

PURPLE Network General Assembly – Poznan 2013

Response of South Moravia Region

Answers to the questions of organisers:

- **Does your region have this type of plan for the core city and its peri-urban?**
New Act on Construction valid from 1 January 2007 changed the structure and content of the documents which are being prepared:
 - **Policy of the Spatial Development of the Czech Republic** – dealing with the concept of the development of the country in national, cross-border and international context

Map: Development zones and development axes

Explanatory notes in order of appearance:

Development area

Development axis

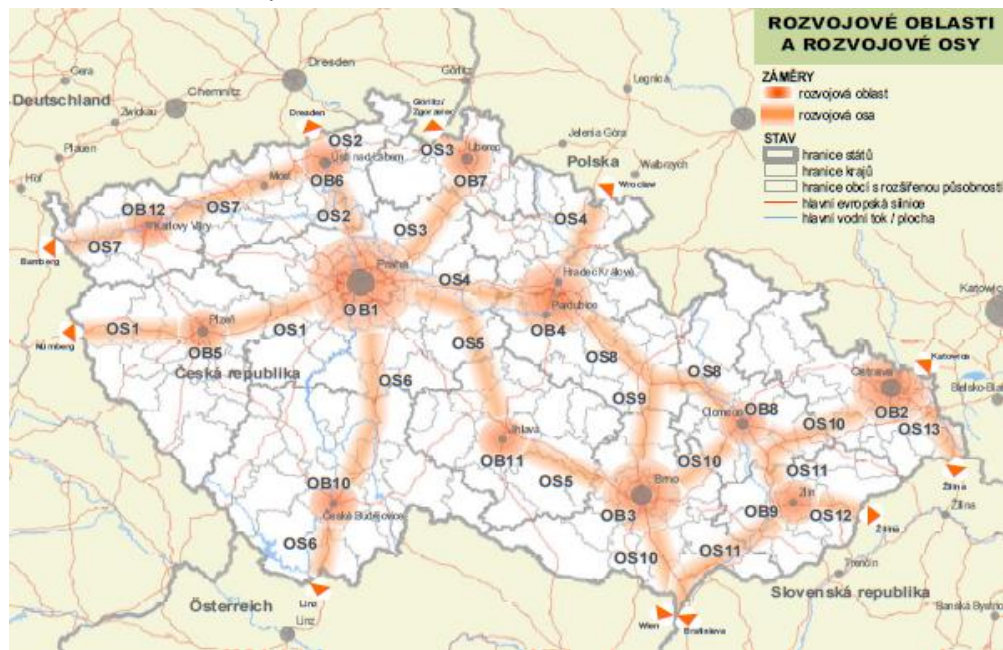
National borders

Regional borders

Borders of the municipalities with extended competence

Main European roads

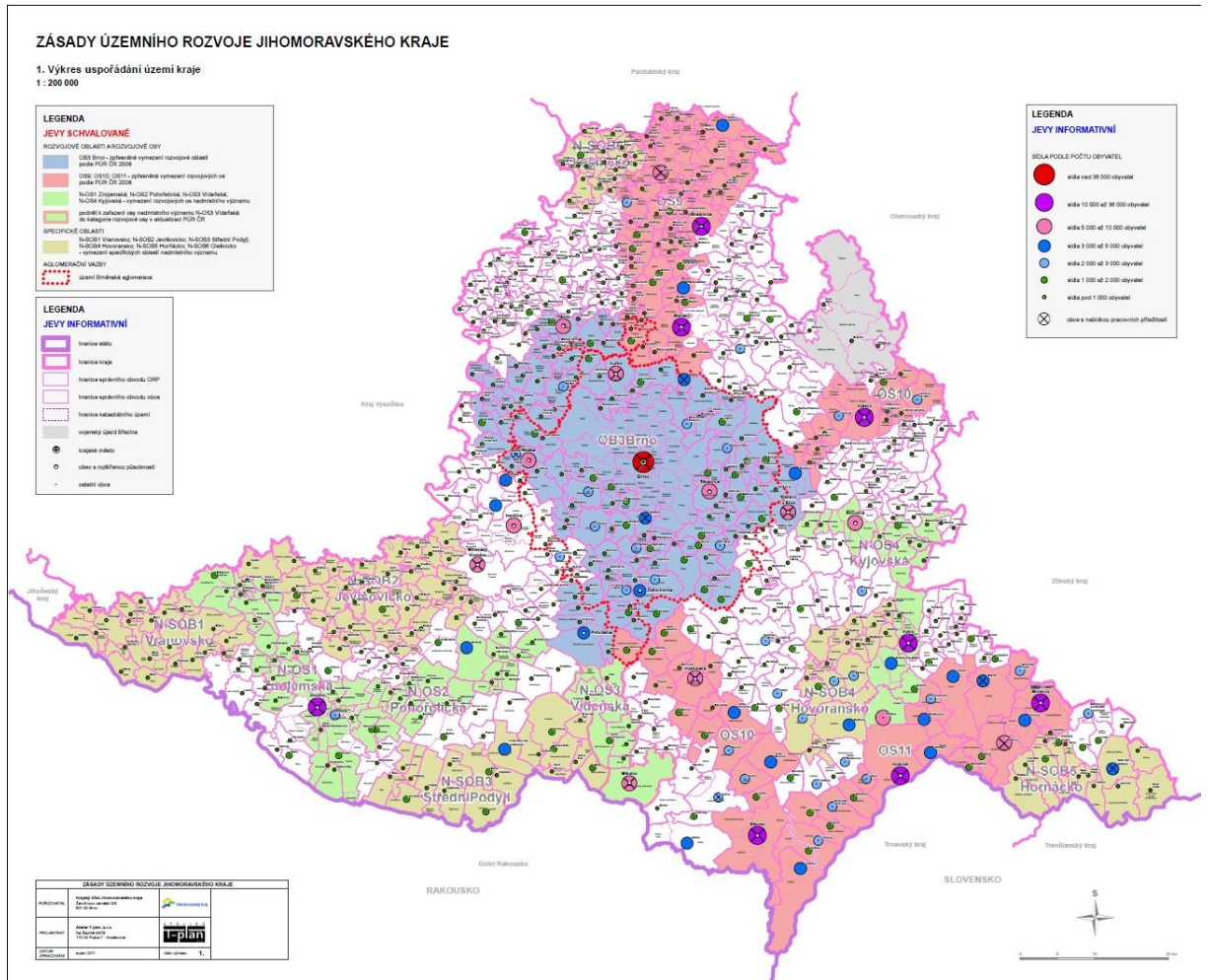
Main river/water body



Policy sets for the South Moravian Region (JMK) development area OB3:

Area influenced by development dynamics of the regional capital of Brno (especially high concentration of inhabitants and economic activities with large share of international significance; development supporting factor is a good accessibility via highways and first class roads as well as 1st Transit railway corridor; strengthening international co-operational ties connect the area mainly to the regions around Vienna and Bratislava.

- **Principles of the regional development** – deal with the concept of development of the region



Development area OB3

is a zone where extended requirements for its development are expected

Area of Brno agglomeration:

- Borders of the agglomeration are specified by the borders of municipalities fulfilling certain criteria,
- for planning and directing of further spatial development of the agglomeration there are specified requirements regarding the organisation and usage of the area as well as tasks for spatial planning of settlement structure, transport and technical infrastructure.

- **Spatial plan** – deals with the concept of the development of the area of a city or town, i.e. functional usage of all the lots in its administrative area. Between the level of a region (map scale of 1:100.000) and the level of a respective town (1:5.000) is a “large step” in the detail.

JMK needed to study an area of Brno and its surroundings in a greater detail so it tendered Spatial Study of Agglomeration Connections of the City of Brno. Contractor of the Spatial

Study set certain principles for directing the development of Brno agglomeration which had been transposed to materials of the region.

