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The case study of life quality perception in “suburban satellite”
Brno Kníničky

Bakalářská práce

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Abstrakt

Cílem této bakalářské je práce identifikovat rozvojové problémy v Městské části Brno Kníničky, najít instrumenty pro zlepšení kvality života v lokalitě a navrhnout vhodnou strategii pro směřování budoucího rozvoje. První, teoretická část vymezuje za pomoci literárního výzkumu zásadní pojmy a koncepty. Dále seznamuje čtenáře s problematikou kvality života v příměstských oblastech ovlivněných suburbanizací. V druhé části je kladen důraz na kvalitativní výzkum za pomoci dotazníkového šetření. Výsledky jsou dále rozebírány a společně s analýzou oblasti jsou použity k identifikování problematických oblastí. Závěrem je představen dílčí návrh rozvojového řešení pro danou oblast.

Klíčová slova:

suburbanizace, udržitelný rozvoj, příměstský satelit, kvalita života

Abstract

The aim of this bachelor thesis is to identify developmental problems in the urban district Brno Kníničky, to find tools for the improvement of the life quality in the locality and to propose an appropriate strategy for future development. The first, theoretical part, with the help of literary research, defines the basic ideas and concepts. It also informs reader about the quality of life in areas affected by suburbanization. The second part focuses on qualitative research using a questionnaire survey. The results are further analysed and together with the analysis of the location are used to identify the problematic areas. Finally, a proposal for a partial development solution for the given area is presented.

Key words:

suburbanization, sustainable development, suburban satellite, life quality

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1. Introduction

This thesis is concerned with life-quality perception in areas affected by suburbanization processes – more precisely in the urban district Brno Kníničky. Suburbanization is understood as the growth of a city by spatial expansion into surrounding rural and natural landscapes. Suburbanization is commonly perceived as an inevitable phenomenon which, however, remains mostly undesirable, due to its negative aspects such as spatial segregation, increasing individualization, the necessity of car transport and greenfield construction. This all leading to the cost infectivity and environment deterioration. In the Czech Republic was suburbanization in comparison with Western Europe cities delayed. It started in the 1990s, once the socialist planned economy was has been replaced by the free market.

At first, with help of theoretical research, the work introduces the concepts and theories of suburban development and mentions examples, along with the brief history of suburbanization. Further, the work presents the area of interest. The urban district Brno Kníničky. In the practical part, work focuses on qualitative research, with help of questionnaire, and data interpretation.

2. Aims

The aim of this thesis is to identify instruments for life-quality improvement in suburban satellites and to introduce a strategy for the specific case of urban district Brno Kníničky. Content and findings of this work can be useful not only to the citizens of the concerned urban district but also to the general public for better understanding of the suburban development problematic.

3. Theoretical part

3.1. Suburbanization

“Suburbanization means the relocation of population, their activities and some functions from the core city to the backgrounds (Ouředníček, 2008).”

Term suburbanization is derived from English word suburb originating in Latin base “urbs” meaning city and prefix “sub” meaning next to, behind or under (Ouředníček and coll., 2008).

Suburbanization is generally understood as the growth of a city by spatial expansion into surrounding rural and natural landscapes. However, not in the sense of expansion of the built-up area, but about developments in the vicinity of the cities, which can be characterized as loose, scattered or fragmented. Suburbanization is associated with a much lower population density than the city development. It is characterized by single or two storey family houses with private gardens. This development usually creates socially homogeneous residential areas, and strips of commercial and industrial parks often located along highways and other major communication axes or near their intersections (Sýkora, 2003).”

Authors agree (Muliček, 2008) that the process of urbanization is defined as the change in socially - spatial forms of society due to social modernisation.

Suburbanization can be considered a higher phase of city growth occurring in developed countries. It's characterized by displacement of inhabitants and social activities from the core cities and countryside to the outskirts of the city. This is not only spatial growth of the city but especially movement of inhabitants and their social activities leading to city decentralization and city core emptying.

Previous works state (Ouředníček, 2008) that suburbanization processes appeared in the 20s of the 20th century in the developed countries, specifically in USA and United Kingdom. The process was manifested by increased number of inhabitants in suburbs and decreasing number of residents in core areas of the city. This areas of new suburban development usually had predominant housing function, later followed by industrial and commercial one. Suburbanization is a continuation of city development in the modern and post-modern phase of society development. It's followed by industry, communication and transportation changes resulting in changes in city structure, housing,

lifestyle, and values. This development is manifested in the new demand for transportation systems, services and overall technical and social infrastructure. Suburbanization processes follow economical, demographical and social changes manifested in the behaviour of residents, their motivation and society organisation forms. These changes are induced by life in the new environment with a specific number of citizens and social, cultural and ethnic diversity of inhabitants.

3.1.1. Causes of suburbanization

As stated in foreign works (Mieszkowski, Mills, 1993) we can distinguish two theories of describing causes of suburbanization. The first is so-called natural evolution theory describing development starting inside out from the city center because of transportation costs. To minimize commuting costs the central districts are developed firsts and as land becomes filled in, the development moves to suburbs. As new housing development is built the high-income groups move there, because they can afford the costs for commuting. The older central areas, now less attractive, are left to low-income groups. This leads to income stratified neighborhoods, and a tendency for low-income groups to live in central locations and for affluent households to reside in outlying suburban areas. This was reinforced even further by development in transport technologies in the 19th century. The decentralization of residential function was followed by business decentralization. Firms followed the population to the suburbs, both to provide services to suburban residents and to take advantage of lower suburban wages and land cost.

The second theory might be called Fiscal-Social problem theory and it stresses out fiscal and social problems of central cities: high taxes, low-quality public schooling and other government services, racial tensions, crime, congestion and low environmental quality. These factors are leading residents to migrate to suburban areas and further deepen the deterioration of the center. This process is also leading to spatial income segregation and is contributing to further reduction of life quality in the center.

These two theories are not mutually exclusive and have a number of interactions and interrelations, and consequently, it is difficult to distinguish between them empirically.

3.2. Satellite towns

In the 1990s additional term appeared designating new residential areas in outskirts of the cities as satellite towns. For these residential areas term suburbia is also often used. Satellite towns are most often connected with core cities with the necessity of commuting for work.

The most common type of satellite town is residential suburbia. Approximately in the first half of the 90s of the 20th century, commercial functions are being developed, as first forms of suburbanization, in outskirts of Czech cities. In contrast with these storage or shopping areals, the residential development isn't built in the middle of fields, but rather on the edge of existing municipalities (Ouředníček, 2008).

A more extreme example of this process is so called Edge cities abundantly occurring in the USA. They are characterized by displacement of working positions, shops and residential areas from the core to the outskirts and elimination of the necessity for commuting to the center.

“In our environment, an uncommon example are gated communities. These are separated residential areas occurring in the large cities. Their formation is usually motivated by an urge for safety and privacy. There are usually perceived as negative phenomenon while they restrict the possibility of movement thru them and create social barriers. (Temelová, 2008).”

3.3. Suburbanization in the Czech Republic

In the Czech Republic suburbanization processes were, in comparison with Western Europe cities, delayed. Similarly to the other European countries, these processes in the Czech Republic have social, culturally-historical and ecological dimension.

“Suburbanization in Central and Eastern European cities effectively started in the 1990s once the socialist planned economy had been replaced by market mechanisms (Phelps, Fulong, 2011).”

Literature further states that Czech suburbanization was started in the 90s (thanks to the financial weakness of domestic investors) in form of commercial and logistical centers (financed by foreign investors) on the outskirts of cities. In the second sequence followed

residential suburbanization - at first as an exclusive matter for the “new rich” (meaning people who got wealthy in the wild period of 90s). The attractiveness of suburbanization was encouraged enthusiastic acceptance of all "American" and television soap operas (Maier, 2012).”

With the transition to a market economy after 1989, a significant impulse for the development of the Czech city outskirts was the restitution of agricultural land and its transformation into building land. In addition, the suspension of the state construction of rental housing and the liberalization of the real estate market. In the course of several years after the change of regime, the construction of new housing started to rise again, because the state construction was replaced by the private construction (Ouředníček and coll., 2008).

Present development in the Czech Republic is affected by unsystematic management of organizational processes and speculative pressures and lobbying of big investors as well as minor landowners.

Czech suburbanization is usually manifested by emptying of core cities and the resulting increase in a number of inhabitants in city suburbs and neighboring municipalities. This is most significant in municipalities with a suitable position in relation to the transport corridors. Cities surrounded by agricultural land are being limited in this process.

Residential suburbanization is in the Czech Republic followed by suburbanization of industry and by deconcentration processes. Industrial businesses are forced by higher land cost and worse traffic serviceability, from core to the suburbs of the city.

“The most recent city-regional development trends in these parts of continental Europe are thus a parallel growth of city centers and post-suburbia and a redistribution of people and functions between and across these locations (Phelps, Fulong, 2011).”

3.3.1. Regulation of suburbanization in the Czech Republic

Suburbanization in form of commercial and residential development is, without any doubt, a phenomenon, which needs to be regulated. Although suburbanization is well documented and widely discussed process, its regulation is by no means a simple endeavour.

“Czech territorial planning has no specific tool for the problem of suburbanization. Until 2006, projects with above-the-local significance and impact should’ve been addressed in the spatial plans of large territorial units, this could have affected at least suburban shopping centers. However, land use planning was not used. The applicable building law of 2006 significantly strengthened the possibility of influencing suburbanization by the introduction of territorial analytical documents interconnected with land-use planning documentation through problems to solve in the analysis of sustainable development of the territory and by binding national priorities of spatial development policy and institute of development areas and development axes, with a top-down priority for territorial plans (Maier, 2012).”

In the case of the Czech Republic, there is a significant problem between the scale differentiation of territorial self-governments, which are formed on the one hand from fourteen regions and on the other side of over six thousand often very small municipalities. In order to regulate inter-regional processes, such as planning for new construction, transport infrastructure or ecosystems, it would be appropriate to cooperate with communities creating naturally formed micro-regions based on sharing common problems in the area. This is only partly due to the preparation of territorial analytical documents at the level of ORPs or regions but with a very different quality of processing (Ouředníček, 2013).

The Building Act

The main instrument, which currently allows the regulation of the shape, forms, extent and to a certain degree localization of the construction, is the Act No. 183/2006 Coll. (O územním plánování a stavebním řádu) and other related legislative regulations.

“The Building Act sets out the legislative conditions for the establishment of land-use planning documentation at the national, regional and local level and also presents tools for their practical implementation (Feřtřová and coll., 2013).”

The building acts states as the main objective of spatial planning the obligation to ensure the sustainable development of the territory, which will exist in a balanced relationship of conditions for a favorable environment, for the economic development and for the cohesion of the community of the territory.

Territorial planning should respect the fact, that it's in public interest to protect the natural, cultural and civilization values of the territory, including the urban, architectural and archaeological heritage, and to define the conditions for the economical use of the built-up area and to protect the unused area and unstable land (Šilhánková and coll., 2007).

Land-use planning at national and regional level

The basic binding documents laying down the conditions for land use planning at National and regional level are the Spatial Development Policy of the Czech Republic, and the regional Spatial Development Principles. The Territorial Development Policy of the Czech Republic coordinates the national territorial development and defines development areas and development axes at the highest hierarchical level. The spatial development policy sets out these areas along with axes and can identify other areas of above the local importance. Meaning all areas over twenty hectares and selected smaller important areas, such as a large logistics complexes, transport and technical infrastructure of above-the-local importance, highways, supranational technical infrastructure networks, etc., are considered for their functional use, commercial construction, residential construction (Feřtová and coll., 2013). These areas are then taken into account in planning future courses of development.

Urban planning at municipal level

From the formal planning tools at the level of the municipalities, the territorial, or eventually the regulatory plan is used best. In extreme cases also the territorial measures on the building closure or the decontamination of the territory.

In the preparation of a territorial or regulatory plan, in connection with the planned future construction, the private interests (in particular the interests of the landowners) conflict with the interests of the municipality, respectively with the public interest.

“Therefore, it is important for the municipality to respect certain principles throughout the preparation period and subsequently at the time of the implementation of the territorial (regulatory) plan. When the land use plan is implemented, the relevant building authority of the municipality also plays a significant role. Compliance with the rules can very effectively help the municipality to prevent the negative impacts associated with the territorial and population growth of the municipality (Ouředníček, 2008).”

