

FUTURE DEVELOPMENT ASSESSMENT IN JABLUNKOV REGION

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Abstract. *The Jablunkov area is very specific in terms of territorial development. From the regional point of view, it is situated on the very eastern edge of the Czech Republic, which seems to be in a marginally not very important location. From a supra-regional perspective, however, it is close to a major transport route linking the North and South of Europe in an area surrounded by a mountain range. These seemingly contradictory facts have always influenced the area and at the same time determine its further development.*

Keywords

Development potential, historical development, Jablunkov.

1. Introduction

Jablunkov is the easternmost town of the Czech Republic situated at the confluence of the Olše and Lomná rivers. Thanks to local geomorphological conditions, the area around today's Jablunkov has always been destined for settlement. The Jablunkov Pass, which separates the Moravian-Silesian and Silesian Beskydy Mountains, is one of the few ways to overcome the Beskydy mountain massif and historically represented one of the main possibilities of connecting Hungary with Silesia. Already in antiquity, there is a presumption of a trade route around which the population was concentrated. However, by surrounding the whole area with a mountain massif, it is clear that spatial development opportunities are limited and there will probably never be a seat of supra-regional significance in the area [3]. The pass itself stretches south from the southern edge of the town of Trinec, at the site of present-day Jablunkov branching, with one branch heading further south in the direction of Čadca and the other smaller heading east to Poland.

12 municipalities belong to the Jablunkov

administration. In addition to Jablunkov itself, these are the towns of Mosty u Jablunkova, Návsí, Hrádek, and several surrounding villages.

2. History of the area

The original settlement of Jablunkov was established in the place of today's village Hrádek (about 4 km north of today's Jablunkov) around the original fortress, which served to protect the Jablunkov Pass. This fortress and with it the whole original Jablunkov, however, were destroyed in 1447 by Hungarians. The new settlement was then based on a strategic location - near an important road at the confluence of Olše and Lomná. The beginnings of contemporary Jablunkov date back to the second half of the 15th century. The city is so quite young - it is common that the first mention of the towns founded during the medieval colonization date back to the 13th century [6].

The importance of the whole Jablunkov region was given mainly by its location, in two levels. The first level is the localization of the city on the historic route, which is concentration place of local craftsmen and traders. The second level is given by the location on the border of two historical settlement formations - Silesia and Hungary. The new Jablunkov was promoted to a town in 1532, mainly due to the aforementioned facts. The city was thus of fundamental importance from the perspective of border protection. At the end of the 16th century, the so-called "Sance" (a fortification system) was built in the town [5]. This system played an important role, for example, during the Thirty Years War. The Sance was gradually repaired and modernized during its existence; however, its localization is still clearly visible, especially thanks to the preservation of ramparts, moats, and remains of walls [10]. In this context, it is quite interesting to find that the historical core of Jablunkov as such has never been fortified [6].

The city itself was artificially founded. The main square is connected with a network of chessboard streets. However, due to the absence of fortifications, the

boundaries of the historic core are not as clear on today's map as other cities. Two streets (today Dukelská and Plk. Velebnovského) run from the square westwards. Originally, the main transit corridor was the northernmost of them and traffic was thus led by the northern edge of the square. However, the new imperial road to Žilina, built at the turn of the 18th and 19th centuries, was routed along the southern street, which caused the traffic across the square to run diagonally and this situation has survived to this day. Today, the main square is atypically made up of practically two triangular areas between which the main urban road runs [6] – see Fig. 1.



Fig. 1: The main square with diagonal road.

The construction of the Bohumín-Košice railway line, which took place in the second half of the 19th century was the impulse for further development of the Jablunkov region. The fact that although Jablunkov is a natural centre of the whole area, the city still has not its railway station or stop is quite surprising. These are in neighbouring villages Návsí, Bocanovice, and Mosty u Jablunkova. This fact influenced the urban development of Jablunkov when the new development at the end of the 19th and the beginning of the 20th century concentrated north of the historical centre towards the railway station in Návsí. At the same time, important civic amenities - hospitals, schools, etc. - were built in the city. The wider core of the town was partially altered during socialism when the original suburban development was demolished to the northeast of the main square and a typical prefabricated housing estate with houses of 4-8 floors was built at that time [6].

