

Competition brief

An innovative urban concept is sought for the Zbuzany site in Jindřichův Hradec, blending sustainability, vibrant community life, and high-quality public and private spaces. What could such a neighbourhood look like?

Jury

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Submission 1st phase
|16|05|2025|

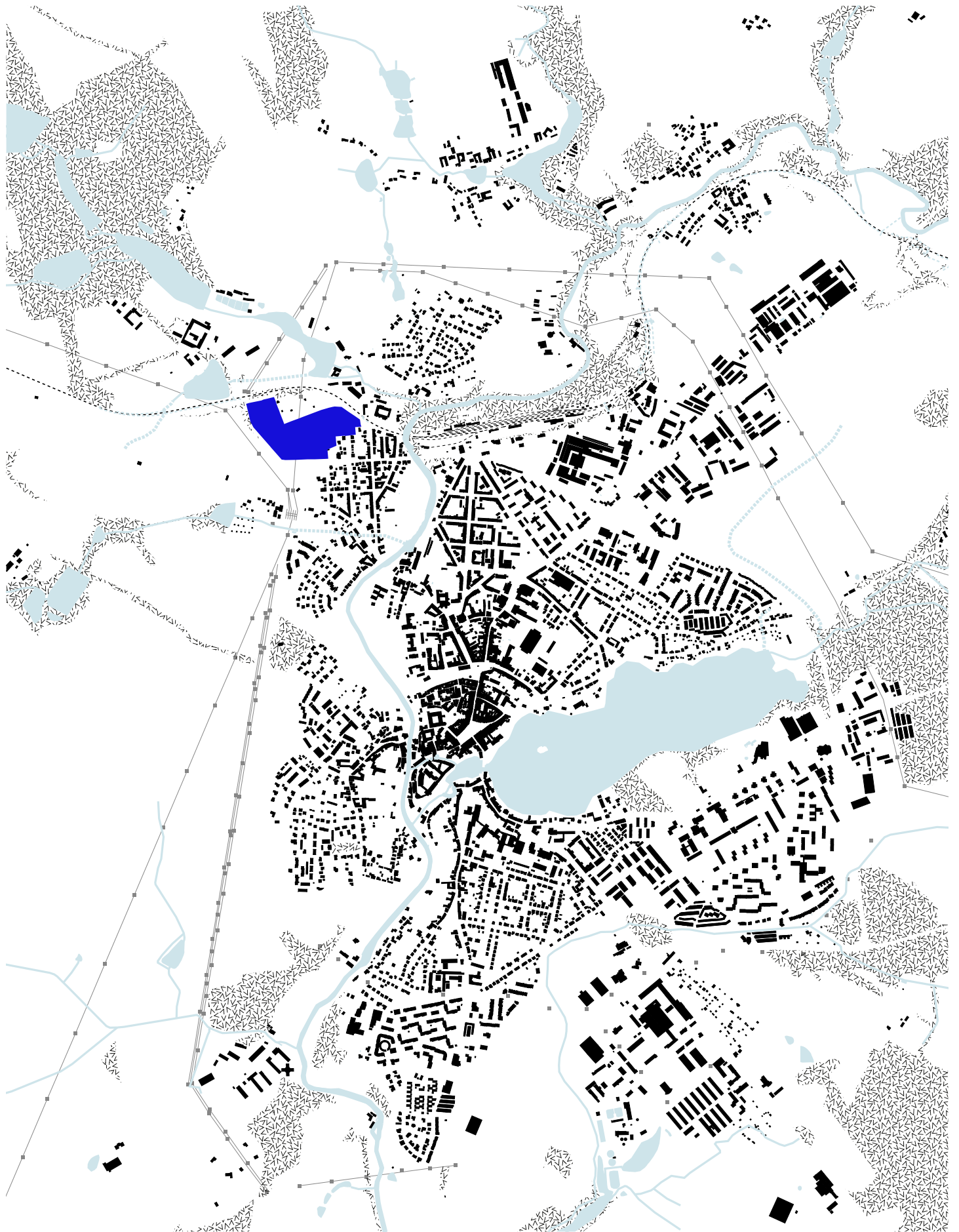
Submission 2nd phase
|05|09|2025|

Opening remarks

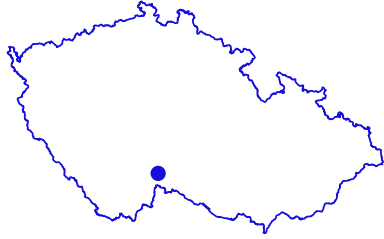
Jindřichův Hradec is a city with a rich historical heritage, featuring numerous historic buildings and an extensive urban conservation area. Over the years, its urban fabric has been complemented by green suburban areas, primarily composed of single-family homes, as well as panel housing estates. However, today we face an entirely new challenge in a vastly different era. As the city continues to develop, our ambition is to set parameters aligned with the latest trends and forward-thinking visions.