Nature and Landscape Protection System

Nature and landscape protection system have sufficient means. Non-governmental organizations or state organizations, and the state administration use various tools to protect ecological functions and landscape features. For example, the protection of the landscape and its ecological functions against the development of the suburbs with reference to Act No. 114/1992 Coll. (Zákon o ochraně přírody a krajiny) in its current wording and subsequent Decree of the Ministry of the Environment No. 395/1992 Coll. Also in the current version, defining specially protected areas, important landscape features or specially protected animals and their place of occurrence (Šilhánková, 2013).

Agricultural land fund protection Act

Act No. 334/1992 Coll. (Zákon o ochraně zemědělského půdního fondu) has the task of protecting the agricultural land fund, as it's being the irreplaceable mean of production and a component of the environment. The fund consists of agricultural land, including arable land, hop gardens, vineyards, gardens, fruit orchards, meadows, pastures, the temporarily unoccupied land, farm ponds and land necessary to ensure agricultural production, e.g. field roads, irrigation tanks. In addition to other topics, the act also deals with the principles of soil protection, fines, and land clearing procedures. The act is under the competence of the Ministry of the Environment.

Spatial planning can significantly influence the process of suburbanization, but it's only a tool in hands of politicians, who are often affected by other interests. This means that the pressure from public needs to be stronger than interests of developers and owners of land in order to create the political will for effective control of suburbanization.

3.4. Suburbanisation origin

“The origin of suburbanization processes is being connected with the movement of London bourgeoisie into the city hinterland during the 18th century (Ouředníček, 2008).”

In Western and Central Europe, suburbanization took place primarily between years 1900 - 1960. "In the industrially developed countries of Europe, the close relationship between industrialization and urbanization, which has been regarded as an inseparable pair for more than a century, began to loosen up at the end of the 19th and early 20th centuries (Musil, 2002).”

In this period, a group of people who preferred life in a quieter backgrounds of the city appeared. By the end of the 19th century, housing in the suburbs was considered an ideal. The inner city was too noisy and dusty due to industry and overpopulation. The villa with a garden standing near the centre, making it possible to combine a healthy life in the garden with the social life of the city, represented the best possible housing solution (Hnilička, 2005).

Among the most important factors encouraging suburbanization were the increase of spatial mobility, environmental pollution, and cheap land in the suburbs.

Number of people living in the suburbs is rising swiftly in contrast with stagnating numbers in the city centers. Suburbs have presently divided into forms with housing, industry, commercial, trade, storing purpose.

3.4.1. Suburbanization in the USA

The United States were chosen as an example because of the degree of unregulated suburbanization which has occurred on their territory.

Suburbanization in the United States experienced its biggest development in the post-war period mainly in form of residential and less often industrial suburbs. The main reason for this unprecedented development is definitely post war baby boom and thus increased demand for affordable and safe housing.

Among other factors is a reduction of transportation costs and advancement in affordable personal automobile transportation (Vejchodská, 2007).

This together with rising living standard allowed people to move to a newly raising suburbs, raise their families there and commute to work in a city centre. Another factor is a price reduction of suburb housing caused by mass planning and construction of identical, cheap and low-quality houses. This cost reduction together with rising salaries, worsening environment and rising criminality in the cities encouraged demand for suburban housing.

An important factor is certainly a governmental support, having origins in a period of Second World War. In that time government supported the construction of cheap housing for weapon-factory workers. After the war, United States government supported the development of suburban housing and so-called American dream by advertisement campaigns. The government also heavily invested in the development of infrastructure, allowing commuting for work, and also facilitated the achieving of mortgages. Among financial instruments were public mortgage insurance and interest tax deduction.

“Non-existent spatial planning lead to uncontrolled development. This have created conditions for social and racial segregation. Typical suburban residents were young, middle and higher income white families owning a car. Black and Latino citizens tended to remain in city centers (Ptáček 2002).”

Many companies also find their way into suburbs by creation of new jobs. This have eliminated need to commute to center for many people, allowing them to spend their day only in the suburbs. This is also possible because of the growth of suburbia commercial centers allowing convenient shopping in one place. Since the 1970s we talk about raise of the edge cities characterized by concentration of business, shopping, and entertainment facilities in the suburbia and elimination of need for commuting to the core city.

3.5. Desurbanisation

“Desurbanisation is a process currently occurring in many western cities. It’s opposite of urbanization, meaning a decline in growth of the large cities and movement of inhabitants into country areas and smaller municipalities. Its origins are connected with the United Kingdom, Germany, and Belgium in the 70s and 80s of 20th century (Kouřilová, 2004).”

Among the factors influencing desurbanisational processes are changes in the technology and organization of industrial production, development in communicational technologies, development in transport, increase in the free workforce in the country (because of decline in the agriculture), the high price of land in the cities and the poor environment in the cities.

“In the Czech Republic a process of suburbanization was effectively stopped by states encouragement of suburb construction of housing estates, non-working ground rent and the cost of personal automobile transport. Instead of expensive construction of an own house in the countryside, Czechs embraced ownership of various weekend cottages in order to spend time in nature (Kouřilová, 2004).”

3.6. Suburbanisation in Brno

Brno, with 400 000 residents is the second largest city in the Czech Republic and center of South-Moravian region. After the Prague, it’s also the second city most heavily affected by suburbanization.

Suburbanisation of Brno took place in several phases, first on dating back to 1919 when surrounding municipalities were annexed to the Brno city. In this time large increase in Brno residents occurred– between years 1919 – 1930 up to 120 000 people. Together with this increase was registered upswing of Brno functionalism and the detachment from Vienna architectural influence. New construction activity reached its peak around the year 1928 accounting for 500 reconstructions and 1300 new buildings.

From the year 1940, was observed yet another upraise in urbanization tempo, represented by approximately 45 000 new residents up to the year 1950. Year 1948 experienced decline from functionalism towards social realism and focus on the construction of apartment buildings.

In the year 1980, we account for the further increase in residents caused by massive construction of prefabricated houses in the late 1970s. Exceptionally executed is settlement Lesná with an architectural solution combining dense housing with the park.

The 1990s are marked by the beginning of suburbanization. Especially the northern region of the city is favored for housing suburbanization because of good environment and easy traffic serviceability. Suburbanisation in Brno usually follows original development. In the north it comprises the city districts: Bílovice, Soběšice, Jehnice, Ořešín, Útěchov, Rozdrojovice, Žebětín. Not as developed south construction is being conducted in districts: Chrlice, Heršpice, Tuřany, Modřice, Šlapanice (Mulíček, 2002).

Generally, decline of residence in Brno – City is observed and vice versa increase in Brno – country.

Most of the suburbia residents work in services and higher managerial and administrative functions. Spatial dispersion of such jobs is very uneven. The biggest density of such workplaces is in city districts Brno-centre. Suburbanization of administrative functions in Brno is yet not so pronounced as in Prague or Western Europe (Sýkora, 2003).

It's assumed that most of the commuting is done via car transport (at expense of public transport, which can be in Brno evaluated as very good). This fact will potentially be reflected in the deteriorating environment of the countryside. For the time being, these trends have not been recorded to a greater extent.

Sport, culture and recreation are concentrated in the city center (e.g. commercial centre Vaňkovka) and the southern suburban area (commercial centre Olympia). It's questionable if Brno, as a city, has sufficient potential to support similar free-time center in the northern area. Environmental consequences of such development are the other problematical part of this hypothetical plan and strictly speaking label this alternative as unsustainable.

3.7. Suburbanisation consequences

“The transformation of formerly rural settlements into suburban satellites and the emergence of new large-scale logistical, shopping and assembly centers in the country sparks a number of conflicts and problems (Maier, 2012).”

The suburbanisation consequences are broad and difficult to capture in their entirety, so following problems are the most visible and important ones. Suburban areas are characteristic by low construction density and high spatial segregation with the local concentration of human activities. This loose growth and spatial separation of functions are inevitably leading to high costs of construction and servicing of civic amenities and infrastructure. The sole-purpose, housing utilization of land is an unsystematic solution.

The areas with a low density of population are hard to service with public transport and this fact makes residents of these areas practically dependent on car transport. These people usually commute to the town centers, where the companies which offer well-paid jobs for qualified workers are concentrated (Sýkora, 2003).

On the other hand, many of suburban economic activities like running of small shops or storing, attracts unqualified workforce which is not able to afford to live in said areas. This creates a phenomenon, pointed out by (Sýkora, 2003), known as “opposite commuting” People living in less expensive central area commute to the suburbs in contrast with wealthier residents leaving suburbs and heading for the center.

This necessity of car transport increases energy consumption and makes air pollution worse. Car commuting is also time demanding and thus leads to increasing individualization and loss of social convergence. People have less time for their families, neighbors, and community. Also, it leads to certain segregation of youths and elders who are have no possibility of car usage.

Lower population size is generally favorable for the participation of citizens in public affairs, but the social and cultural homogeneity of suburban areas limits this factor. Local governments tend to keep focused on keeping balance and protection of municipality against external factors.

In city centers bank, administrative or luxury-store zones are rising, or on the contrary suburban development causes city center decline (Gremlica, 2002). Withdrawal of wealthier citizens causes drop in the inner city social status and causes social and sometimes ethnical segregation. Authors note that these areas are often hard to leave

and create ghetto-like zones. The relationship between inner and outer metropolitan areas is affected not only by residential suburbanization but also by other-function suburbanization. This means retails, production and storing areas are being moved to the city outskirts leaving unused areas in the city center, often burdened with industry related ecological challenges - these areas are known as brownfields. Construction development on the outskirts is conducted on previously unutilized areas and it's known as greenfield construction (Sýkora, 2003).

In areas lying out of urbanization centers and major communications can be observed insufficient or missing civic amenities and related services. This state is closely related to the character, potential and socio-economic conditions of development in given area, as well as, with relative position to the higher level residential and business centers. Crucial influence also has historical development of given area, its traditions, social structure and education of residents (Wichsová, 2005).

Commercial services are dependent on customers and while demand in small municipalities is logically lower it also limits the supply. Residents commuting to the city for work use wide offer urban services and feel no need to use municipal ones. This leads to significant decrease in a number of consumers choosing local services.

Literature states that among most missed shops are food stores and groceries. Among most missed services people named repair shops and hairdressers (Galvasová, 2005).

Possibilities of support for commercial services are on the municipal level limited and support should mainly orient on operators – business subjects. Therefore possible support lays mainly in the offer of suitable space for the creation of establishments, or in further incentives for those interested in providing services.

The other consequence of suburbanization is the changing city structure, due to the customer outflow of traditional shopping centers – smaller shops unable to compete with hypermarket prices are dying out. This outflow of purchase power is thus changing the structure of traditional residency. Once busy streets full of shops are disappearing and most of the shopping has moved to the big shopping centers (Fuchs, 2005).

“This causes the formation of isolated suburban shopping, trading or working zones. These areas are element substituting not adequate equipment with a network of small shops and services (Gremlica, 2002).”

“Most of these zones are located on the periphery of big cities. Most often on brownfield in neighborhood of residential areas or on greenfield near big transport routes. Constructions are mostly in form of single-storey buildings – every stairway or ramp is an obstacle to the continuous supply of goods. Parking lots are as well single level. This is resulting in huge area claims (Fuchs, 2005).”

“No single center dominates over a suburban fringe; the historic central city is no longer only centre and the preeminent source of metropolitan life. Instead, post-suburbia is an amorphous metropolis of many centers or possibly no centers that have liberated itself from the walled, monocentric past (Phelps, Fulong, 2011).”

Hypermarkets, their location and the style of shopping they’re promoting is associated with an enormous increase in car traffic. These centers are entirely oriented on shoppers arriving by car (easy and free parking is an absolute competitive advantage over other forms of businesses) and availability of such centers via public transport compared to a car is very limited. Car mobility is almost a condition for the development of these centers. This also increases the number of roads, which contributes to the detriment of the landscape. Traffic load is increased and along with it also air pollution and noise (Fuchs, 2005). It’s important to point out, that this pollution doesn’t discourage people from moving into suburban areas.

"Air quality hasn’t yet degraded in sprawling areas because emissions per mile have fallen faster than miles driven have increased (Kahn, 2000).”

