

P01. COMPETITION BRIEF

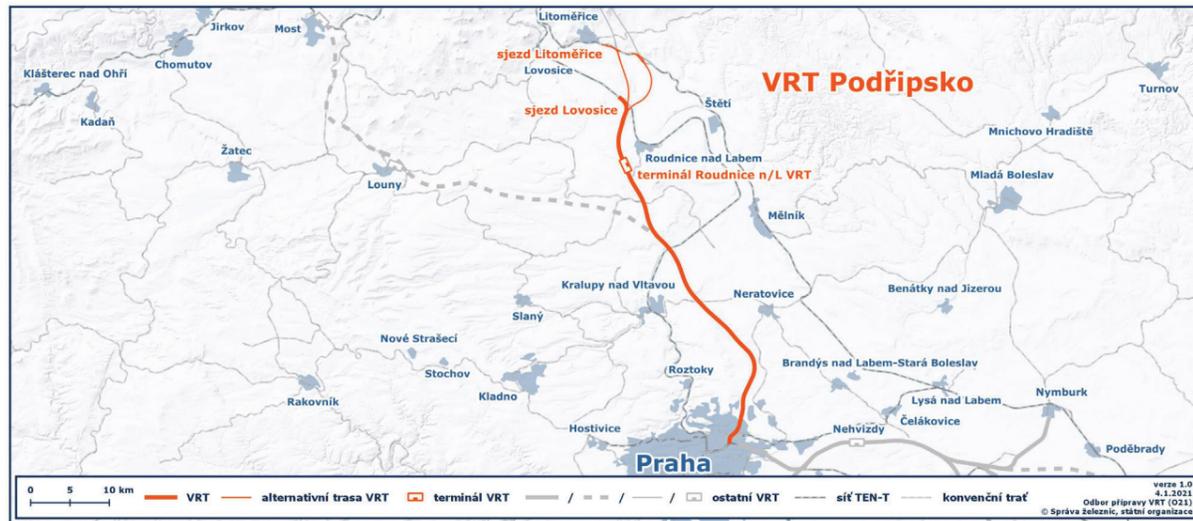
COMPETITION BRIEF

The subject of this Competition is the preparation of the architectural and urban design of the new Roudnice nad Labem HSR Terminal, the Maintenance Depot and related structures, which will be part of the pilot section of the high-speed railway from Prague to Lovosice.

The Terminal will serve as a transfer hub between the HSR Podhříbsko and public transport and also as a P+R point in the south-east of the Ústí region for commuters to Prague and Ústí nad Labem and/or Dresden.

With its architectural and technical solution, the Terminal should symbolise a new era of railway transport and infrastructure in the Czech Republic, which will be connected to the European railway network after the completion of HSR.

The design should respond sensitively to the wider surroundings, taking into account the significant impact on the landscape in views from a far distance from the national cultural monument of Mount Říp.



The Competition for Design will deal with the Area Concerned and structures in two parts (project and conceptual).

PROJECT PART OF THE COMPETITION ENTRY

Proposal of urban, architectural, technical, transport and landscape design of the Terminal, Maintenance Depot and related structures, consisting of:

Terminálu:

- the Terminal building;
- access to the platform and roofing of the platform;
- parking house, parking, bus, taxi and bicycle parking, including all related roads, paved and unpaved surfaces in the Terminal area;
- public space and landscaping in the Terminal area and its integration into the landscape;

HSR Maintenance Depot / HSR Maintenance Center:

- HSR maintenance depot buildings, storage and handling areas and fencing of the depot facility;
- related roads, paved and unpaved surfaces in the maintenance depot area.

