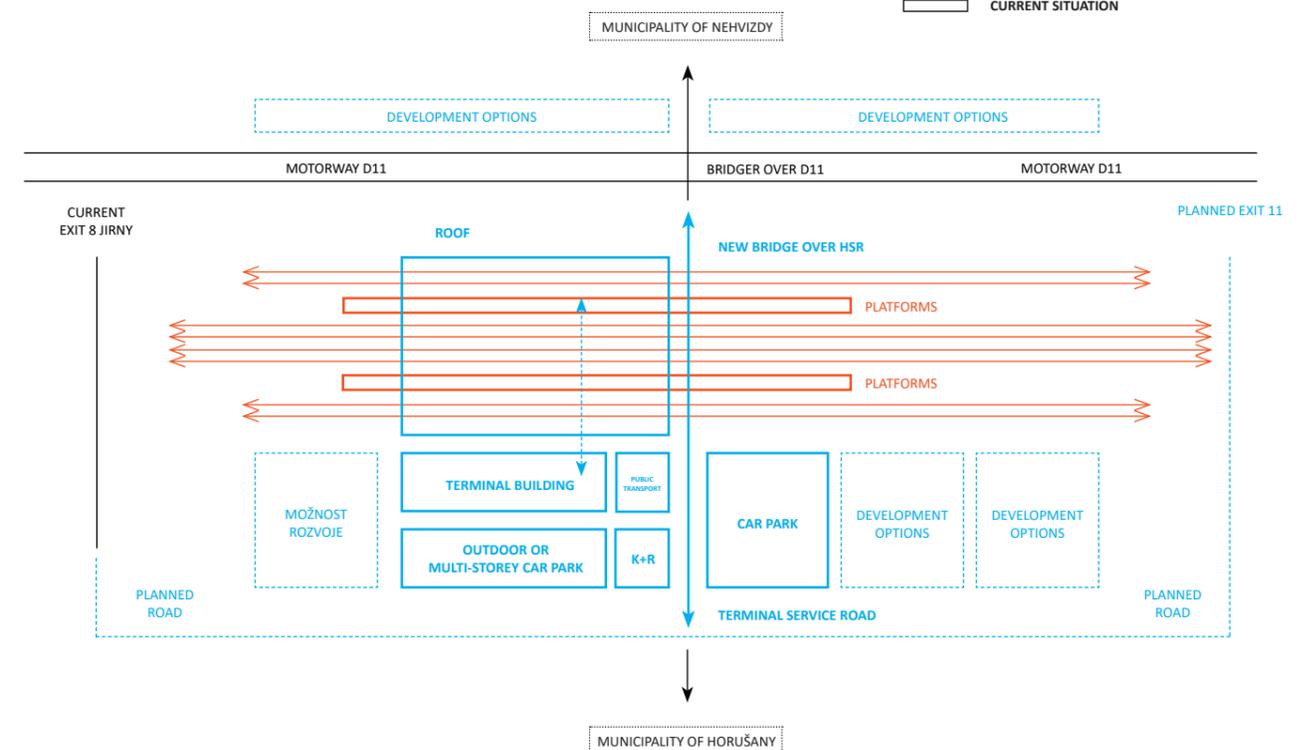
- road connection of the Terminal to motorway D11, Exit 8 and Exit 11 (planned);
- possible functional use and spatial arrangement of both buildable and unbuilt-up zones in the wider area (develop the potential of the design part);
- technical infrastructure required for the above.

**SCHEME OF THE DESIGN PART AND THE CONCEPTUAL PART OF THE COMPETITION ENTRY**

The scheme defines both the design part and the conceptual part of the competition entry and outlines the basic town-planning and transport relations, which are however not binding for the competition entry. The Terminal building can be placed next to the rail track or above it. The suggested solution should primarily meet the requirements regarding the functional and operational relation and the construction costs should be economically reasonable.

**LEGEND**

- DESIGN (PROJECT) PART OF THE COMPETITION ENTRY
- - - CONCEPTUAL PART OF THE COMPETITION ENTRY
- HSR TRACK AND PLATFORMS
- CURRENT SITUATION



### DEFINITION OF THE AREA

The territory under scrutiny is located within the area of the municipalities of Nehvizdy (3,675 inhabitants / 9.83 km<sup>2</sup> / alt. 240 m.) and Jirny in the north-eastern part of the district of Praha-východ. The location of the building plot for placing the Terminal is determined by the location of the station in the design project for the Praha-Běchovice – Poříčany HSR track and is situated in close proximity to motorway D11. The land is flat and the track runs in a cut of about 8 meters in depth. A total of 8 track are designed at the station itself, plus a pair of island platforms.