The Zbuzany site serves as our pilot project. Thanks to its location, it acts as a symbolic gateway to the city and a showcase of Jindřichův Hradec's approach to planning new urban districts. An urban design competition is the natural choice to define the direction of further development. Our goal is to find a well-thought-out urban concept that will not only create a modern residential neighbourhood but also an integrated and functional extension of the city. This new district will enable physical expansion while respecting the existing urban fabric, local topography, and natural surroundings. A key element is the emphasis on high-quality public spaces that will foster community life and create a healthy environment for all generations. Sustainability is a fundamental aspect, both environmentally—through blue-green infrastructure and the use of natural materials—and socially, by ensuring a diverse mix of housing. The neighbourhood will accommodate families with children as well as smaller units for young professionals and seniors, fostering a vibrant and inclusive urban environment. While the city centre remains easily accessible by foot or public transport, the new district will be further enriched by retail spaces and amenities that support its residential function. The result will be a walkable, dynamic, and lively neighbourhood—a place full of energy and life. This project is an opportunity to demonstrate that urban growth can be guided by a clear vision and deep respect for the local context.

Lukáš Soukup, municipal architect of Jindřichův Hradec



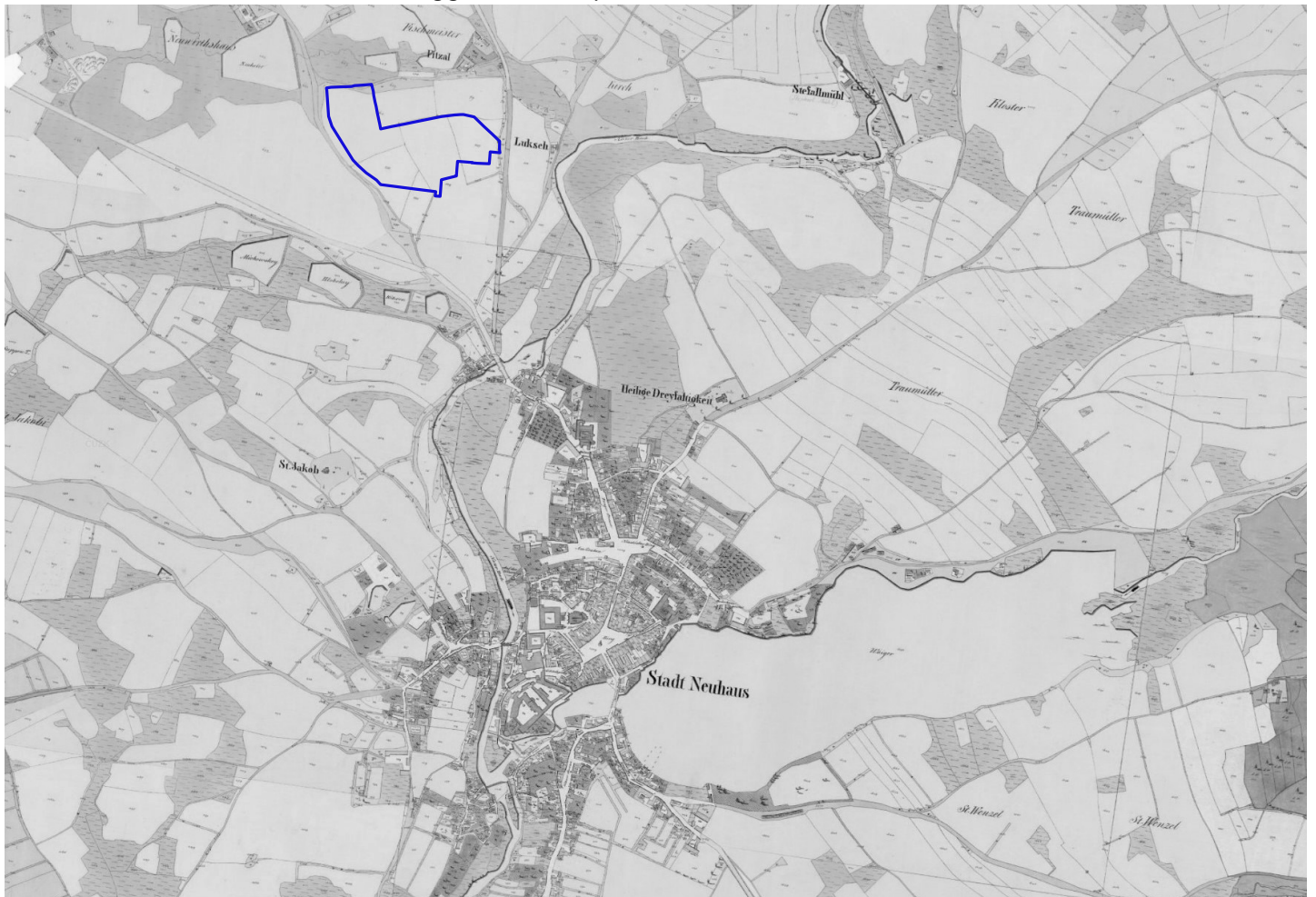
Jindřichův Hradec



Jindřichův Hradec is a historic town in the South Bohemian Region, situated on the border between the Czech and Austrian border on the Nežárka River. With approximately 21 thousand inhabitants, it is one of the smaller but strategically important settlements of the region. The town is known for its rich history, large castle complex and well-preserved urban structure, which has been shaped since the Middle Ages.