Related structures:

- road bridge over the HSR corridor and road No. II/240 to Roudnice nad Labem within the scope of the site defined;
- related technical infrastructure within the scope of the site defined;
- road connection of the Terminal and the Maintenance Depot within the scope of the site defined;

CONCEPTUAL PART OF THE COMPETITION ENTRY

Concept of urban design, architecture, technical aspects, transport and landscape:

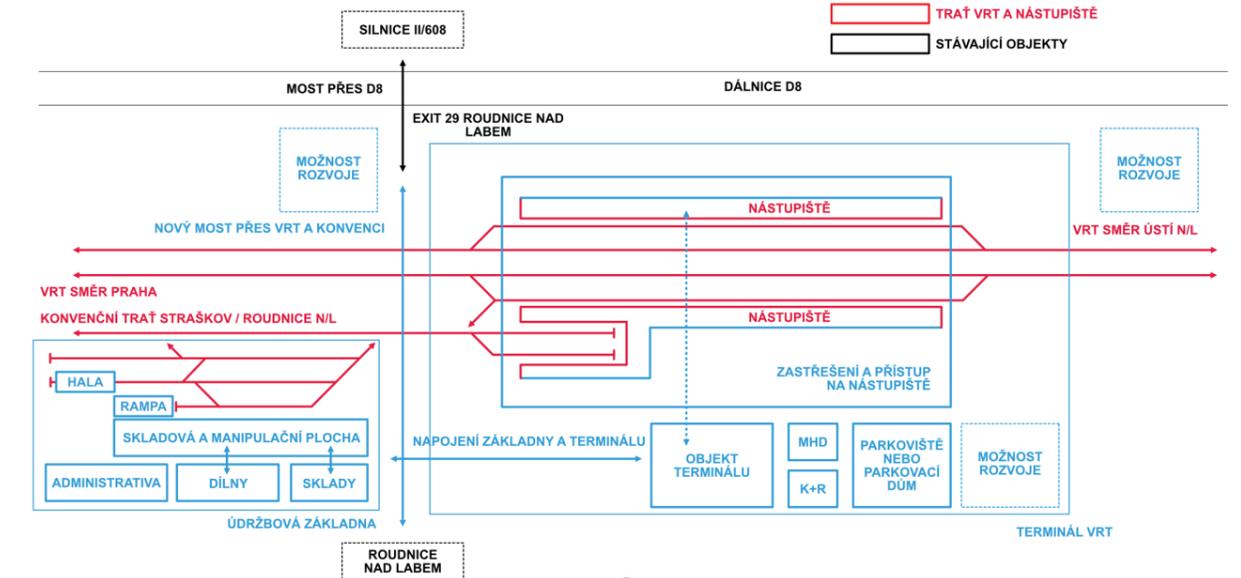
- possible functions and use of the space that can and cannot be developed, in the wider area (the potential of the design section must be developed), including related technical infrastructure.

SCHÉMA PROJEKTOVÉ A IDEOVÉ ČÁSTI NÁVRHU

Schéma vymezuje projektovou a ideovou část návrhu a naznačuje základní urbanistické a dopravní vztahy, které ale pro soutěžní návrh nejsou závazné. Objekt terminálu může být umístěný vedle tratě, nebo přímo nad tratí. Navržené řešení má splňovat především požadavky na funkční a provozní vazby a stavební náklady mají být ekonomicky přiměřené

LEGENDA

- PROJEKTOVÁ ČÁST NÁVRHU
- IDEOVÁ ČÁST NÁVRHU
- TRÁŤ VRT A NÁSTUPIŠTĚ
- STÁVAJÍCÍ OBJEKTY



DEFINITION OF THE AREA IN CONCERNED

The site is located in the cadastral district of the municipalities of Roudnice nad Labem (12 996 inhabitants / 16.67 km² / 195 m above sea level), Přestavlky (295 inhabitants / 5.61 km² / 183 m above sea level) and Kleneč (532 inhabitants / 5.58 km² / 195 m above sea level) in the southern part of the Litoměřice county. The building plot intended for the Terminal is defined by the location of the station in the new HSR project Prague Balabenka – Lovosice exit and is located in close proximity to the D8 motorway. The land is flat and the line sits in a cut that is about 6 metres deep. A total of 4 tracks and two edge platforms for the HSR and two platforms for conventional lines are planned in the station.

The Contracting Authority requires the location of the Terminal and Maintenance Depot in the area in concerned is indicated in Annex **P03** to the Terms. Related road and infrastructure may be located outside the area in question.