The types of land-use are changing inappropriately in urban areas. The most striking conflict is a steep increase in the built-up area (residential, office and shopping areas and infrastructure) at the expense of city and suburban vegetation used for recreational purposes. Industrial, commercial and residential buildings, and especially urban roads and parking areas are not sufficiently separated by a wide, leveled green curtains which in addition to aesthetic value have the function of the dust filter and noise barriers. This “de-naturalization” of urban areas has a negative effect on the health of residents and it’s in direct contradiction with principles of sustainable development (Gremlica, 2002).

Suburbanization leading to inefficient usage of land, sparse development (meaning built up area), or urban sprawl is slowing overall viability of area and prevents the formation of high-quality public spaces. This doesn’t mean that greater population density ensures a better quality of housing.

Population density is an important factor in urban planning, but of course not the only one, belonging to the basic definitions of the city (Hnilička, 2005). Another argument for higher density are the investments to infrastructure – sharing by a higher number of people is more ecological and sustainable.

“An unintended consequence of suburban growth is greater resource consumption leading to greater environmental damage than if more households stayed in the city (Kahn, 2000).”

Impacts of urban structure and architecture of settlements on life quality

“The suburbs, which are usually the product of sprawl are often portrayed as impersonal suburbs with no social life and identity. Poor spatial planning may result in a very bad place to live. The problem with today's sparse suburban development is its excessive monotony. Different areas are highly similar and interchangeable, without mutual connections and relations they merge into an indefinite mass, which is hard to orient in. This can lead to a feeling of loss of place because it is difficult to create a relationship with the place, which is the same as any other. Relationship to place is one of the fundamental issues of housing quality, as well as the lack of light (Hnilička, 2005).”

Social consequences

“The emergence of isolated satellite towns and commercial areas causes a stronger polarization and may gradually significantly increase the gap between core city and suburbs (Potočný, 2006)”.

"The very serious social implication is the strengthening of individualism, loss of social cohesion, weakening of social capital and civil society. Loss of social cohesion is produced mostly high spatial segregation of functions and highly personalized commuting by car – besides commuting to work people also commute for shopping (Sýkora, 2002).”

Sprawl can benefit those who are financially secure, in the sense that it leads to segregation of housing by income. This may result in the resumption of boundaries between different social and ethnic groups. Lack of social interaction in suburban areas

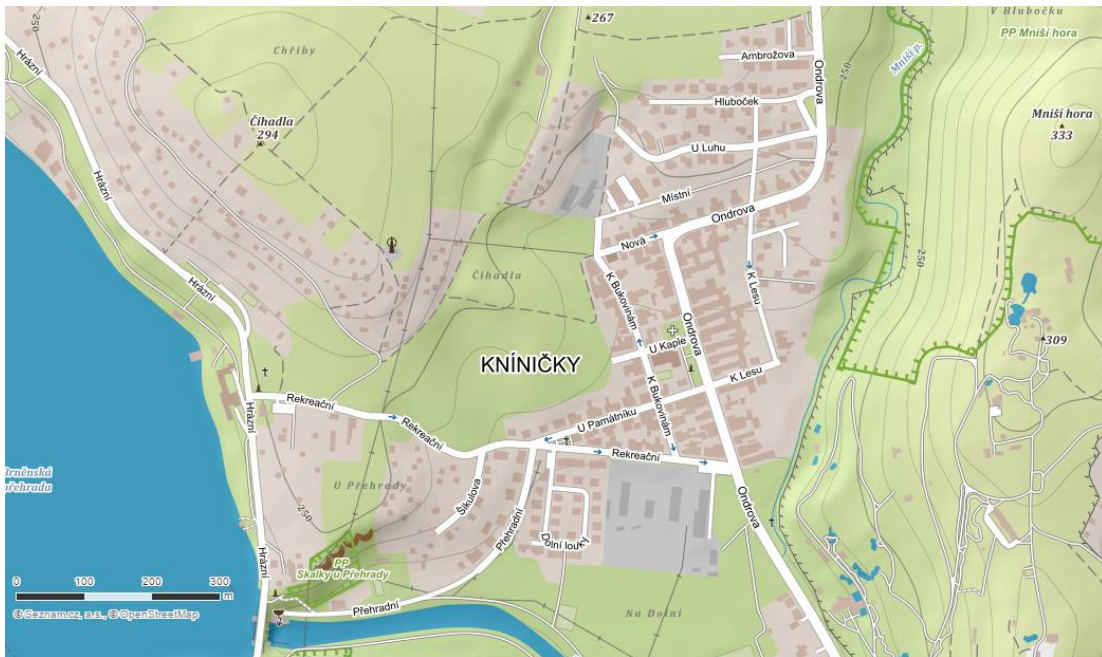
means that those who cannot travel long distances, such as the very young and the very old residents, practically cannot live in such areas.

Suburban housing attracts mostly middle-income families with children, who are sufficiently mobile and have a lifestyle which enables to live in such conditions. Large segments of urban society are therefore excluded from living in such areas. Suburbanization leads to ethnic segregation and the separation of families by age and life cycle.

3.8. Basic info about Kníničky

City district Brno – Kníničky, lying northwest of the city, is one of the smallest districts of Brno with 1 026 residents and cadastral area of 1092ha. District still keeps the rural character, despite the northbound expansion and housing development. This is a result of sub-urbanisation processes and residential outflow from Brno center. Between years 2001 – 2010 the number of houses raised by 81, 4% from 156 to 283. A number of flats raised by 74, 6% from 193 to 337 (SLDB, 2013). Kníničky has longest border is with Bystrc district and is neighboring with the county Brno – venkov.

Kníničky development area itself is situated on the eastern border of the city at the foot of the mountain Mniší. Approximately two-thirds of the Kníničky cadastre is covered Podkomorské forests stretching west from Kníničky development area. Part of the unfinished highway Vienna – Wrocław passes thru cadastre and is considered to be used as a section for the planned construction of a highway D43.

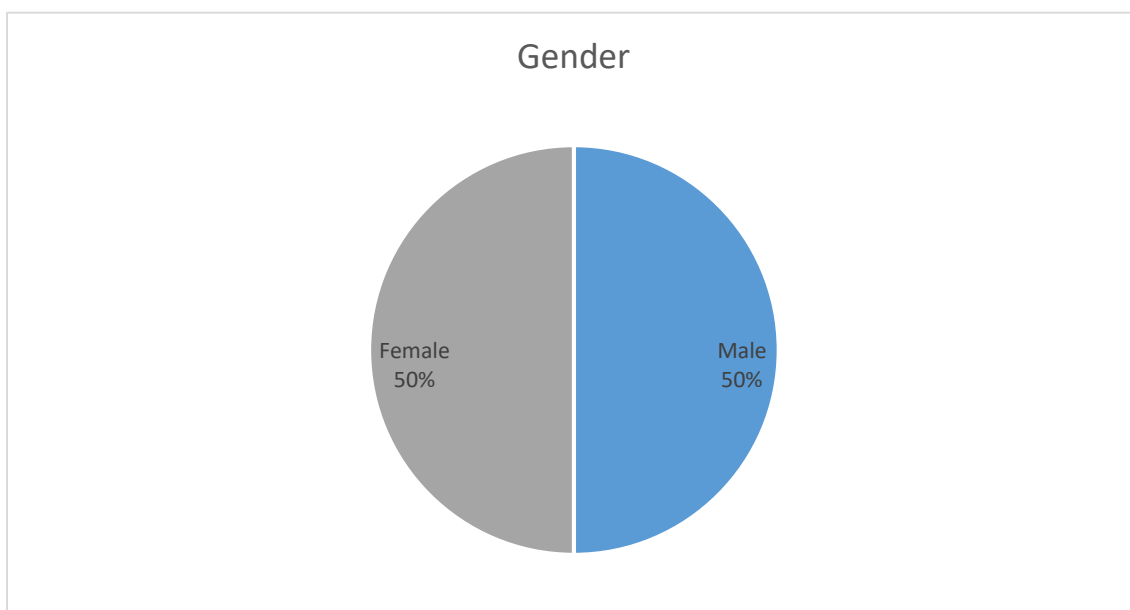


Picture 1; Source: mapy.cz (www.mapy.cz); Year: 2017

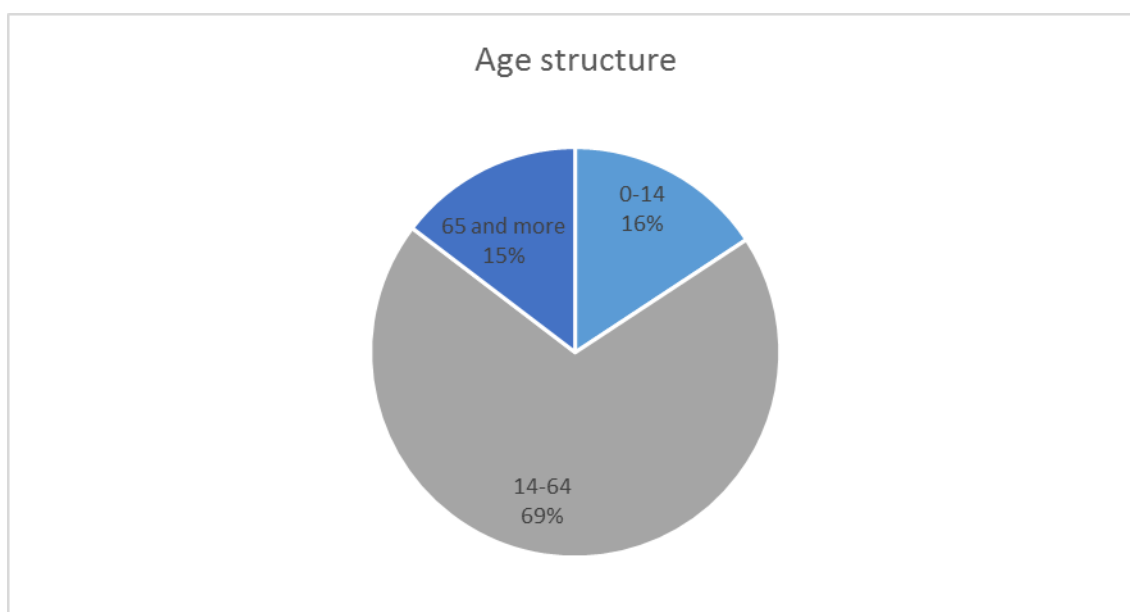
Cadastral area Kníničky is partly made up of the water surface of Brno (Kníničská) dam. The dam was built on the river Svatka in the years 1938-1941 against flooding. Natural lake about 10 km long, sometimes up to 800 meters wide, the contents of about 25 mil cubic meters of water.

The quality environment, beautiful nature, the proximity of the Moravian Karst or the Drahanská Highlands, are the main landmark of the local landscape. A quiet environment without noise, traffic complications and increased emissions of pollutants, has a very positive effect on the psyche. It relieves stress and helps to relax. Therefore, it can be assumed that most of the leisure time is spent by most people in the local environment.