Jindřichův Hradec was founded in the 13th century as a commercial and administrative centre. The dominant feature of the town is its castle, which is the third largest castle complex in the Czech Republic, situated at the confluence of the Nežárka and Hamerský brook, and has fundamentally influenced the urban structure of the centre. The compact historic core of the town with its traditional town houses, square and network of streets is now a municipal conservation area. In close proximity to the historic core lies Vajgar, a 49 ha lake, which is an important recreational element and adds to the character of the urban landscape. The town grew mainly in the 20th century, when prefabricated housing estates were built in the south-east of the town.

The population has remained around 21,000 in the long term (20,197 inhabitants as of 1 January 2025). The city is a regional centre for trade, education and light industry, especially engineering and textile production. Tourism is also important, benefiting from the historic character of the town and the surrounding countryside. Not far from the town is the naturally attractive area of Bohemian Canada, known for its rugged landscape, forests and lakes.





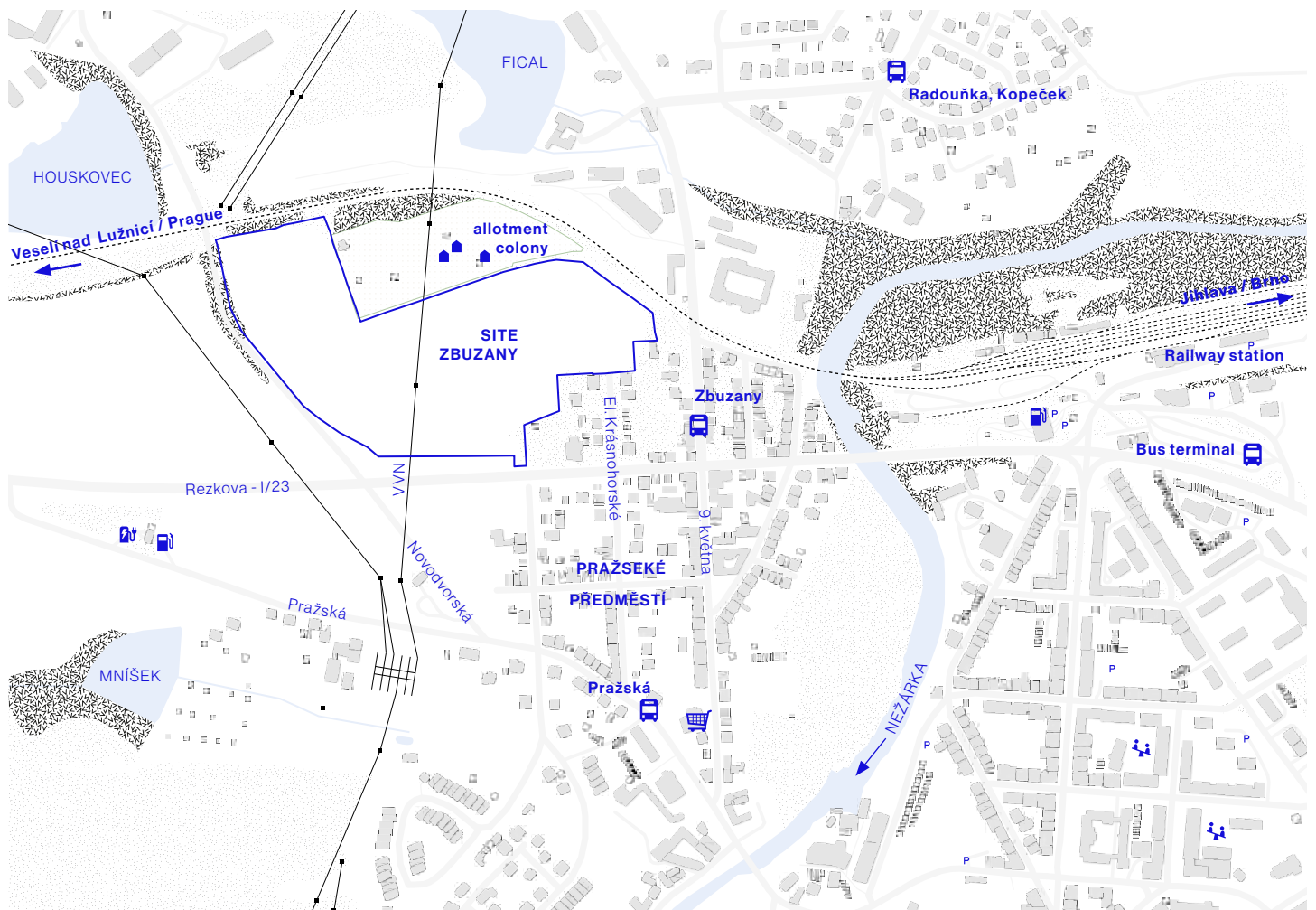
Competition area

The subject of the competition is the site of Zbuzany, which is located on the outskirts of the town of Jindřichův Hradec and is situated at the entrance to the town from the west. The area is closely linked to the existing residential area of the 'Pražské předměstí' district and has good transport and pedestrian connections to the city centre. There is a public transport bus stop and a train station nearby.