The area in question is spatially defined by the HSR corridor and the zoning plans of the surrounding municipalities and by the route of the existing D8 motorway. Outside the area in question, integration of the Terminal and the railway line into the landscape can be proposed in the conceptual part of the entry, including – in a broader context – the concept of urban development of the whole site, taking into account the zoning plans of the surrounding municipalities, the protection zone of the Říp National Cultural Monument and the possible expected future development of the site around the new Terminal.

NEW LINE PRAGUE-BALABENKA – LOVOSICE (EXIT BY THE OLEŠKO MUNICIPALITY)

The track section has two tracks within the scope and configuration of the general site layout. The maximum operating speed is assumed to be 320 km/h (design speed 350 km/h) and the minimum speed 200 km/h. The track must be dimensioned for the operation of train units as well as railway trains consisting of a locomotive and wagons.

After the completion of the HSR network in the Czech Republic, the operation of trains is expected primarily in the directions:

- Praha hl. n. – Roudnice n/L VRT – Ústí nad Labem – to Dresden (HS trains for speeds over 300km/h);
- Praha hl. n. – Roudnice n/L VRT – Ústí nad Labem – to Teplice (HS trains for speeds over 300km/h);
- Praha hl. n. – Roudnice n/L VRT – Lovosice / Litoměřice – to Ústí n/L (HS or conventional trains for speeds over 200km/h).

In addition to this, the conventional platform in the station will allow connections in the following directions:

- Roudnice n/L VRT – Roudnice n/L hl. n. – to Lovosice (local trains from the conventional part of the station);
- Roudnice n/L VRT – Kleneč. – to Straškov (local trains from the conventional part of the station).

The track connections will also enable deliveries to the Maintenance Depot from the conventional line and the passage of working machines from the Maintenance Depot to the HSR. In the event of an operating emergency, the rail connections will also enable for example the HS train to use conventional lines to the Roudnice n/L hl. n. main station.

The location of the tracks, dimensions and position of platform edges are shown in Annex **P03_The Area Concerned**.

The limits of the cross-sections of the line and required buffers are shown in Annex **P04_Profiles and Sections**.

Maps regarding the Area Concerned are included in Annex **P05_Maps**.

More information on the HSR concept can be found in Annex **P06_HSR Documentation**.

ROUDNICE NAD LABEM VRT TERMINAL

The Roudnice nad Labem HSR Terminal will provide access to the high-speed railway for the south-eastern part of Ústí nad Labem Region and the northern part of the Central Bohemia Region. It is expected to be used for journeys within the Czech Republic and abroad, as well as for journeys to the capital. For this reason, the Terminal must be designed for long-distance passengers as well as for daily commuting. The transport model also counts on the Terminal for changing between train lines, especially between the direction Roudnice n/L and HSR to Prague and Ústí n/L.

The Terminal building will consist of a public part (check-in hall with a waiting room and sanitary facilities for passengers, commercial units, shops of railway undertakings and information points), a non-public part (transport office, security and facilities for staff) and a technological part (construction technology and railway technology).

Accesses to the platforms and the platforms themselves will be barrier-free and partially covered. In the vicinity of the Terminal a high-capacity parking (surface parking or parking house) and a bus stop, taxi stand and bicycle parking are foreseen. Due to the extent of the paved areas, a solution is assumed with regard to the blue-green infrastructure.

Public spaces should be designed in a way that passengers can easily find their way through. The efficiency of the passenger flow should be taken into account. The premises should support natural orientation for both passengers with reduced mobility and orientation and ordinary passengers.

Requirements regarding civil works and Terminal structures are provided in Annex **P02_Building Programme**.

HSR MAINTENANCE DEPOT

A HSR Maintenance Depot will be located near the Terminal. The Maintenance Depot will be permanently staffed for continuous HSR maintenance and occasional staff for periodic maintenance may be also present. The Maintenance Depot will consist of a building for workers, workshops, storage rooms, cable park, storage area, storage of railway superstructure components, rolling stock maintenance hall and fuel refilling station. The Maintenance Depot will also include handling tracks. A track triangle to be used, among other things, for turning maintenance trains is located near the Maintenance Depot.

Requirements regarding civil works and Maintenance Depot structures are provided in Annex **P02_Building Programme**.