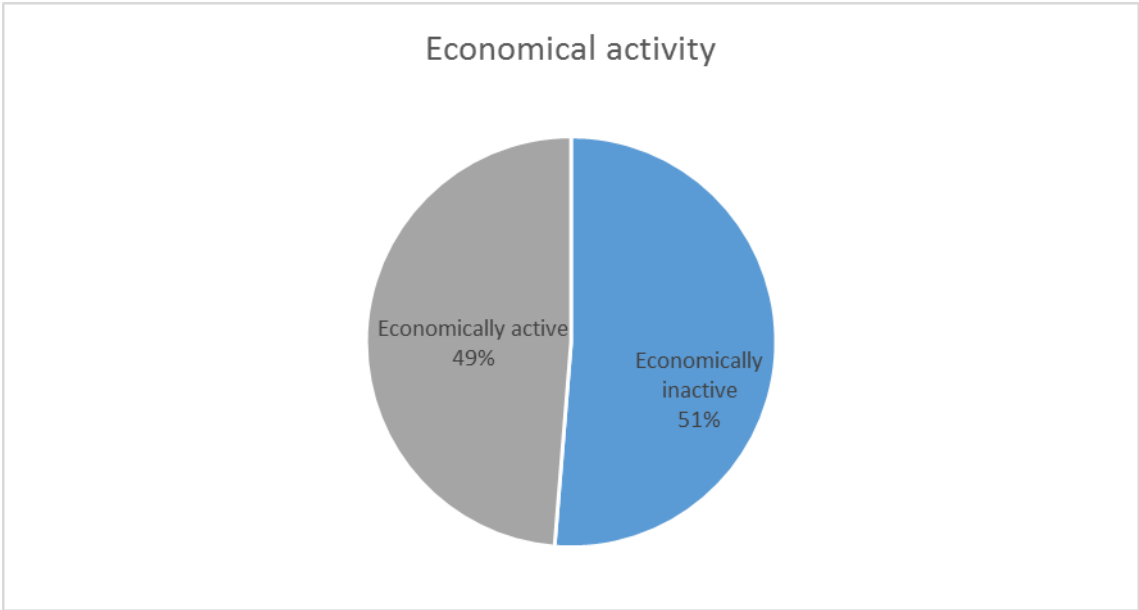
The basic info about Kníničky demographical structure, based on most recent data from year 2011, expressed in graphs:



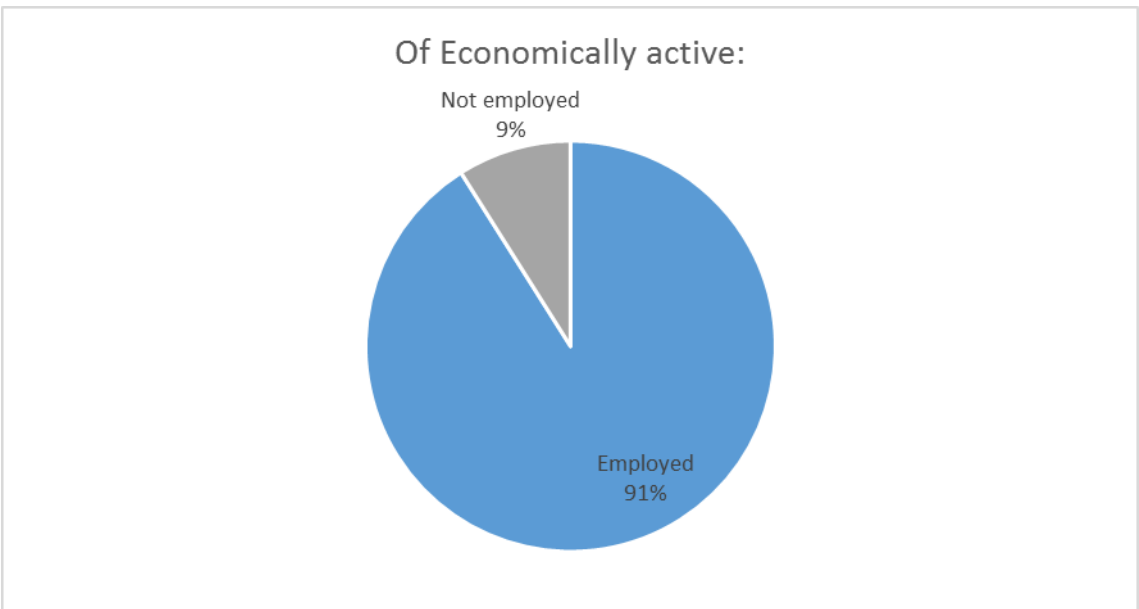
Graph 1; Source: SLDB 2011; Year: 2011



Graph 2; Source: SLDB 2011; Year: 2011



Graph 3; Source: SLDB 2011; Year: 2011



Graph 4; Source: SLDB 2011; Year: 2011

3.8.1. Civic amenities in Kníničky

Kníničky being district established in 1937 has in contrast with the typical suburban satellites relatively high level of civic amenities. The municipality has its own kindergarten, sport areal, gym, sweet-shop, several restaurants, and waste disposal facility. Neighboring with Kníničky are also ZOO and damn offering all sorts of recreational activities. The local townhouse is equipped with Czech POINT system serving as an assisted place of public administration, enabling communication with the state through a single point. The municipality is connected with the city through Brno public transport and integrated transport system of South-Moravian region. On the damn, people can also use fairy transport enabling them to reach other places of interest along the bank of the dam (Úřad MČ Brno Kníničky, 2011).

3.9. Social life in a municipality

"In general, the position of social climate is the sociological category. It is the resultant effect of all aspects of a particular social system. It is typical for the entire society, while the climate in society is reflected in the social climate of individual social and territorial spaces, which retain some specifics (Veselá, 1998)."

"Basic condition for the successful development of municipalities are their residents, in sense of human capital, which can become key implementers of development. Provided they are interested and willing to participate on municipality development. (Svobodová, 2011)."

Authors further note, that human resources, therefore, are ultimately most important part of overall rural-municipality resources. Their priority status consists in the fact that good quality of human resources leads to the good use of any other resources (Svobodová, 2011).

For good life in the municipality it's necessary for people to feel a connection with their municipality and to be willing to participate in its activities. This involvement is often complicated with the lifestyle of residents – commutation to work and school, carrier demands, free-time activities, their socio-economic behaviour etc.

A connection with the municipality is achieved thru identification. Identity is an expression of belonging to the certain group, are culture or another attribute.

From the identity arises ability of given community to solve certain development problems. This solidarity also helps mutual cooperation of subjects. In rural areas is also typical a strong connection with the landscape. Identity has mainly influence on the perception of events in surroundings (Svobodová, 2011).

This imbalance changed the relationship of residents to the municipality and neighbors. Municipalities in the vicinity of big towns are affected by the social structure of new residents: age, education, economic activity, family status and place where they come from (Ouředníček and coll., 2008).

In general, people moving into municipalities in the vicinity of big cities are young (often with children), with significantly higher social status, characterized by higher income and education. This naturally leads to the rise of disparities between new and old residents.

The composition of new residents depends on a time of their arrival and chosen type of housing (house with a big garden, terraced house, flat). “People who have moved into villa houses with great gardens are naturally different from people living in the several-story apartment buildings. Differences are evident especially in their socio-economic status. Big differences in socio-demographical characteristics of these two groups can lead to social polarization. Differences in each municipality are not the same (Ouředníček, 2008).”

For the involvement of residents in municipal development is crucial a connection with municipality and landscape. With the arrival of new residents, these connections started to weaken and individualism starts to appear.

These new residents often don't try to integrate into the social life of municipality and use the area only as a place to sleep. They often struggle to create a connection with the municipality, while they implement their work and free-time activities elsewhere. The possibility of integration is often limited with attitudes of old residents and their willingness to accept new people into the community.

New residents have the advantage of education and age. They have the ability to faster orient in legislative, have contacts from an old and new place of residence, are used to work with a computer or the internet and overall have higher adaptability and mobility. There is a certain risk of them acting arrogantly or even disdainfully and thus endangering relationships with original residents. This, however, is a rare situation.

The complicated situation may appear when new residents greatly outnumber original ones and create gated community, take over the municipal council and promote their interest on the expense of others (Slepička, 2006).

It's often, that with a flood of new residents the new development is spatially separated from older parts of the municipality – new residents don't come in contact with municipal social life and often stay firmly connected with the city they come from.

Rural areas are generally regarded as places with stronger social relations and with stricter social control. Residents of these areas are usually more willing to participate in municipal activities than people living in the city. Commuting has an influence on participation, while residents implementing their daily activities elsewhere logically have a lower sense of belonging.

“Willingness to participate correlates with age and education and is also affected by other factors. Standard and quality of housing and material security of citizens. Communication ability of Local government representatives, as well as informal actors. Quality and especially frequency of communication on local and regional level Opportunity to get enough information about events in the municipality (Gregoriniová and coll., 2006).”

However, residents expect impulses for involvement with municipal life to arise from local government, or local informal actors, rather than from citizens themselves.

“Involving residents has advantages as well as disadvantages, but in general, can their participation be regarded as beneficial (Svobodová, 2011).”

From above-mentioned differences in the social structure of new and old residents, might arise social polarization, which can be traced with the lifestyle comparison of old and new inhabitants. The architecture of housing is different as well as its physical state. The way of living largely corresponds with the life-style and the social status of residents. Both groups also have different day rhythm: the start and the duration of working time or time spent at home or in the garden vary. New residents have, in comparison with old residents, different opinions and attitudes that sometimes cause different views on the future development of the municipality. In some cases can cohabitation of polarized groups lead to the rise of social tension and create space for the emergence of potential contradictions or conflicts (Boháčková, 2010).

3.9.1. New residents

The new residents usually came as young families with higher social status. These people have now aged into their thirties and forties. (Ouředníček, 2008). In Kníničky the development have directed these people into newly build housing in streets Ambrožova, Hluboček, U Luhu, Místní, K lesu, Dolní Louky etc. (see map on page 35; picture nr. 6). The new residents differ in style and condition of their houses which tend to be of larger size, modern architecture (sometimes mimicking rural character), built in placement pattern typical for suburban areas. They are spread in tight, regular grid resulting in the homogenous character of the area.



Picture 2; Own photo; Year 2017

The new residents usually have well-paid jobs in the center and commute by personal car transport. As a consequence, these residents conduct their social and economic activities elsewhere and use the municipality only as a place to spend nights at (Sýkora, 2003).

Lack of their social involvement leads to decreased interest in municipal matters and depersonalization of the whole area. “These people often bring the civic type of life with them and it cannot be assumed, that they will adapt to the rural type of life. This difference is not always bad. New residents bring their information, opinions, and contacts which, when connected with old residents, can improve municipal development. (Šilhánová, 2007).”

3.9.2. Old residents

Old residents, meaning residents who prior suburbanization wave of the 90s, have more diverse demographical structure. Literature notes that in average they have lower incomes, commute less and if they do, it's often by via public transport (Šilhánová, 2007).

They inhabit older areas of the municipality: streets Ondrova, U Kaple, U Památníku, Rekreační etc. and differ in style and condition of their houses which are older and generally not as well treated as new development.



Picture 3; Own photo; Year 2017

This people have different day rhythm, spend more time in the municipality and conduct most of social and economic interactions there. They devote less of their time to the job and prefer to spend it on free-time activities, likely in their municipality.

Old residents show much higher interest in municipal life and a higher level of identification than newcomers and regularly participate in municipal social life and feel connection the community.

“Old residents sometimes have a different opinion about the future direction of development and it can lead to conflicts (Šilhánová 2007).”

4. Practical part

4.1. Methodics

Among the techniques used are SWOT and PESTLE analysis of the area. As a means of qualitative research were chosen the interview and the closed-question questionnaire. The result emerged in form of partial draft of the Kníničky developmental plan, following SMART objectives.

4.2. SWOT analysis

SWOT analysis is a basic, analytical framework that assesses what an entity (in context of this work the urban district Brno Kníničky) can and cannot do, for factors both internal (the strengths and weaknesses) as well as external (the potential opportunities and threats). Using environmental data, a SWOT analysis determines what assists the municipality in future development, and what obstacles must be overcome or minimized to achieve desired results.

<p style="text-align: center;">Strengths</p> <ul style="list-style-type: none">• Position between Brno dam and ZOO• Calm housing• Well preserved rural character• Good traffic serviceability• Integrated transport system JMK	<p style="text-align: center;">Weaknesses</p> <ul style="list-style-type: none">• Not ideal equipment with civic amenities• Missing conceptual framework dealing with suburbanization
<p style="text-align: center;">Opportunities</p> <ul style="list-style-type: none">• Possibility of obtaining EU funds• Use favourable location for development of local businesses• Tourism	<p style="text-align: center;">Threads</p> <ul style="list-style-type: none">• Unrestrained suburbanization• Social polarization• Increase in car traffic leading to infrastructure overload and deterioration of the environment• Aging of the population• Disappearance of local shops• D43 highway

4.3. PESTLE analysis

PESTLE analysis describes a structure of macro-environmental factors used in the environmental survey utilized in strategic management and planning.

Political factors

Kníničky, not being an independent municipality, but urban district, is under influence of Brno, which affects its budget, financial management, and planning.

Economic factors

Kníničky is becoming one of the most attractive residential areas in Brno and this means the inflow of wealthy residents and rising value of the land. This capital inflow can serve as the basis for further development. Proximity to the Brno dam and Brno ZOO also promises big economic potential and can be used as basis for development of businesses in the area.

Social factors

The spatial and social polarization of new and old residents leading to inefficient development. As new residents, who come on the brink of the century, are aging is as well raising the average age in the municipality. These new residents are in many cases career oriented people, who have different spatial behavior, with little interest for social municipal life.

Technological factors

The development of personal car transport is affecting the spatial behavior of residents as well as municipal infrastructure. This could lead to a decline in public transport and the end of local businesses.