The area is bordered from the south by the I/23 road, which connects Brno, Třebíč and Jindřichův Hradec and leads further to the D3 highway. From the north it is bordered by the railway corridor and an allotment colony, which lies between the railway and the competition area.

The total size of the area under consideration is approximately 7.9 hectares. The site includes plots owned by the city (plots no. 2780/1, 2781, 2782, 2783/6, 2783/9, 2783/1), a plot owned by the city + private owner (plot no. 2818/2), and a plot owned by the Czech Republic - State Land Office (plot no. 2320).

The area is crossed by a high voltage power line (HV), for which a relocation is planned in the future and which represents a key limit for the construction and phasing of the new residential complex. The HV relocation has no schedule at this time.



Zoning plan

The zoning plan defines several functional areas with different types of use in the area:

Z103 / Z108 / Z408

ZO green area - protective and public greenery

Z104 / Z105

SM mixed residential area - urban

building height regulation: max. 4 above-ground storey

Z322*

PU area of public space - general

* the area of public space does not have to be maintained in the exact position defined by the zoning plan, it can be modified within the competition area

Z407*

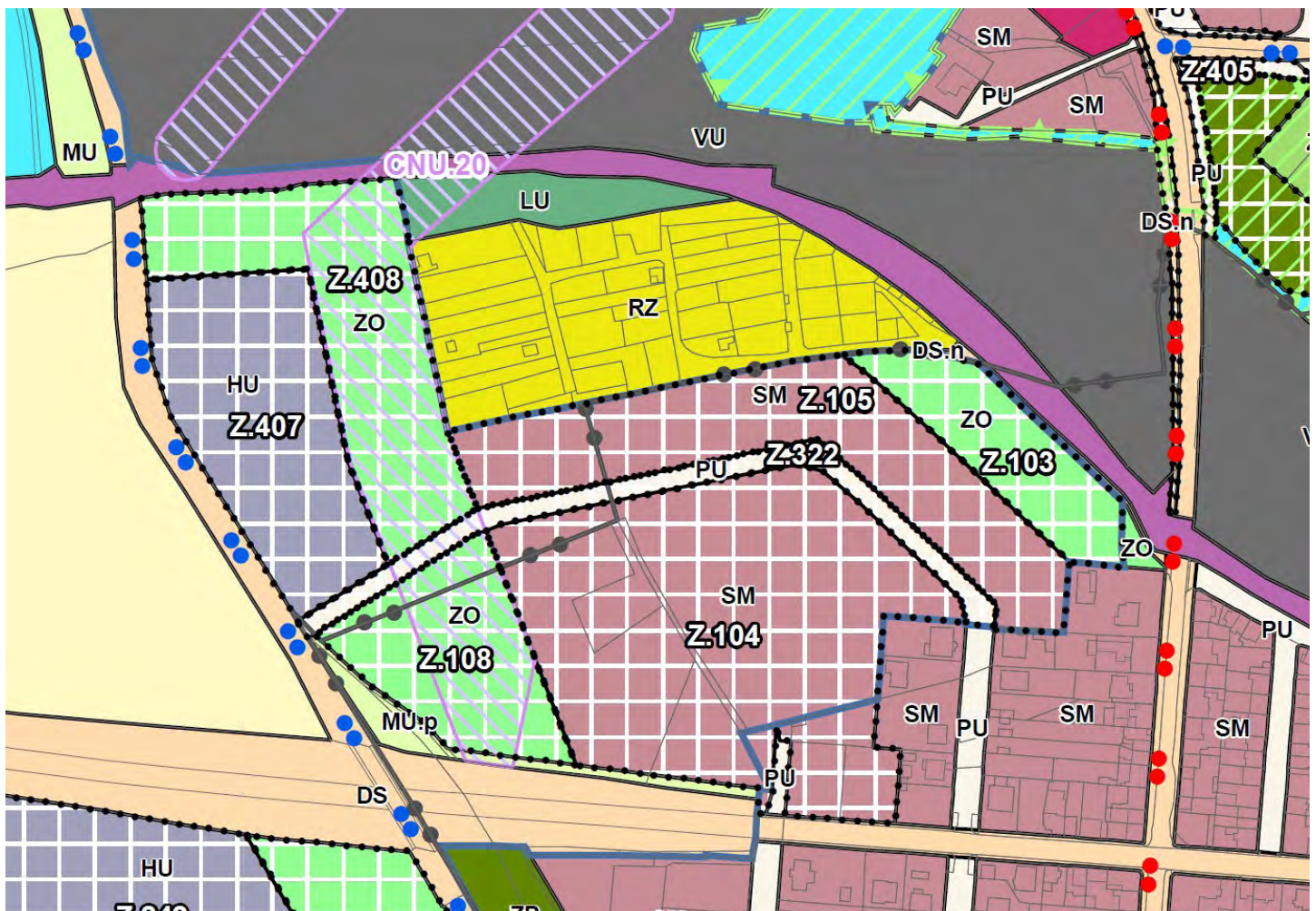
HU area of mixed production - general

*the aim is to change the zoning plan from a manufacturing function to a functional area suitable for housing on the basis of the proposal. The land of this area is owned by the Czech Republic, however, negotiations on purchase are possible in the future.