RELATED STRUCTURES

The Terminal and the Maintenance Depot will be connected by new roads. The new roads should preserve the existing landscape permeability and at the same time the connection of new buildings should not burden the residential parts of the municipalities with traffic.

For the competition the necessary technical infrastructure connections are assumed to be located on road II/240 on the boundary of the Area Concerned in the direction of Roudnice n/L.

Requirements for related structures are listed in Annex **P02_Building Programme**.

PLANNED CAPACITIES

Although the values planned will only be achieved after the completion of the connecting lines, it is assumed that the project and the construction of the Terminal will take place in one coherent construction phase.

- The final planned capacity of the Terminal assumes a turnover of approx. 7,000 passengers per day (boarding/disembarking): of which ca 500 transferring between trains and 6500 transferring between a train, bus and P+R
- Total number of trains: 118 per day
- Number of stopping HS trains (in both directions) :
in peak – 4 per hour / another 4 passing through (projected target state 2050)
- Passenger turnover on HSR platforms at peaks:
(350 passengers / boarding platform edge / hour) 3000 P+R (In the stations Litoměřice město and Lovosice hl. n. there will not be sufficient parking capacity for integrated bus transport (IAD) – these are existing stations in developed areas. A big part of integrated bus transport will use the new Terminal for transfers to the HSR.)

ZONING PLANS

In the competition proposal it is generally recommended to respect all functional areas in the wider area, especially the areas of transport infrastructure and to link the transport service and connection of the terminal to them.

ZONE PLAN OF THE MUNICIPALITY OF ROUDNICE NAD LABEM

The defined corridor for the location of the track and adjoining structures is defined in the territorial plan as:

- "Koridor pro VRT"

Applicable zoning documentation is shown in Annex **P08_Zoning Plan**.

For completeness, the Contracting Authority states that the "Landscape study for the administrative district of Roudnice nad Labem" has also been prepared for the Roudnice nad Labem municipality. The overview drawing and drawings of the relevant municipalities are in Annex P08.1. The complete document is available for download at: <https://www.roudnice.cz/mestsky-urad/uzemni-studie-krajiny-pro-spravni-obvod-orp-roudnice-nad-labem>

ZONING PLAN OF MUNICIPALITY PŘESTAVLKY

The corridor defined for the location of the rail line and adjoining structures is defined in the zoning plan as:

- "R01 Územní rezerva koridoru VRT"
Conditions for examining the future use of the area:
to examine the route of the line with regard to the values of the area, especially the deposit of unmined minerals Podluský - Roudnice
Unacceptable use:
no buildings or uses must be implemented in the defined corridor that would prevent the implementation of the VRT (Územní rezerva koridoru VRT - ZR1)

Applicable zoning documentation is shown in Annex **P08_Zoning Plan**.

ZONING PLAN OF MUNICIPALITY KLENEČ

The corridor defined for the location of the rail line and adjoining structures is defined in the zoning plan as:

- "R01 Koridor územní rezervy vysokorychlostní trati VRT"

The corridor is defined in accordance with the Zoning Guidelines and Regional Zoning Plan of the Ústí nad Labem Region. No developable areas are located in the corridor, nor may any buildings or functions be implemented here that would prevent the construction of the rail line and related structures.

Applicable zoning documentation is shown in Annex **P08_Zoning Plan**.

OTHER STAKEHOLDER REQUIREMENTS

In the competition entry it is generally recommended to respect all the functional areas in the wider area, especially the transport infrastructure areas, and to tie the transport service and the Terminal connection to them.