Legal factors

Czech law and its building act states that management should strive for the sustainable development of the territory. Development respecting the balanced relationships of conditions for a favorable environment, for the economic development and for the cohesion of the community of the territory.

Environmental factors

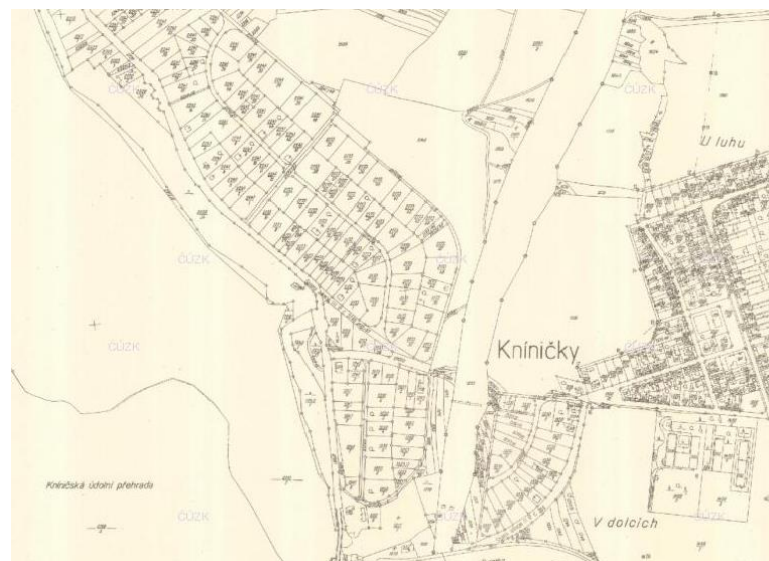
Rising personal car transport is negatively affecting the environment and so does the residential development on greenfield. The global climate change and rising temperatures can paradoxically help with utilization of Brno dam as an economic source. The general emphasis on environmental protection can hold up the infrastructural and economic development.

4.4. Questionnaire

For this part of a work, an acquisition of reliable data was crucial. Quantitative research, questionnaire (see in annex nr. 1), was chosen as the main tool of this research. The aim was to gather reliable and comparable data in order to assess the attributes and opinions of residents via personal contact and direct addressing of interviewed residents. Acquired data were used to create the overall image of the society in Kníničky and helped to point social and developmental problems in the municipality.

The questionnaire consists of fourteen simple, closed questions allowing swift and effortless completion by mere choosing of the desired answer. Questions were aimed at the identification of interviewed volunteer as the new, or old resident. Further, the questionnaire assessed the satisfaction with life in the municipality, relationship to the municipality, involvement in municipal social life, opinion on chosen developmental issues and identification of other potential problems. In addition the researched introduced a debate about the condition in the municipality and the aims of the research.

The research sample was chosen in such manner so that it includes residents from original development, as well as people living in newly build houses. A portion of these two groups is more or less the same. The questionnaires were divided into two groups based on the distinction between old and new development in Kníničky. The new development was identified by the comparison of historical maps and satellite photos – specifically by comparison of development state in the years 1950, 1968, 2003 and current state in 2017.

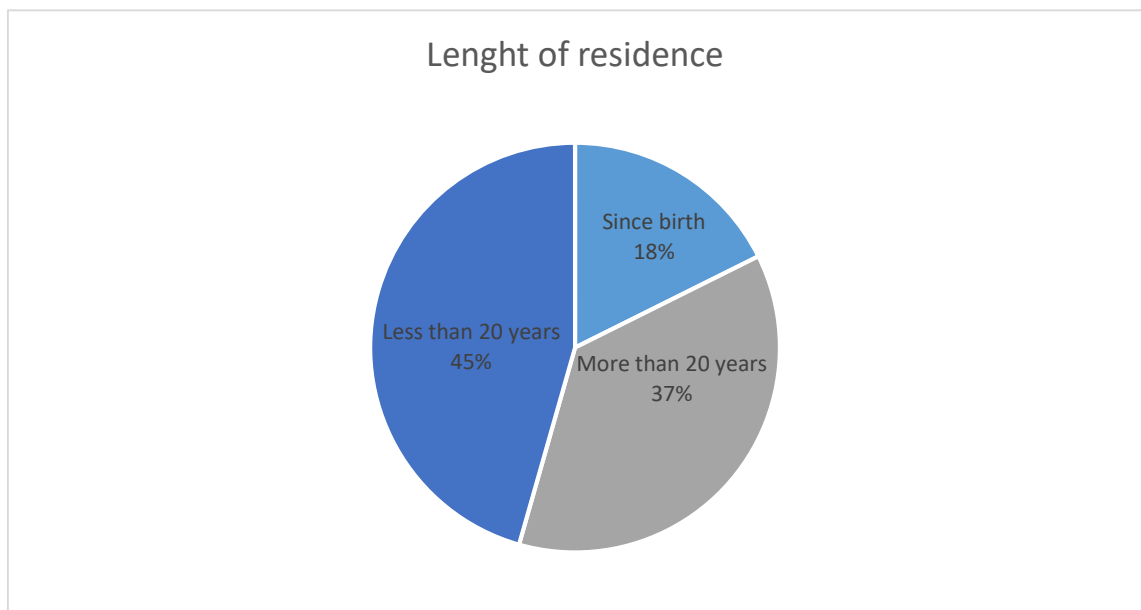


Picture 4 Source: Archivní mapy (<http://archivnimapy.cuzk.cz>); Year: 1968

4.4.1. Interpretation

Length of residence

The first indicator in the questionnaire was the length of the residence. The length of 20 years was chosen while it roughly corresponds with the yearly rise of suburbanization processes on Czech territory. Special category “since birth” can be included in the group of “old residents” as well as “new residents” but certainly has a strong connection to the municipality and high level of identification.

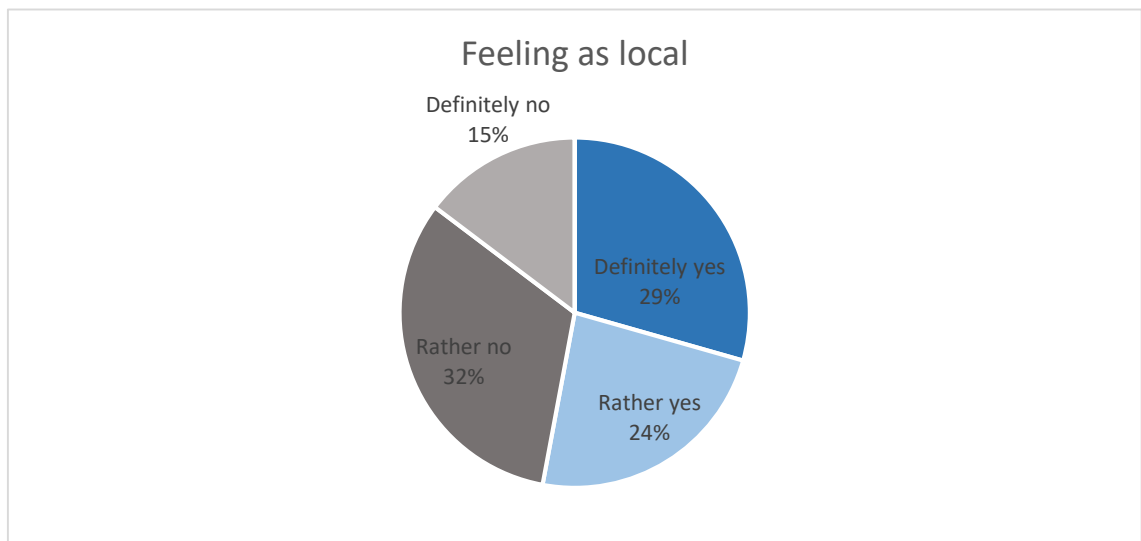


Graph 5; Source: Own research; Year 2017

Data show that in the researched sample the bigger percentage of people lives less than twenty years in the municipality and can be considered as new residents. This group showed a lower number of people living in Kníničky since their birth. The second group of residents – living in municipality longer than twenty years showed the little lower percentage, but this could be caused by a bigger portion of people living in the municipality since their birth.

Feeling as local resident

Next part of the questionnaire asked if a person feels as a local or old resident of Kníničky (in sense of feeling of belonging to the municipality and the local community). This question helped to identify the degree of relationship with the place of residence. This feeling of identification strengthens the community and helps with solving and prevention of certain developmental problems. Prevents spatial separation, polarization and closed community creation.

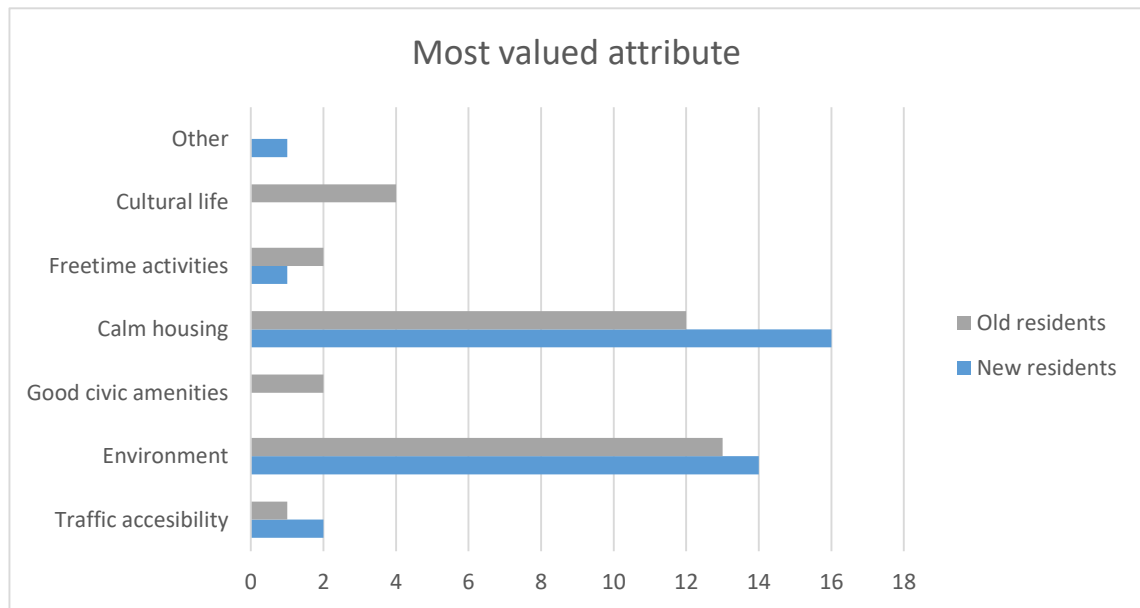


Graph 6; Source: Own research; Year 2017

Results show that most of the residents identify as locals, although the not negligible portion of people has chosen a negative answer. From the area of questionnaire collection, we can determine, that majority of negative answers came from people living in the new development. This might be indicator already thriving spatial separation and is a warning signal for the management of the municipality. This process although is not irreversible and calls for increased attention and efforts to redress this issue with such tools as a public discussion on the municipal level. Increase of the social synergy is one of the main prerequisites for successful and sustainable development.

Most valued attribute

In this point the questionnaire assessed what is perceived as the most valuable attribute of Brno Kníničky and if the development could be driven by same reasons as suburbanization processes elsewhere. Simply put – what is it that draws people to the district? As proposed answers were chosen typical advantages and disadvantages of suburbanized areas.