CNU.20*

defined corridor for the relocation of overhead power lines

* the areas affected by the corridor must provide conditions for the relocation of overhead HV power lines



Phasing

The phasing of the project is tied to property rights, the zoning plan, and the planned power line relocation. It will be based on three key constraints:

- Until the relocation of the overhead power line is completed, no construction can take place either within the protection zone of the current line or within the corridor defined for its relocation.
- The construction of the parcels owned by the city should operate independently of the construction of the parcels owned by the Czech Republic and the parcel owned by the city + private owner.
- Development of the Z.407 area (currently owned by Czech Republic) can only occur after the zoning is changed from a mixed production function to a functional area suitable for housing.

As part of the phasing, it is necessary to take into account that plots 2818/2 and 2320, which are not owned by the city, will be an integral part of the proposal. However, the concept must work without implementation on these parcels, or allow for the fact that they will be implemented with a significant delay to the first phases that will take place on city property. The part of the proposal on state property will be addressed in less detail.

The individual areas A-F marked on the diagram below each have their own constraints and their implementation should work and independently. It is important that the phasing of the project targets a logical sequence of development.

A

owned by the city
mixed residential area & green area
bounded by the existing protection zone of overhead power lines (HV)
can be implemented even if the HV relocation is not carried out
key area, basis for further development of the area

A'

owned by the city + private owner
mixed residential area
the realisation of area A should work even without the realisation on this land
it is not possible to locate a road connection to the site here

B

owned by the city
mixed residential area
in the current HV protection zone
can be implemented after the HV relocation

C

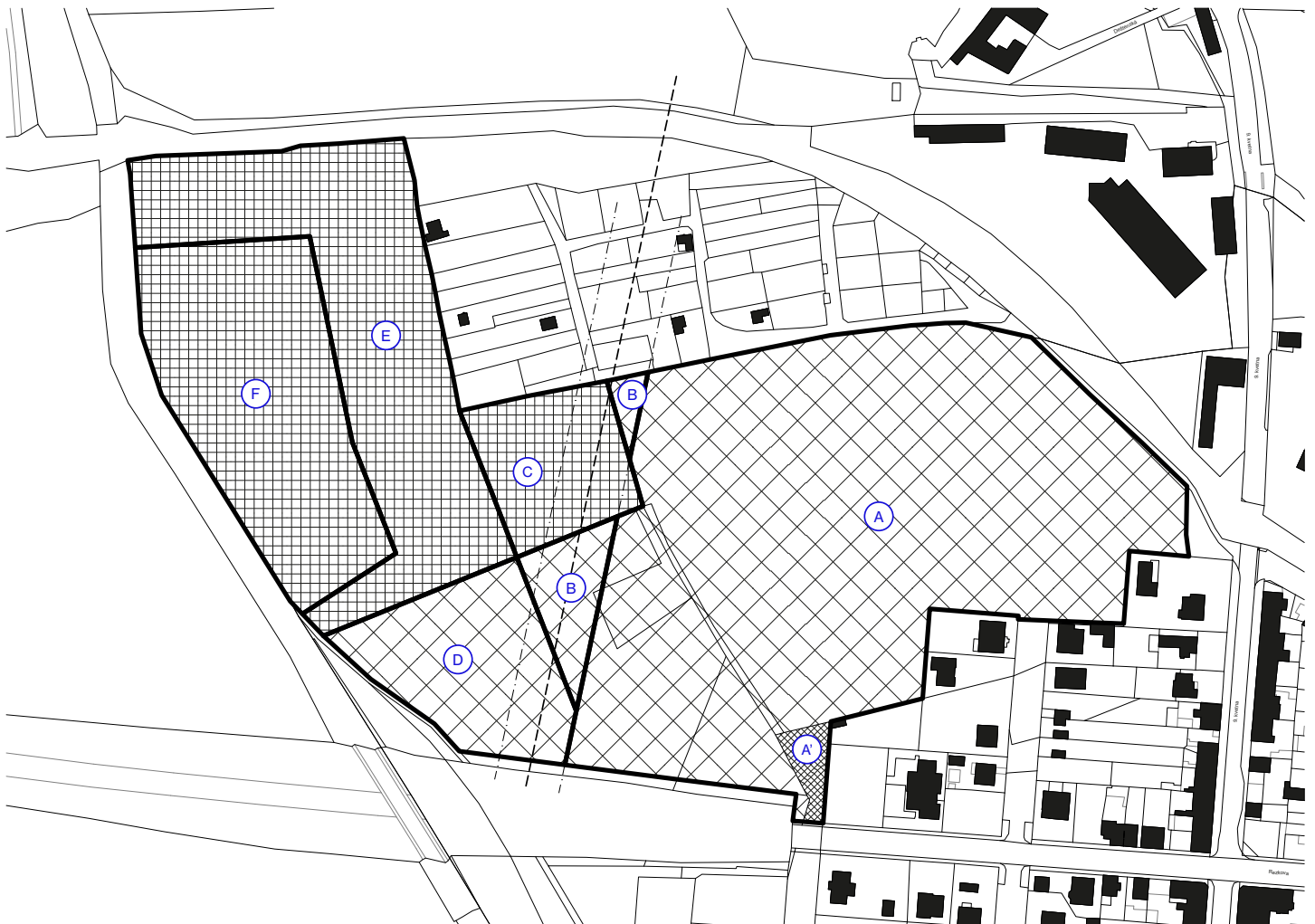
owned by the Czech Republic
mixed residential area
partly in the current protection zone of the HV
can be realised after the HV relocation