MORE REQUIREMENTS OF MUNICIPALITY ROUDICE NAD LABEM

In the competition entry it is recommended to respect the following requirements of the municipality of Roudnice nad Labem:

1. To design the area around the Terminal and Maintenance Depot as an area for recreational and sports facilities in the broader surroundings, important are landscape elements, but also a supra-regional type of recreation or sport, which could be linked to the sports airfield in Roudnice nad Labem as well as to the canal in Račice or possibly to other activities.
2. To solve transport to the Terminal from the town of Roudnice nad Labem by all modes of transport including pedestrian transport. We require accommodating parking for cyclists within the Terminal, pedestrian connection from all the surroundings to the landscape background of the Terminal. We expect that passengers will come to the Terminal primarily by their own cars, by bus or using the current conventional line Roudnice – Bříza, which we require to be electrified.
3. The design of the Terminal must take the Říp mountain cultural monument and its protection zone and the airfield in Roudnice nad Labem and its protection zones into account.
4. We consider it ideal when the Terminal and the subsequent development are seen in long-distance views together with green areas, i.e. the ideal situation would be to place transport, sports or recreational activities in green areas.
5. The basic criterion of the proposed building should be its absolutely smooth integration into the landscape. This shall be achieved by using materials close to natural solutions and by the colour solution without the use of reflective, distracting or too bright surfaces. The scale of the building should be as small as possible and the height of the building kept to the minimum. This also applies to the Maintenance Depot. In general, it would make sense to add a landscaping solution to the Maintenance Base design and bulk storage areas to screen these areas off from the view. The design must take into account the fact that this area has always been seen more as the potential landscape background for the town, for which view horizons are an important, specific feature. To be specific, this applies to the view edge of the Říp mountain, the view horizon in the protection zone of the Říp mountain and distant views of České Středohoří (Central Bohemian Highlands).

6. Space in front of the station: adding trees and plants to the parking area on a larger scale – in distant views, the area will be perceived as better integrated into the landscape + future development areas shall be proposed as a parking reserve.
7. Maintain the permeability of the landscape in terms of game migration.

MORE REQUIREMENTS OF MUNICIPALITY PŘESTAVLKY

In the competition entry it is recommended to respect the following requirements of the municipality of Přestavlky:

1. Preserve the direct pedestrian and cycling connection from Přestavlk towards Říp, which is part of the local biocorridor (RBK).
2. Design a pedestrian and cycling link from Přestavlky to the Terminal.

MORE REQUIREMENTS OF MUNICIPALITY KLENEČ

In the competition entry it is recommended to respect the following requirements of the municipality of Kleneč:

1. Build a pedestrian and cycling path connecting the village of Kleneč with the planned high-speed railway terminal, the path should be supplemented with greenery (trees) and other necessary infrastructure (benches, lighting, rubbish bins)
2. The Maintenance Depot shall be connected for transport so that deliveries do not pass through municipality Kleneč.
3. In the built-up area, take further additional measures against the spread of noise and vibration with maximum use of insulating greenery.

A complete list of the requirements of the municipality of Kleneč is in Annex **P06.11**

OTHER REQUIREMENTS OF THE ÚSTÍ REGION

In the competition entry it is recommended to respect the following requirements of Ústí region:

1. The design should take into account the tourist and cycling potential of the region (connection to the cycling and hiking routes along the Elbe and Ohře rivers, to the Říp mountain and other important places). Details are in Annex **P06.12**.
2. Surrounding communities shall be connected to the Terminal via pedestrian and bicycle paths.
3. Transport connection for all modes of transport shall be provided.
4. The landscape character of the Podřipsko region and the permeability of the landscape shall be preserved.
5. Future high-value property developments in the site shall be enabled for better employment – research, development, innovation.
6. Future multifunctionality of the whole compound must be enabled.

OTHER REQUIREMENTS RESULTING FROM THE PROTECTION OF THE NATIONAL CULTURAL MONUMENT ŘÍP

It is recommended to respect the following requirements resulting from the protection of the Říp National Monument in the competition design:

All buildings must be conceived in such a way that their mass, structure and materials naturally integrate into the environment in which they will operate. Buildings must not become a dominant feature in the environment - the dominant effect of Mount Říp and its landscape environment must be preserved, including distant views. It is recommended to respect the conditions of the protection zone.

The protection zone was declared in 1998 to protect the external appearance of the surroundings of this important monument which has an unforgettable place in national history and regulate inappropriate and undesirable construction projects in its territory.

The project area extends into Zone 2 (Outer Protection Zone).

The definition of the zones in the protection zone of the National Cultural Monument can be found in Annex **P05.3**.

The decision on the demarcation of the protection zone of the Říp National Monument is provided in Annex **P06.7**.