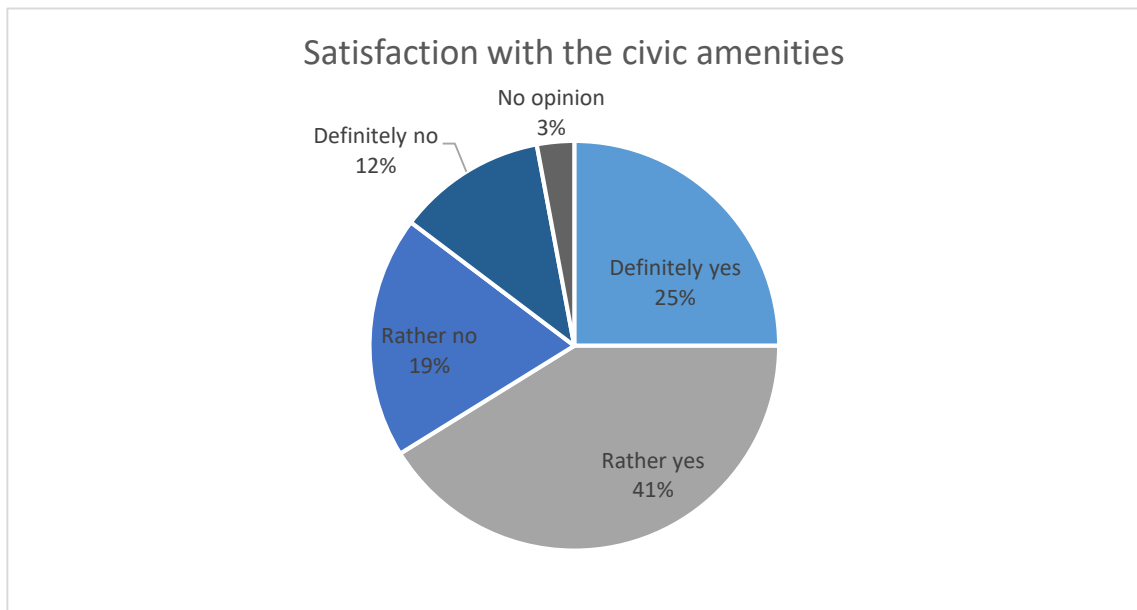


Graph 7; Source: Own research; Year 2017

Distribution of responses shows typical emphasis on calm housing and a good environment in contrast with noisy frantic environment of the city center. Civic amenities, social life, and free time activities, to no surprise, didn't score high. They are typical issues for areas experiencing rapid development.

Satisfaction with civic amenities

Next parameter summed up the satisfaction with civic amenities in the municipality. Their lack is a common problem in suburban areas. Kníničky, which were established in 1937, have a higher amount of civic amenities and so higher level of satisfaction should show, in comparison with typical suburban satellites.

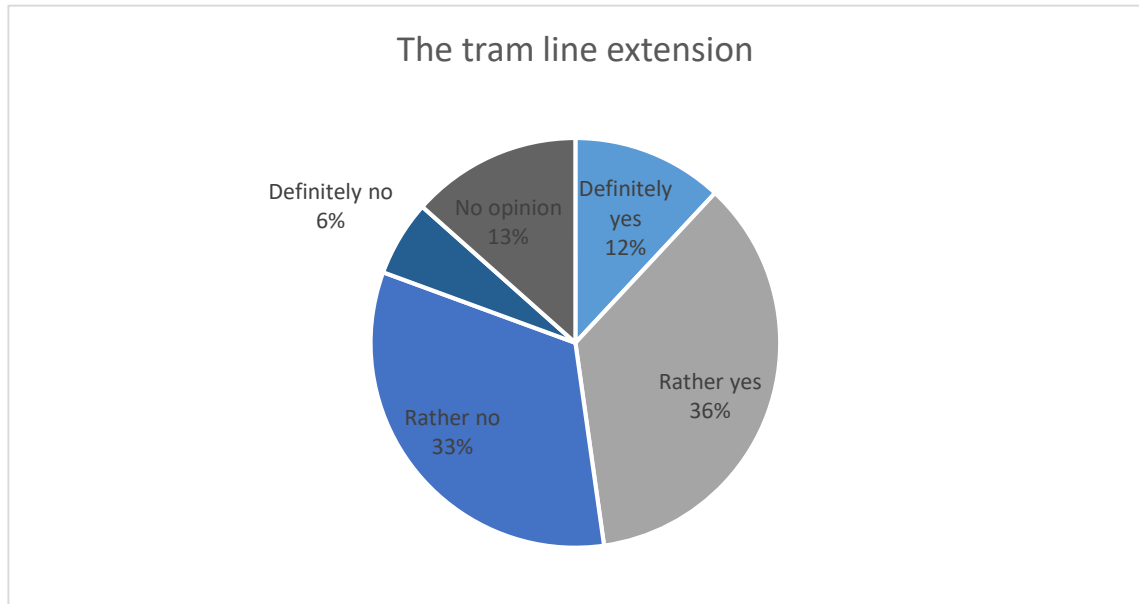


Graph 8; Source: Own research; Year 2017

This assumption has also shown in questionnaire results. Data has shown no significant distinction between opinions of new residents and people living in the old development. One of the things mentioned as missing in the municipality is a shop with mixed goods, but it's questionable if demand in Kníničky is sufficient and if the residents would prefer it over shopping in suburban commercial zones.

Tram line

Next question asked residents if they would welcome the introduction of the tram line into the municipality. This question brought surprising outcome. Presumption was that increased traffic availability would bring positive reactions.

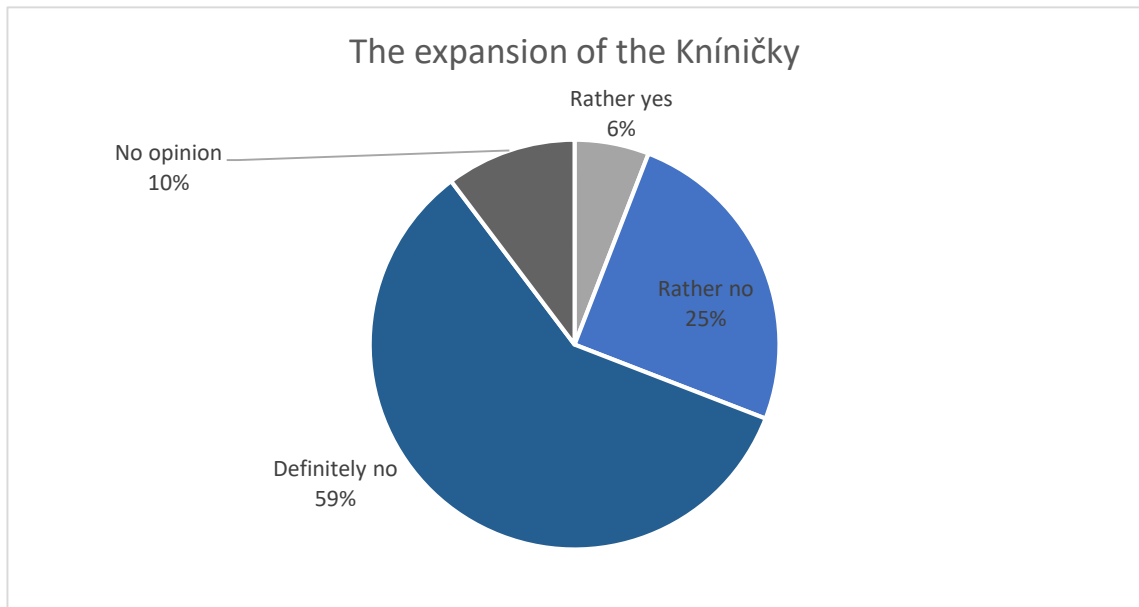


Graph 9; Source: Own research; Year 2017

Many residents expressed a negative attitude towards the tram line extension. Still, positive reactions are the majority. The negative ones can be explained by the preference of car transport, which is typical for suburbanization, and by the potential traffic complications brought by tramline. This also explains why the group of old residents showed higher sympathy for tramline – car usage is an attribute associated mainly with a typical suburban resident working and shopping in the city center. Another argument against the tramline might be the proximity of the Brno damn and fear that the tramline would attract visitors from the city and disrupt the calmness of the area.

The expansion of the Kníničky

The fifth question assessed the opinion about the expansion of the municipality in form of the further residential development.

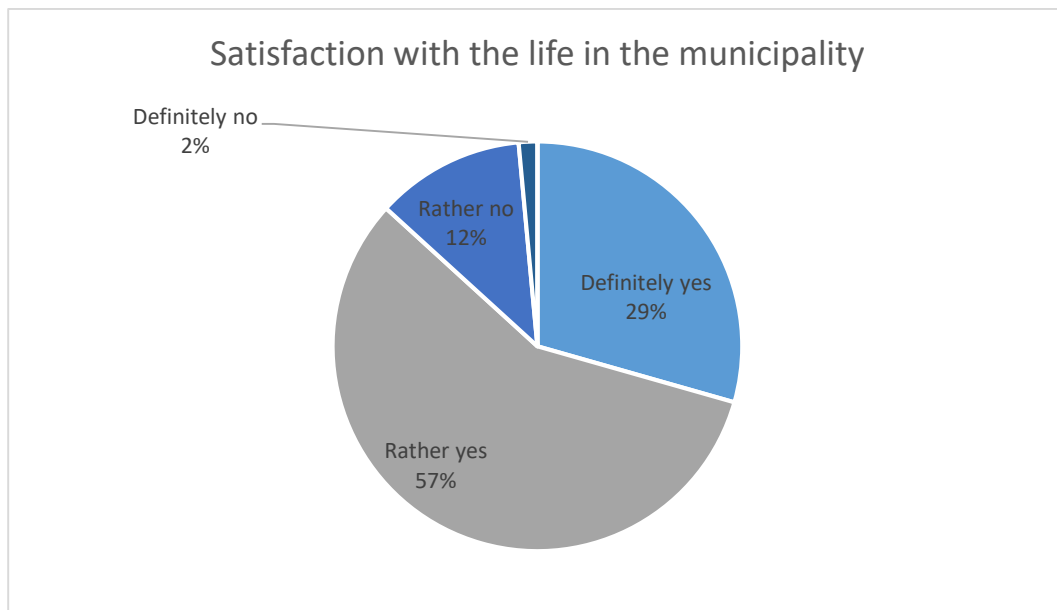


Graph 10; Source: Own research; Year 2017

The vast majority of residents opposed the further residential development. The new, as well as old residents expressed the same opinion. People move to suburbs in pursuit of a better environment, calmer lifestyle and proximity to nature. This all would be endangered by expansion and would bring other developmental problems like denser traffic, or overloading of current civic amenities. In cases when further development is inevitable the careful planning, with sustainability in mind, is necessary.

Satisfaction with life in municipality

Satisfaction with life in the municipality is an important factor. It influences the migration, the concern about events in the municipality and also cohesion of social function. This meaning that residents identify with the municipality, care about the municipal development and actively participate in municipal social life.

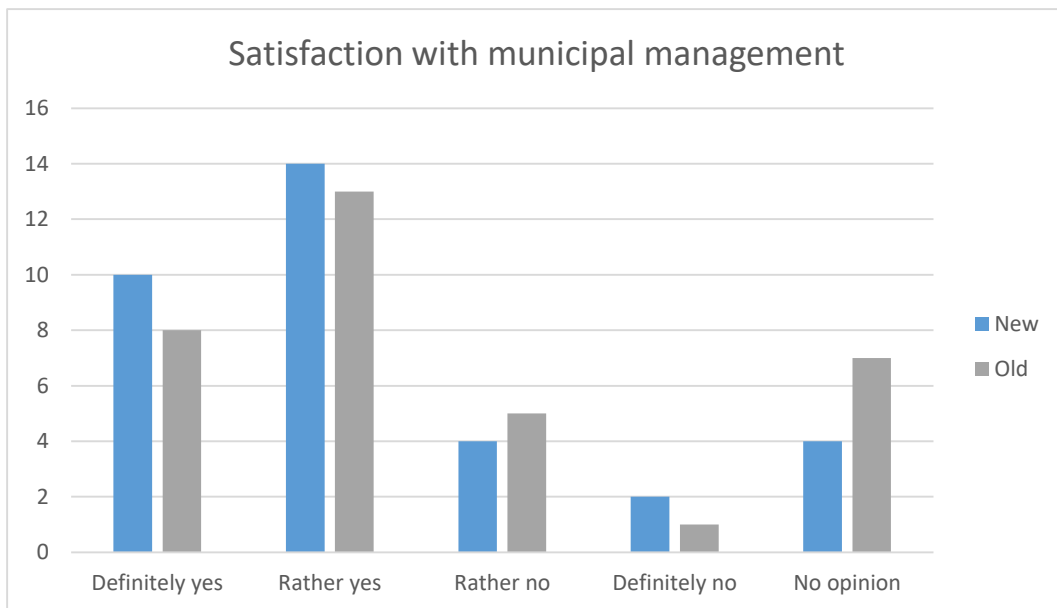


Graph 11; Source: Own research; Year 2017

The majority of the residents have marked the positive answer. Kníničky is experiencing an inflow of people and is desired a place of residence because of their proximity to Brno combined with the calm rural atmosphere. This positive attitude is a good basis for the improvement of the social environment in the municipality, as well as for the future development.