D
owned by the city
area of protective and public greenery
partly in the corridor for the HV relocation
can be realised after the HV relocation

E
owned by the Czech Republic
area of protective and public greenery
partly in the corridor for the HV relocation
can be implemented after the HV relocation

F
owned by the Czech Republic
mixed production area
bounded by the future protection zone of overhead power lines (HV)
implementation requires a change in the zoning plan from a production function to
a functional area suitable for housing
can be implemented after the HV relocation

city property state property city property + private property HV + protection zone



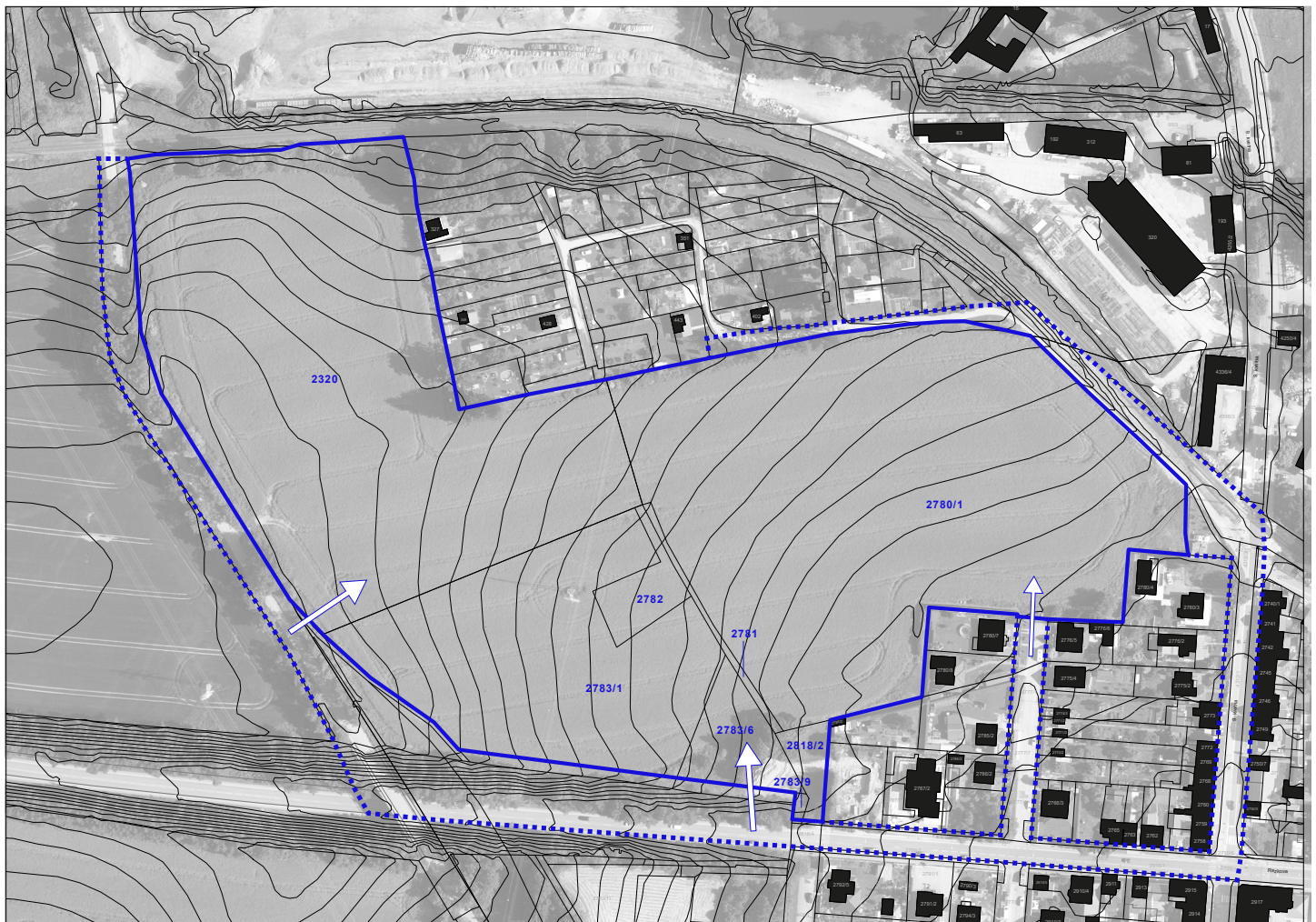
Brief

The aim of the competition is to create a high quality urban design concept for a new quarter of Jindřichův Hradec that sensitively relates to the urban structure of the city and offers a sustainable and functional space for living and community life. The design should reflect the context of the surrounding development, which includes terraced and detached houses as well as a garden colony, and create a harmonious connection between older and new development.