### NEW CONSTRUCTION: PRAHA-BĚCHOVICE – POŘÍČANY RAIL TRACK

The rail section is designed with four tracks defined and configured in the situation plan attached. The expected maximum speed is 320 km/h (design speed: 350 km/h), the minimum being 200 km/h. The rail track must be designed for operating both multiple units and sets of locomotives and wagons.

After the completion of the HSR network in the Czech Republic, the following directions are primarily expected to be operated:

- Praha hl. n. – Praha-Zahradní Město – Praha-východ – direction Brno (high-speed trains);
- Praha hl. n. – Praha-Libeň – Praha-východ – direction Hradec Králové (high-speed trains);
- Praha hl. n. – Praha-Libeň – Praha-východ – direction Pardubice (high-speed trains);
- Praha hl. n. – Praha-Libeň – Praha-východ – direction Nymburk (conventional trains).

The rail connections will also make it possible to direct trains depending on the capacity of the Prague railway junction and the direction to be followed by specific trains after passing the Prague junction. Further information on the high-speed rail network concept is to be found in the annex entitled **P06\_HSR documentation**.

### TERMINAL PRAGUE EAST

Terminal Prague East will enable access to the high-speed rail for the eastern part of the Central Bohemian Region. It is expected to be used for journeys both within the Czech Republic and abroad, as well as for commuting to the capital. That is why the Terminal must be designed both for long-distance travellers and for daily commuters. The transport model also assumes that the Terminal will be used for transfers between train lines, in particular between the directions of Nymburk and the HSR in the direction of Brno, as well as between the HSR to Hradec Králové and the HSR to Brno.

The Terminal building will consist of a public part (departure hall with a waiting room and sanitary facilities for the passengers, commercial units, carrier shops and information desks), a non-public part (transport office, security and staff facilities) and a technical part (technical installations both for the building and the railway).

Points of access to the platforms and the platforms themselves will be barrier-free and partially roofed. A high-capacity car park (outdoor or multi-storey) will be designed near the Terminal as well as bus stop for transfers, a taxi stand and a bicycle parking. Given the extent of paved areas, a solution taking into account the concept of blue-green infrastructure is assumed, e.g. a suitable solution for rainwater management.

Detailed requirements regarding the individual parts and the individual structural components of the Terminal are to be found in Annex **P02\_Building Programme**. The building programme is to be understood as a recommendation, unless specified otherwise. To what extent this programme has been observed by the competition entry will be subject to scrutiny by the jury.

The exact position of the track and platform positions are provided in the drawings listed in

Annex **P03\_Area concerned**; those cannot be modified in the competition entry. More limitations resulting from the clearances and the required safety gaps are listed in Annex **P04\_Profiles and cross sections**. Maps of the target area are to be found in Annex **P05\_Maps**.

### PLANNED CAPACITIES

Although the planned capacities will only be achieved when the connecting rail tracks are completed, it is assumed that the project and the construction of the Terminal takes place in one comprehensive stage of construction.

- The planned final capacity of the Terminal assumes a turnover of 20,000 passengers per day (departures/arrivals): 16,000 of which transferring between trains and 4,000 transferring between a train, a bus and P+R
- Total number of trains passing: 226 per day
- Number of trains stopping: 10 per hour at peak hours / another 8 passing (expected target for 2050)
- Passenger turnover at a platform at peak hours: 800 passengers per hour under normal conditions.

### ZONING PLAN OF THE MUNICIPALITY OF NEHVIZDY

The corridor delimited for placing the rail track and the related structures is defined in the zoning plan as follows:

- Railway transport infrastructure area DD – corridor DD1

Main use: Areas for railway transport and related land for the railway, including areas for detaching railway vehicles, railway facilities and structures related to railway transport, sidings, loading and unloading areas and the related handling areas.