Satisfaction with the management of the municipality

In the last communal election won the party SNK ZA KNÍNIČKY with Bc. Martin Žák in the lead. The management of the municipality has great impact on life quality in the municipality. The proactive approach along with readiness to solve the problems of the residents is valued. It's important for municipal management to act as a unifying agent in the sense of social unity. To initiate social activity and the participation of the residents.

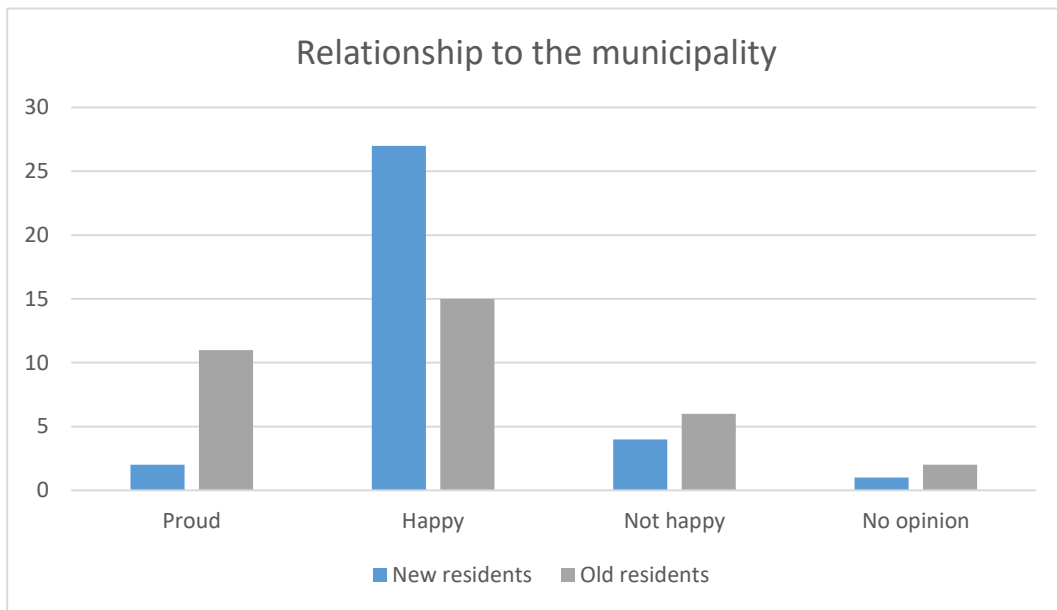


Graph 12; Source: Own research; Year 2017

Histogram shows, that residents of Kníničky are rather satisfied with the management of the municipality. No significant difference in opinion of new and old residents was noted.

Relationship to the municipality

Satisfaction with living in the certain area is a major factor influencing life quality. In Kníničky was anticipated high satisfaction with life quality. As the expression of the highest satisfaction was chosen the feeling of being proud to be part of the Kníničky. This feeling of connection with the municipality is very important while it's essential for the psychological well-being of residents and is closely connected with involvement in municipal matters – which is desirable phenomena.

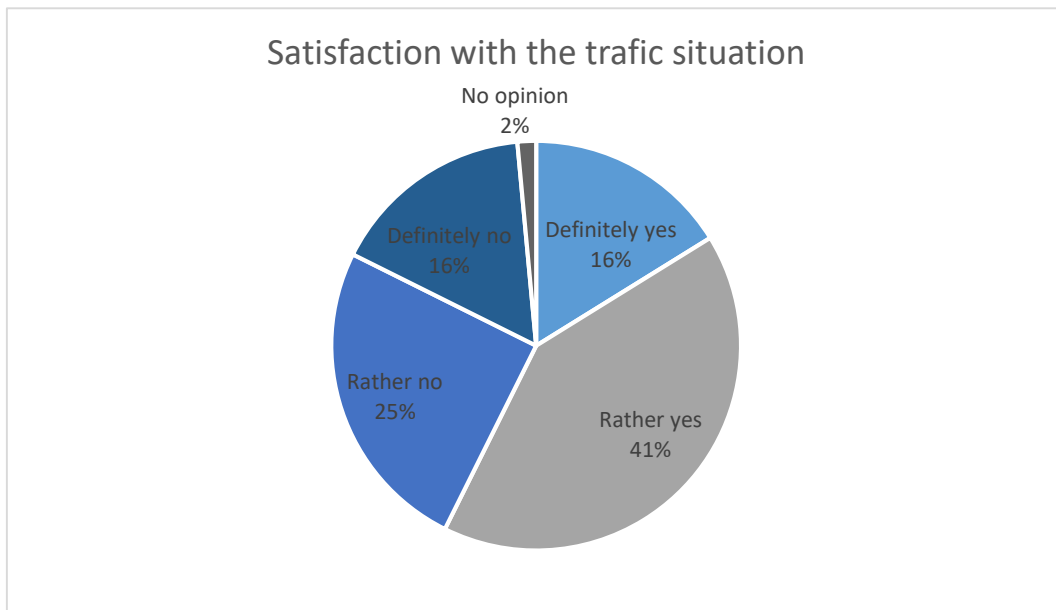


Graph 14; Source: Own research; Year 2017

The data suggest, that feeling of happiness prevails among the interviewed residents, which is definitely positive indication and corresponds with Kníničky attractiveness in real estate market. The category of old residents shows the bigger proportion of people who feel proud to be part of the municipality – this clearly shows their bigger commitment to the participation in municipal life. But on the other hand, they present a bigger portion of people who are not happy. This might be people who didn't reconcile with the rapid development of the municipality and yearn for older, calmer days.

Satisfaction with the traffic situation in the municipality

Hand in hand with suburbanization comes an increase in traffic density. Uncontrolled developmental sprawl can neglect this aspect and cause traffic overload. Kníničky has experienced a rapid inflow of wealthy residents, who rely on cars for their daily commuting. Graph illustrates, if residents perceive the traffic increase as a problem.

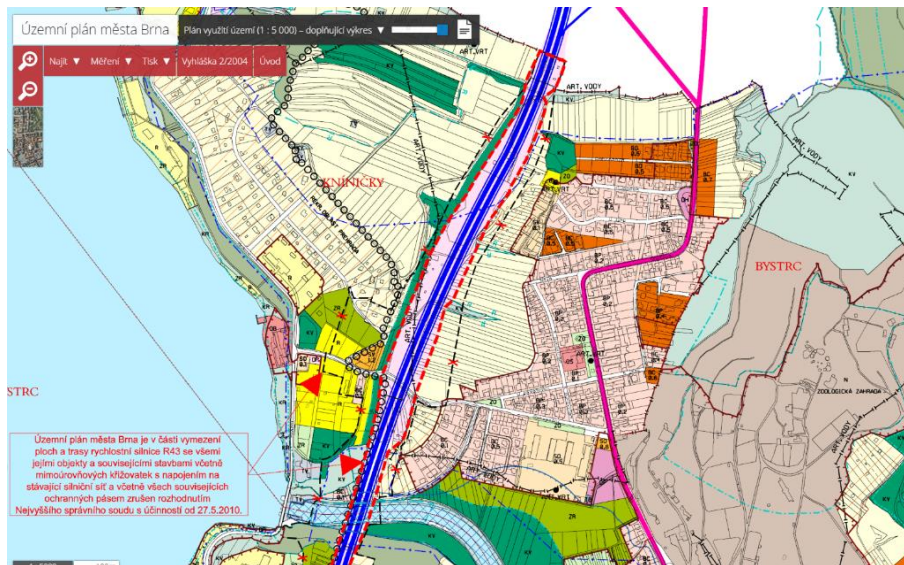


Graph 14; Source: Own research; Year 2017

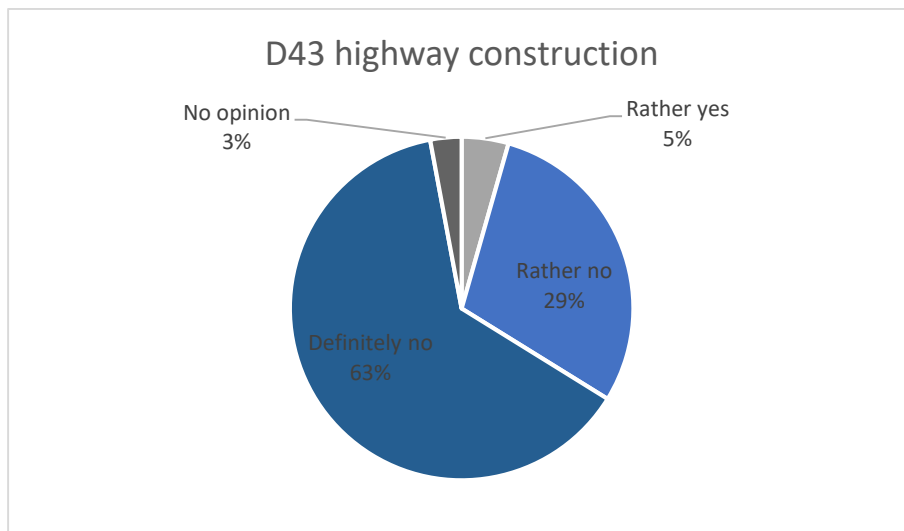
Questionnaire shows that people in Kníničky are rather satisfied with the state of the traffic flow. There was no significant difference between answers of new and older residents. Of course the issues occur in the time of rush hours, but usually not directly in the Kníničky itself, but further in the direction of Brno.

D43 through Kníničky

D43 formerly known as R43 is the planned highway connecting cities Brno and Moravská Třebová. The main argument for this projects is that the accessibility of many towns and municipalities would be improved, the permeability of the entire road network of the Czech Republic would improve and the traffic load in many of the exposed areas will be reduced. The construction began in 1939, was stopped in 1942 and was never resumed again. (ŘSD, 2017) A preferred variant of the construction would go thru vicinity of Kníničky, between the houses and the dam shore.



Picture 7 - Proposed course of the D43; Source: GIS (<http://gis.brno.cz/ags/upmb/>); Year 2017

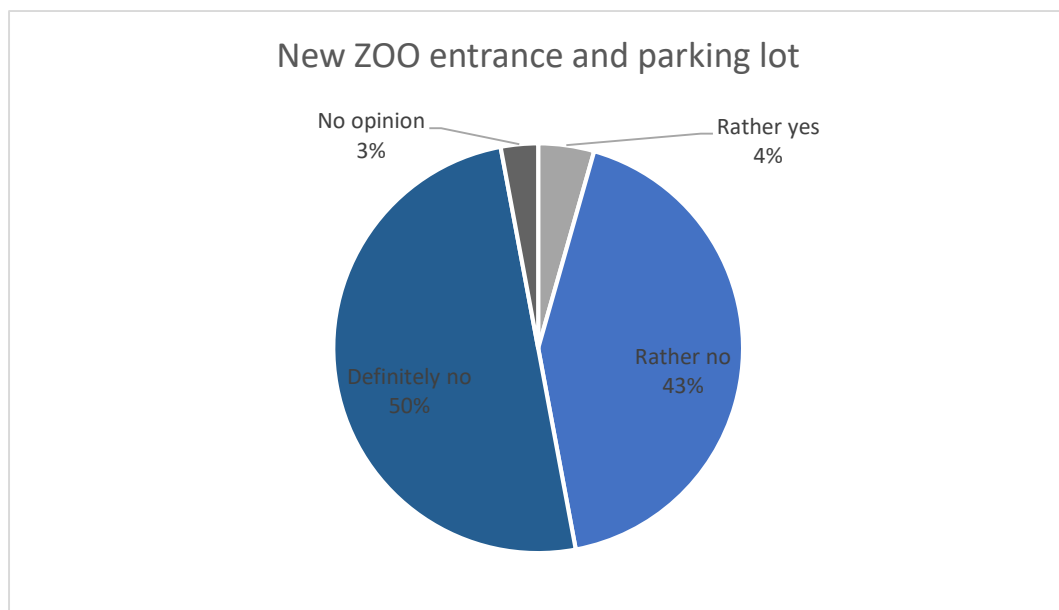


Graph 15; Source: Own research; Year 2017

The reaction of residents was in the vast majority of cases negative, no matter if they belong to the traditional or new development. As it's in many cases people tend to applaud to the construction of publicly beneficial projects, but not at the expense of their own comfort and peace.