“Rules” for directing the development of Brno agglomeration according to (later abolished) Principles of the regional development of JMK:

Requests for arranging and usage of space Technical Infrastructure
l) Coordinate the extension of the area with sewage connected to the water purification plant in Modřice with options for further development of settlement structure in a way allowing to connect new areas without hindering the development of already connected areas.
Tasks for spatial planning
Residential structure
a) Reduce as much as possible the widening of zones open for construction of housing, limit it by the detailed proof of need as prescribed by the Act on Construction (relation to spatial, demographic and economic potential of the settlements).
b) Create positive spatial conditions for further development of the settlements serviced by the bus or train Integrated Transport System connected to the road network capable of transferring the weight of traffic away from built-up areas of neighbouring settlements.
d) Create favourable conditions for the restoration of areas of former sand quarries in the south east part of Brno agglomeration. Aim is to improve the natural environment and allow recreational use of the area.
e) Create in Brno agglomeration favourable spatial conditions to implement the plans of mixed industrial areas of over-local importance.
f) Respect and protect during planning of Brno agglomeration development: <ul style="list-style-type: none"> - Natural recreational hinterland of the agglomeration (NW, NE and SW areas) including places with high quality natural environment, - landscape of the protected memorial of the Austerlitz battlefield, - areas of river meadows, flood areas and flood prevention system, - areas of protection of water sources and raw materials, - areas of transport and energy corridors.
Transport
g) Coordinate the spatial development of the municipalities in accordance with possibilities of the construction of road network. To seek such solutions not permitting stressing of built-up areas of the settlements by transfer traffic produced by the development of a different municipality lacking appropriate road network.
h) In railroad transportation create spatial conditions favourable for construction of rapid train transport corridor into the Brno agglomeration connecting it with Prague, Vienna and Ostrava.
i) Create spatial conditions for preparation and construction of North-South Railroad Diameter as well as construction of the Integrated Transport System terminals connected to the other modes of transport. Find at the entrances to Brno agglomeration and city of Brno areas suitable for establishment of P+R system in close connection to high capacity public transport.
j) Create spatial conditions for construction of a system of cycling paths usable for recreational purposes, commuting to schools and employment and increasing the attractiveness of recreational areas. While planning the system respect local conditions depending on the location inside Brno agglomeration.
Technical infrastructure
k) Secure favourable spatial conditions for finishing the sewage systems of the municipalities in Brno agglomeration according to the updated Plan of the Development of Water Mains and Sewage Systems of the South Moravian Region and respecting the current City of Brno Drainage Master Plan.
l) Secure favourable spatial conditions for water supply via Brno regional water mains.

2. Is this plan properly implemented and what is its effectiveness?

Considering that our region does not have a plan for the core of the city and its peri-urban area, which would be binding for decision making, the only document trying to solve the issue consists of the Principles of the Spatial Development of the South Moravian Region. After they had been abolished by the Supreme Administrative Court on 21 June 2012, they can't be put into and checked in the practice.

JMK is in the process of preparation of the new Principles. Main reason why the old ones had been sued and eventually abolished are the intentions in the field of transport infrastructure inside Brno agglomeration – the opinion of the City of Brno as well as other municipalities around it is fundamentally different.

Crucial issues are transport infrastructure corridors and their solutions:

- High speed road R43 (“Bystrcká varianta” × “Boskovická brázda”),
- High speed road R52 in connection with the need of south west tangent line (“Modřická a želešická varianta” × zero option using Vídeňská street in Brno),
- South east tangent line – need of the road due to development zones in Tuřany, airport
- Reconstruction of the Railroad node Brno
- Reconstruction of the railroad Brno – Vyškov – Přerov
- North-South Railroad Diameter – securing the connection of the settlements in agglomeration

Important issues to solve are also related to the development of areas of common interest of Brno and neighbouring municipalities; mainly suburbanisation in area north of Brno (in direction of Česká, Kuřim), in area south east of Brno (in direction of Bílovice nad Svitavou, Řícmanice, Kanice), in area south east of Brno (in direction of Tuřany, Šlapanice) and south west of Brno (in direction of Modřice, Želešice, Moravany, Ostopovice).

3. Is the preparation of the plan mandatory?

Principles of the spatial development are an obligatory document. Spatial plans are not compulsory. Core city plan as well as peri-urban plan is not compulsory either.

4. Do you have any cooperation between individual local governments/municipalities in peri-urban areas (partnership working)?

Cooperation between the municipalities in peri-urban area works on voluntary basis. Currently there is no platform available which would facilitate cooperation in spatial planning. Cooperation would be useful.

5. Is this cooperation based on bottom-up initiatives or on a top-down approach?

Considering the fact mentioned earlier this question cannot be answered.