3. Potential of future development

Although the administrative district of Jablunkov lies at the very eastern tip of the Czech Republic, it might seem that its location is quite marginal, which condemns it to the role of the not very important seat, in fact, its location is quite strategic. From a pan-European point of view, the city lies close to the natural historical connection of the northern and southern parts of Europe, namely the

connection of the Baltic and Adriatic coasts [1]. This link is given historically and its trace is given mainly by the morphology of the terrain. On the territory of the Moravian-Silesian Region, this link passes through the territory of the Moravian Gate. An imaginary turn in the direction to the north of Slovakia and further to Eastern Europe, due to the above described, must pass just across the territory of Jablunkov – see Fig. 2. From this point of view, this area has clear development potential [11]. This is also supported by the fact that due to the rugged terrain; the surroundings are suitable for recreational activities - hiking, skiing, etc. Recently, several recreational areas have been established here.



Fig. 2: The most urbanized areas in Europe with the main communication axes marked [7]

All development of the area has always proceeded practically only around one north-south axis in the axis of the pass. This situation is evident in the shape of the territory of the village of Mosty u Jablunkova. The whole village has a distinctly elongated shape and virtually all the buildings are concentrated around one road, which even served as the main link between the towns of Třinec and Čadca for a long time. Only in 2001, a new section of road I / 11 was put into operation, which moved the transport from the village to the bypass. However, due to the cramped conditions of the Jablunkov Pass, the situation now looks like the development is lined by rail on the eastern edge and by a road on the western edge, behind which a mountain massif is already rising. These facts significantly limit the possibilities of future territorial development. Other municipalities of the administrative district of Jablunkov are in a very similar situation, except the municipalities of Písek and Bukovec, which lie in the eastern branch of the pass and the railway does not run here. Here the original historical state is preserved, where the development is concentrated around one main road.

In the case of Jablunkov as itself, the situation is somewhat different. The city lies on the junction of two branches of the pass on the plateau, which allowed the development, which is typical for most medieval cities, i.e. the gradual wrapping around the historic core in virtually all directions. Moreover, the development is not limited by immediate terrain obstacles.

Like other towns and municipalities of the Moravian-Silesian Region, all municipalities of the administrative district of Jablunkov are affected by an outflow of population. In all municipalities, the population has been gradually decreasing, although the trend of decline has been decreasing in recent years. To illustrate, the development of the population of the town of Jablunkov is given, other municipalities in the administrative district are in a similar situation (see Fig. 3, the jump changes are due to the administrative connection and detachment of the now independent municipality Návsí and changes in the census methodology). This situation is mainly due to the overall unattractiveness of the region as such and the localization of administrative district on the very edge of the Czech Republic, but as mentioned above, the whole area has some development potential. This potential is also strengthened by the above-mentioned railway, thanks to which the city is directly connected to Ostrava, or other express and international connections. However, this advantage is limited by the fact that the line is operated only by regular passenger connections, which means that the stop time from the station Mosty u Jablunkova to the station Ostrava - Svinov is about 90 minutes. If express and express trains were used on the line, it would be realistic to shorten the arrival time by about 30 minutes (for comparison - the Opava-East - Ostrava-Svinov route is served by passenger and express trains. Passenger trains have a stop time of 30 minutes, express trains 20 minutes).