The new ZOO entrance and parking lot

Kníničky lie in the neighborhood of Brno ZOO, which is in need of new entrance and parking lot. Recent project designs construction of the entrance area, parking place for three hundred cars and Antarctic exhibition. These objects should arise in the Ondrova Street in the southwest part of the Kníničky. Similarly to the construction of D43, the local residents don't want their calm neighborhood disrupted by increased number of tourists and increased traffic.

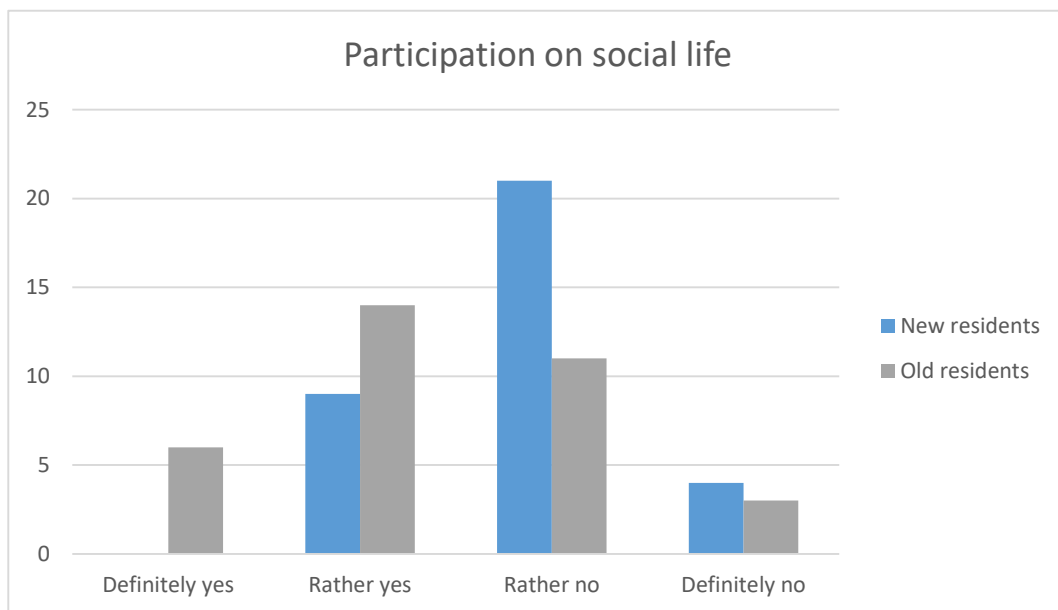


Graph 16; Source: Own research; Year 2017

Participation in municipal social life

“Basic condition for the successful development of municipalities are their residents (human capital), which can become, if they are interested and willing to participate on municipality development, key implementers of development (Svobodová, 2011).”

For good life in the municipality it's necessary for people to feel a connection with their municipality and to be willing to participate in its activities. This could mean visiting outdoor events, enrolling children in the local school, use services of local vendors or just spending free-time in the area. This involvement is often complicated with the lifestyle of residents – commutation to work and school, the polarization of residents, the creation of closed communities etc. Kníničky has advantage of relatively developed civic amenities among which we can find kindergarten, sport areal, gym, sweet-shop or several restaurants. The disadvantage may be in the lack of natural centre in form of square with shops.



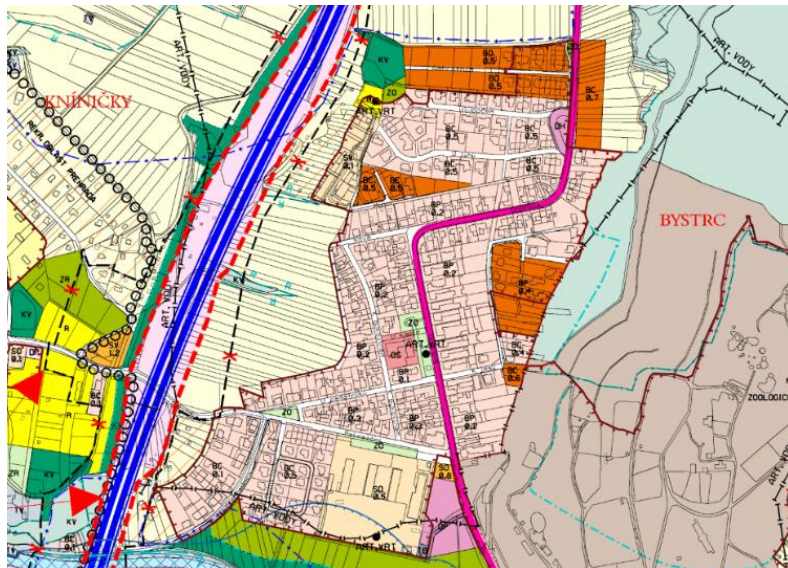
Graph 17; Source: Own research; Year 2017

Data dispersion suggest that positive answers were mainly reserved for people living in the older development. This fact is clearly pointing out one of suburbanization issues – people living in new development spend their time outside the municipality and don't feel need to participate in municipal matters. This then makes identification with place of residence more difficult and leads to developmental problems.

4.5. Developmental recommendations

Future development of the Kníničky is mainly linked with suburbanization processes and issues they inevitably bring. Future development strategy needs to choose the way, how to address these issues and how to utilize suburbanization mechanisms to sustainably thrive and continue to be a favourable place for life.

The most elemental question is whether to support the further residential development of the area. The valid land use plan, as seen in the picture below, doesn't leave much space for further construction. The plan comes from year 1994 and is likely that its innovation is nearing and experience shows us that spatial planning is not always steadfast in the face of lobbying interests.



Picture 8; Brno, land use plan (Area available for construction marked orange)
Source: GIS (<http://gis.brno.cz/ags/upmb/>); Year 2017

Since the questionnaire shows that further development is clearly against the will of locals and most likely would cause additional straining of civic amenities in Kníničky, recommendation is to avert the further residential development of the area. This issue is not directly in the hands of Kníničky local government and so communication with city council is essential. The limits on purpose and form of constructions must be adopted in order to save the character of the landscape.

Missing civic amenities pose a worrying obstacle. The age of local residents is raising, the young and middle-aged people who moved into Kníničky with the first wave of suburbanization in the 1990s are now coming into their forties and fifties. This means that they'll soon be leaving the productive age and their spatial and socio-economic behaviour

will change. These people will more and more need entertainment, shops with daily needs, caring services and doctors close to the place of their residence. This will result in a need for higher involvement in municipal social life. The issues of spatial segregation and social polarisation could, with careful planning, resolve themselves out. It is necessary to hold public events in the municipality and try to reach and involve as many people as possible (Maier, 2012).

The condition for the creation of civic amenities and similar beneficial entities is their economic viability. It's undisputable that neighbourhood with Brno ZOO and vicinity to the Brno dam holds a great economic potential. Suggestion is that Kníničky conforms with the construction plan of the new entry to the ZOO. The inflow of tourists could bring the needed impulse for economic development and would give municipality more than just residential purpose. Local businesses, having more customers, could greatly increase their quality and locals would benefit from strengthened infrastructure. The Dam holds similar capacity. The recreational development would bring life into the municipality and help to stabilise local business environment leaving residents with much more developed civic amenities. There is also need for stronger support of the local businesses in form of provision of business space and even incentives to make the area more attractive. The Kníničky has no natural centre, or a square, providing place for local businesses, its creation would improve the living conditions in the municipality.

The time factor is important, while the population is growing older and investors may decide to choose different locality. This approach, of course, has the drawbacks in form of sacrificed calmness, rural character and environmental purity of the Kníničky. It's necessary to ensure that the development is sustainable and doesn't deplete the local environment or irreversibly change the landscape character.

The emphasis on one way, residential development only, is not healthy and in long term sustainable. Every area needs to divide its strengths in pursuit of prosperity and stability.

Possibly biggest thread to the suggested course of development poses the variant of planned construction of D43 leading near Kníničky. This construction is in direct conflict with proposed concentration on recreational development in the area. The district management and residents need to use every mean available to avert construction direction elsewhere.

5. Conclusion

The thesis sums up the suburbanization as a logical step in city development fuelled by the desire to live in safer and calmer environment. This, in our environment, often uncontrolled process brings many developmental challenges on the social, economic and environmental plane. The growth of “satellite towns” and spatially separated housing complexes with a uniform character often leaves residents with dissatisfactory life quality. This works research identified the most significant issues in depersonalization of municipal social environment and in inadequately developed civic amenities. Researchers believe that people living in suburbia will grow older and this will force them to change their spatial and socioeconomic behaviour, leading to gradual improvement (Maier, 2012).

In the case of urban district Brno Kníničky, the recommendation is to diversify the function of the area by focusing on service trade and tourism. The great potential in this field is given by vicinity of Brno ZOO and Brno dam. This developmental direction would provide the local business environment with needed developmental impulse and would secure the viability of local businesses. The economic and social renewal would improve the life quality in the area.

Suburbanization processes as such are often overlooked subject. Further research is needed to prevent the formation of isolated housing areas with poor viability outlooks. Suburbanization is a self-ruling process and its future form remains uncertain. The Czech Republic has an advantage of local suburbanization being delayed by later liberalisation of the market. Clearly, there is a need for greater focus on planning which takes into account socio-economic reality of suburban life. After all, only good looking and calm environment is not what makes a place good for life. It's the complicated network of social and economic relations what makes a place ideal.

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8. Annexes

Annex nr. 1: The questionnaire

Dotazníkové Šetření – Suburbanizace

(Nevyhovující otázky prosím vynechejte)

Identifikační údaje:

- Věk:
- Pohlaví:
- Profese:
- Dosažené vzdělání:

Dotazník:

1. Jak dlouho žijete v MČ Brno – Kníničky

- Od narození
- Více než 20 let
- Méně než 20 let

2. Označil/a byste se za „starousedlíka“?

- Rozhodně ANO
- Spíše ANO
- Spíše NE
- Rozhodně NE
- Nevím

3. Jste spokojen/a s občanskou vybaveností MČ Brno – Kníničky

- Rozhodně ANO
- Spíše ANO
- Spíše NE
- Rozhodně NE
- Nevím
-

4. Uvítal/a byste zavedení tramvajové linky do MČ Brno – Kníničky

- Rozhodně ANO
- Spíše ANO
- Spíše NE
- Rozhodně NE
- Nevím

5. Jste pro další rozšiřování obce – výstavbu nových domů?

- Rozhodně ANO
- Spíše ANO
- Spíše NE
- Rozhodně NE
- Nevím

6. Jste spokojen/a s životem v obci

- Rozhodně ANO
- Spíše ANO
- Spíše NE
- Rozhodně NE
- Nevím

7. Jste spokojen/a s vedením obce

- Rozhodně ANO
- Spíše ANO
- Spíše NE
- Rozhodně NE
- Nevím

8. Jak byste popsal/a svůj vztah k MČ Brno – Kníničky

- Jsem hrdý/á, že bydlím v MČ Brno – Kníničky
- Jsem spokojený/á, že bydlím v MČ Brno – Kníničky
- Jsem nespokojený/á, že bydlím v MČ Brno – Kníničky
- Nemám názor
- Jiný názor: _____

9. Jste spokojený/á s dopravní situací v MČ Brno – Kníničky

- Rozhodně ANO
- Spíše ANO
- Spíše NE
- Rozhodně NE
- Nevím
 - Proč: _____

10. Jste pro variantu výstavby R43 vedoucí přes MČ Brno – Kníničky

- Rozhodně ANO
- Spíše ANO
- Spíše NE
- Rozhodně NE
- Nevím
 - Proč: _____

11. Jste pro výstavbu nového vstupu a parkoviště do Brněnský ZOO?

- Rozhodně ANO
- Spíše ANO
- Spíše NE
- Rozhodně NE
- Nevím
 - Proč: _____

12. Které z následujících vlastností obce si ceníte nejvíce?

- Dopravní dostupnost (Brno, Tišnov)
- Příjemné prostředí, dostatek zeleně
- Dobrá občanská vybavenost
- Klidné bydlení
- Dostatek volnočasových aktivit pro děti i dospělé
- Dostatek kulturního vyžití
- Jiné

13. Účastníte se kulturního a sociálního života v obci?

- Rozhodně ANO
- Spíše ANO
- Spíše NE
- Rozhodně NE
- Nevím

14. Co je podle vás největším problémem MČ Brno – Kníničky

- _____

Děkuji za váš čas!