An important aspect is the quality of the public spaces, which should support the residential function and create an attractive space for residents to meet. The concept should include a multi-functional structure corresponding to the principle of a 'city of short distances', i.e. a mixed use of space that allows for a combination of housing, services and employment opportunities within a single location. It is also essential to ensure good pedestrian and cyclist accessibility, with an emphasis on barrier-free and comfortable movement for all groups of residents, including the elderly and people with reduced mobility.

Another important factor is to address the acoustic parameters of the new neighbourhood, especially with regard to noise from the I/23 road. Overall, an innovative and sustainable approach to urban design is expected that will benefit the wider neighbourhood and offer a quality living space for its residents.

— addressed area ■■■■ affected area



Construction and phasing

The site will be developed in phases. The individual phases will be built separately, with Phase A being the priority phase. It is important to allow individual houses or blocks of houses to be built independently of each other, not only in terms of time but also by different parties. At the same time, the design should be conceived in such a way that the individual buildings are easily separable in terms of ownership - meaning that they don't share basements, entrances or other elements that would complicate ownership relations. The project can be implemented as a whole under the direction of the city, which acts as the developer. Alternatively, the city can provide only the infrastructure in the first phase and the individual buildings can be subsequently developed by different entities - smaller private developers or construction entrepreneurs. The emphasis should be on optimising construction costs so that smaller construction companies can also participate in the implementation.

Functional content

The site should be predominantly residential. It will be complemented by civic amenities, which should be located primarily in the ground floor. This should include retail units, office units and community spaces in order to provide a vibrant ground floor, particularly around central/main public spaces and circulation axes. Where residential units are to be placed in the ground floor, care should be taken to ensure sufficient privacy with appropriate separation to the public realm.

Typology

The design should work with an appropriate mix of flats and houses of different sizes. This may also include innovative typologies, but always with consideration of the context of a smaller town and the potential target population. At least 50% of the units should target families with children. Further, starter apartments, senior housing, or other types of housing should be provided. Flexible housing layouts with the ability to subdivide or combine units may also be considered.

Height regulation

The maximum height level is set at 4 above-ground storeys according to the zoning plan and applies to all areas designated for new development. Due to the terrain elevation of approximately 12 m within the site, it is important that the height of buildings is not uniform across the entire new development, but that it is sensitively adapted to the sloping terrain. The height of the development should respond to the surrounding environment, relate naturally to the existing fabric of the town and at the same time respect the visually connected historic centre, although not directly adjacent. Emphasis should be placed on finding a balanced scale and proportion of both the urban whole and the individual buildings.

Transport and mobility

An integral part of the overall urban concept will be the design of the transport solution. Primarily, the site should be pedestrian and cyclist friendly and offer these users a welcoming permeability through the area. New pedestrian and cycle routes should

support and build on existing ones, particularly towards the centre and the station. Appropriate pedestrian links to public transport stops are also important. Shifting the bus stop is possible. The aim is that the use of public transport, walking and cycling should be encouraged and made as pleasant as possible for new residents.

The effective connection of the site to the surrounding area also applies to the design of car traffic, which should be designed with great care to minimise negative impacts on the surrounding development. The main connection to the site should be designed from the south via the I/23 road, but should not be located on plot 2818/2. In order to ensure the continuity of traffic and safe connection of the site, the extension of the I/23 road with a left turn lane in the direction from Veselí nad Lužnicí (from the west) should be considered. Another connection should be made to Novodvorská Street in the direction of the town centre.

A secondary connection should lead through Elišky Krásnohorské Street. In order to avoid excessive burden on the adjacent residential area, it is important that this connection is intended primarily for vehicles of emergency and technical services, not for private vehicles. Transit through the area should be limited as far as possible.

The access road to the allotment site, which runs along the eastern edge of the site, should be retained, with the proviso that for the Zbuzany site it should only allow for potential pedestrian and cycle access, not vehicular access.

The functional area of the zoning plan Z322 - area of public space, does not have to be respected in this position. It will be possible to adjust the location within the functional area without changing the zoning plan.

Parking

Tackling traffic calming is a key aspect of the new site. The number of parking spaces should be appropriate to the real needs of the anticipated mix of residents, but at the same time emphasis should be placed on ensuring that the public realm is primarily for people and is not overwhelmed by either parked cars or excessive garage entrances that detract from the quality of the public realm. Access to parking should be organised to minimise crossing with main pedestrian routes and not endanger pedestrians, cyclists or children playing. The design should also allow for adequate space for bicycle parking. Charging points for electric cars should be considered.

Public space

Great emphasis should be placed on the quality of the public realm, which should provide residents with a quality environment for active movement, leisure and everyday travel. The public space will include sports facilities and spaces for various leisure activities for children, young people, adults and the elderly, complemented by elements such as urban furniture and drinking fountains. Furthermore, public areas should be designed with an emphasis on high quality and intensive use of green spaces. Residential lawns, mature greenery and other vegetation should serve not only for recreation, but also for shading and positively influencing the microclimate of the area. The design should also take into account the continuity with existing

green spaces and the surrounding countryside and naturally promote a smooth transition to the open countryside.