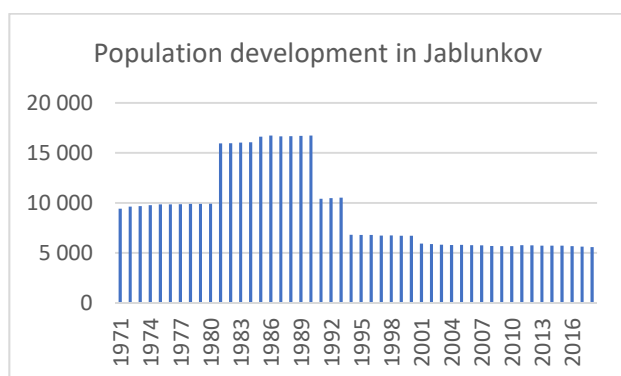


Fig. 3: Graph describing population development in Jablunkov 1971–2018 [2]

It is clear from the valid zoning plan of Jablunkov that the city defines new areas for new residential construction, especially individual ones. The city has a total of 69 areas on which individual housing is possible, while a few other areas are designated for other urban functions (collective housing, civic amenities, industry, etc.). However, the city has not resorted to the frequent phenomenon of today, when trying to attract new residents delimit large new built-up areas on the outskirts of towns on quality agricultural land, but the vast majority of areas for new construction is the average area of one locality is 0.702 ha and the most of them are inside the built-up area. By the modern principles of urban economics, the city thus seeks to increase the population without significant new demands on transport and technical infrastructure [8].

The total area intended for individual housing is 48.49 ha [4]. The available statistical sources indicate that, in the case of normal individual family construction, the population density is approximately 60–70 per ha [9]. If all available areas were filled, the population of Jablunkov would increase by about 3,000 (about 54%). However, given the above-described trend of gradual decline in population, this outlook is more of a utopia. On the other hand, it is necessary to state that other towns that are currently struggling with population decline are defining areas for new individual development in their administrative territory, also because the number of people leaving apartment buildings and building their own houses is gradually increasing. In the case of Jablunkov, it is interesting that it is a city that has long been one of the lowest shares of newly completed apartments in multi-dwelling buildings in the total housing construction. In Jablunkov there are practically only family houses being built. Fig. 4 shows the development of the number of completed dwellings in Jablunkov.

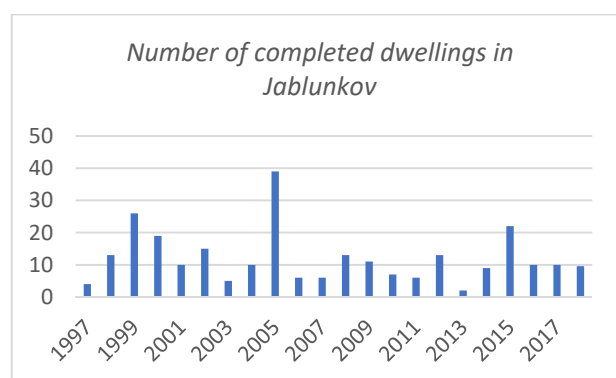


Fig. 4: Number of completed dwellings in Jablunkov [2]

Moreover, Jablunkov also defines the areas of housing reserves quite pragmatically in its territory. These are unstopable as they stand, but they can be transferred to land intended for individual housing by changing the land-use plan. Also, it is necessary to emphasize that other municipalities in the administrative district of Jablunkov have a similar approach to territorial development.

Thanks to the construction of a new section of road I / 11, an important traffic junction was established between Jablunkov and the neighbouring village of Bocanovice, which is suitable for industrial use. The town of Jablunkov is aware of this and includes in its land-use plan the areas south of this intersection into areas suitable for light industry. North of the intersection is not suitable for localization of industry, there is a sanatorium nearby.

4. Conclusion

It is clear from the above that the terrain morphology has always had and still has a major impact on the development of the Jablunkov region. This influence is

both positive in terms of the only possible transition between the Moravian and Silesian Beskids and thus ensuring the development potential, and negative in terms of reducing space for new construction. This is especially the place of an important transport route with the potential for further growth, which is, moreover, supported by the wide recreational possibilities of the place. However, this is disturbed mainly by the marginal position within the Czech Republic and by the relatively long distance from the large Czech cities, both absolute and temporal.

The impulse for new development may be a new section of road I / II, which facilitated the connection of the area with the motorway network in the Czech Republic and Slovakia, making the Jablunkov region more attractive for commercial activities, especially light industry. The implementation of new industrial buildings would create new jobs, which would lead to an increase in population.

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