Inadmissible use of land, activities and structures: other than main use, activities and structures

Rules for territorial organisation:

Maximum built-up area: not defined

Minimum green area: not defined

**The requirements regarding maximum development according to the zoning plan (one floor above ground + attic) do not apply, in the sense of Section 54.5 and 54.6 of the Construction Act and with regard to the fact that the construction of the Terminal is part of a high-speed rail track approved in the Zoning Policy already adopted by the Central Bohemian Region.**

We recommend observing the following areas found in the zoning plan:

- Road transport infrastructure (Dopravní infrastruktura, DS): the corridor of motorway D11, including territorial reserve for extension
- Road transport infrastructure (Dopravní infrastruktura, DS): the road connecting Nehvizdy and Horoušany
- Technical infrastructure (Technická infrastruktura, TI): the corridor and protection zone of the Družba pipeline
- Local biocentre (Lokální biocentrum, LBC) and local biocorridor (Lokální biokoridor, LBK): with regard to the design's overall solution
- General green areas (Zeleň krajinná, ZK): with regard to the design's overall solution
- Agricultural areas with extraction of materials (Zemědělské plochy s těžbou nerostných surovin, Pt): gradual reclamation after extraction is under way

The applicable planning documentation is listed in Annex **P08\_Zoning plan**.

#### **ZONING PLAN OF THE MUNICIPALITIES OF JIRNY, HOROUŠANY AND VYŠEHOŘOVICE**

The competition entry generally recommends observing all functional areas, in particular the transport infrastructure, and connects the Terminal to them.

#### **ADDITIONAL REQUIREMENTS BY THE MUNICIPALITY OF NEHVIZDY**

We recommend observing the following requirements presented by the municipality of Nehvizdy in the competition entry:

- preserve maximum crossability of the territory for pedestrians and cyclists, in particular with regard to the current and planned routes, landforms (ZK19, ZK20), local biocorridors (LBK7-18) and local biocentres (LBC7) in the southeastern part of the municipality's cadastral area;
- connect the entire Terminal area to the separate road south of motorway D11;
- work out a comprehensive study of public space around the Terminal, including landscaping;
- integrate a walking and cycling trail along the western part of the road to Horoušany up to the border of the cadastral area and a walking route to the forest park;
- coordinate HSR projects with those of the Motorway and Road Directorate (Ředitelství silnic a dálnic, ŘSD), in particular with regard to transport solutions and noise abatement measures, continuously informing the local administration.

Regarding the current stage of development of the south bypass of Nehvizdy, its documentation for the zoning permit (dokumentace pro územní rozhodnutí, DÚR) has been accomplished. It is expected to be completed before the construction of the Terminal and to divert transit traffic on road II/611 from the village centre. Therefore, its purpose is not to serve as the main access to the Terminal.

In the Production and storage area near the southwestern border of the municipality and motorway D11, a commercial zone entitled Greenpark is planned, with up to 60 per cent of built-up area (P08.4\_Greenpark). This project can be taken over to the concept part of the competition entry or another solution may be suggested. As far as the territory further south of the motorway, the municipality prefers not to plan any similar construction or built-up areas.

#### **ADDITIONAL REQUIREMENTS BY THE MUNICIPALITY OF JIRNY**

We recommend observing the following requirements presented by the municipality of Jirny in competition entry:

- connect the entire Terminal area to the separate road south of motorway D11, including a roundabout in the southern part of the interchange at Exit 8;
- incorporate a pedestrian and cycling connection between the Terminal and Jirny;
- take the plan to relocate road II/101, reflected in the municipality's zoning plan, into account in the conceptual part of the competition entry.

#### **ROAD TO HOROUŠANY (III/10163)**

The location of the future Terminal building is crossed by the road connecting Nehvizdy and Horoušany. This road needs to be maintained; therefore, a new bridge is planned to cross the platforms and the tracks. The design of this bridge is part of the design project part of the Competition.

#### **MOTORWAY D11**

The relevant area is affected by an ongoing project of extending the motorway to the D33.5 profile. In this context, the exit and the bridge at Exit 8 will be modified and a new exit 11 will be created. A new road south of the motorway is planned for connecting the Terminal to the motorway.

#### **DRUZHBA PIPELINE**

There is a protection zone of 300 m from the pipeline axis. No buildings are allowed up to 50 m from this axis; only public spaces, green areas, roads and parking areas are allowed. Within the range of 50 to 100 m from the axis, building may be placed with the consent of the administrator, i.e. MERO ČR, a.s. (see ČSN 650204).

#### **OPERATION ANTHROPOID MEMORIAL**

At the location of the future construction, there is a memorial commemorating the place of landing of Jozef Gabčík and Jan Kubiš in the then Protectorate of Bohemia and Moravia (see more at [https://en.wikipedia.org/wiki/Operation\\_Anthropoid#Operation](https://en.wikipedia.org/wiki/Operation_Anthropoid#Operation)).

As the place of landing cannot be exactly located, the current memorial can be moved to another place in the vicinity or suggest a location for a new memorial, which would then be subject to a separate competition.