Blue-green infrastructure

Blue-green infrastructure will be an integral part of the proposal to effectively manage storm water, promote biodiversity and improve the micro climate of the site. Storm water should be retained and used on-site through detention features, retention areas or open water features. Greenery should be chosen with regard to climate resilience and ability to improve micro climate.

Sustainability

The new neighbourhood should be designed with sustainability in mind, both in terms of construction and its subsequent operation. Environmentally friendly and renewable materials with a low carbon footprint and renewable resources should be used, with an emphasis on energy self-sufficiency. The site should operate in accordance with the principles of the circular economy and environmental friendliness.

Sustainability also extends to the social resilience of the new neighbourhood, which should be supported by a diverse social mix, a diverse mix of residents and the creation of employment opportunities. Applying the concept of a 'city of short distances', where residents have easy access to services, employment and leisure activities, will help to strengthen the overall resilience of the neighbourhood and its long-term viability.

All requirements stated in the specification are of a recommendatory nature and are not binding.

Jury / Dependent part



Michal Kozár
mayor of Jindřichův Hradec

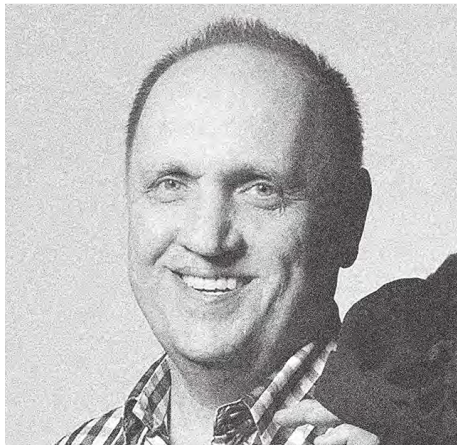


Lukáš Soukup
municipal architect of Jindřichův Hradec



Karel Hron - alternate
head of the city development department of
Jindřichův Hradec

Jury / Independent part



Imrich Vaško

Slovak architect, leading Studio III at VŠUP in Prague since 2011. He graduated from the Faculty of Architecture at STU in Bratislava and, after returning from a Fulbright Scholarship at Yale (1991), founded the Architecture Laboratory at VŠVU. He has worked as a visiting professor and lecturer at several prestigious universities and was a co-author of the joint Czech and Slovak exhibition at the 7th Architecture Biennale in Venice in 2000.



Susan Kraupp

Austrian architect. After studying at the Vienna University of Technology, she worked in renowned studios, including Herzog & de Meuron and Zaha Hadid Architects. In 2010, she founded her own studio, sk stadtplanung, focusing on urban planning, site development, and financing models. Kraupp has lectured at universities such as Columbia University, Pratt Institute, and the University of Applied Arts Vienna, where she is also engaged in research and teaching.



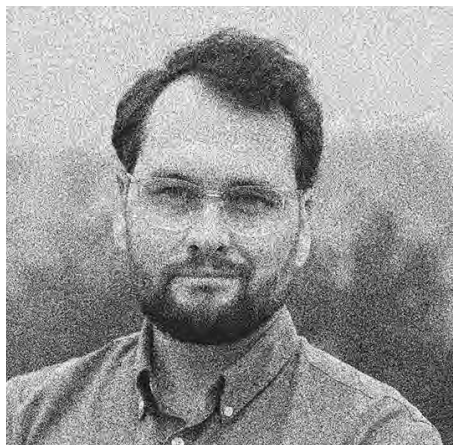
Eliška Málková

She studied architecture at the Technical University of Liberec and UMPRUM in Prague. After five years of collaboration with CCEA MOBA, she co-founded Studio Taktiky in 2021, focusing on urbanism, spatial planning, and public space design. Between 2022 and 2024, she worked as an architect for the Prague-Libuš district



Pavel Kvintus

A graduate of the Faculty of Architecture at ČVUT in Prague, where he has been actively involved in research and teaching, and the founder of A800 architekti. His studio focuses on modern architecture with an emphasis on functionality, aesthetics, and sustainability. A800 architekti's projects include not only commercial and residential buildings but also urban and public spaces. The studio has received numerous awards for its work, which combines innovative approaches with respect for the local context.



Jindřich Blaha

He studied at the Faculty of Architecture at the ČVUT. He completed his diploma thesis in the studio of prof. Alena Šrámková. Since graduating he has been working with Pavel Hnilička on projects of various scales. In 2018, he was a member of the winning team of Baumschlager Eberle and PHAP in the competition for the new headquarters of Česká spořitelna in Prague's Smíchov district. From 2017 to 2019, together with Mikoláš Vavřín, he headed the landscape studio at the Czech Technical University.



Zuzana Johanidesová - alternate

A graduate of the Faculty of Architecture at ČVUT. From 2007 to 2016, she was a member of atelier 111 architekti, where she contributed to the design of residential and public buildings, including interiors and public space renovations. Since 2016, she has been working as the city architect of Jílové u Prahy. She has extensive experience in architecture and urban planning.

