



FILL THE GAP

## **EUROPAN15 VILLACH**

**MINUTES SITE VISIT 25.04.2019**

Present (alphabetical order):

Christine Aldrian-Schneebacher (Briefer), Iris Kaltenegger (General Secretary European Austria), Christopher Kreiner (ÖBB), Guido Mosser (Building Director Villach), Ernst Rainer (Architect, local juror), Harald Sobe (City Councillor), Ralf Wanek (Town Planning Department), 2 press, 11 participants

### **13:00 – 14:20 site visit**

Iris Kaltenegger welcomes all participants, introduces representatives  
Christine Aldrian-Schneebacher guides through E15 sites

### **14:20 discussion in the City council**

Harald Sobe welcomes participants, is looking forward to having young people taking part in important future steps of Villach's urban development, wishes good luck.

Guido Mosser welcomes everyone, introduces Hans-Gasser-Platz as a good example of recent urban developments in Villach (shared space, reduced car mobility, high quality public space), states that responsive design and awareness planning enhance quality in public environments;

Ernst Rainer and Guido Mosser point out the historical significance of Italienerstraße and it still being one of the most important north-south connections on a secondary level within the city; role as a spine to connect the E15 sites with each other and with the city and the southern suburbs.

Ernst Rainer explains the role of the E15 sites as one of the main development target areas stated in the City Development Concept. The existing businesses as well as the recently installed climbing hall is a first trigger to bring more productive city.



## Q&A

- Data of cargo trains at day and night? > Data on noise at the Westbahnhof area is available for download. (*AT-VILLACH-NoiseInvestigation-20190425.pdf*)
- Why do car freight trains stop for a longer period of time? > There are no data available on this issue. Possibly for operational reasons (signals, etc.).
- Why was the current train station moved approx. 100m to the south from the original West Railway Station? > The new station building was moved for structural reasons. Due to the listed status of the former station building, the construction of a passenger tunnel, which was needed to access the new platform arrangement, would have been too expensive. Therefore a new train stop and tunnel was built next to the station building.
- accessibility/permeability of site B at the southern tip: discussion about likelihood to get a piece of land from the neighbouring businesses (car wash, engineering company,...) > Ralf Wanek points out the importance of accessibility and states that on a strategic level this is a crucial point of the development. For realization this is still subject of negotiation.
- New mobility concept: site C and the area around West Railway Station could be one of the first anchoring points - and should be!
- Urban „threshold“ site A > it is strongly recommended to expand the urban vibrancy of Italienerstraße beyond the location of site A towards site B and even further
- Parking space > heavy discussions since there are different approaches from political and professional side. On the one hand onsite ground level parking is highly profitable and strongly favoured by politics and users. On the other hand Villach is already rich in parking space. Innovative solutions are crucial to meet the requirements of a new urban infrastructure and to implement the city's mobility concept. Take cities like Copenhagen as an example and best practice for multifunctional parking facilities and new systems of infrastructure.



- Sound pollution > think in „productive terms“: functional mix can create active sound barriers without having to erect walls
- Political view in regards of public transport and soft mobility > difficult due to high use of car and small-town-situation with limited existing public transport. Charging facilities for E-bikes and scooters are in planning, bicycle use shall be increased
- Soil contamination (read in urban development concept) > probably existent on site B but not relevant for the E15 competition
- Generation mix > population is getting older, appropriate housing has to be provided. On the other hand there are a lot of young people passing the site or staying there due to the nearby schools, train station, army base, and sports facilities. Also lingering possibilities (for all generations) without being forced to consumption will be welcome.
- kagis (Carinthian Cadastre) surface scan is only available after payment > available data will be provided online. (*AT-VILLACH-SurfaceZ-coordinates-20190425.dxf, AT-VILLACH-TopographyZ-coordinates-20190425.dxf*)
- Plans for West Railway Station buildings on site C > plans are available for download. (*AT-VILLACH-StationBuildingListedGF-20190425.pdf, AT-VILLACH-StationBuildingListedFF-20190425.pdf, AT-VILLACH-StationBuildingGF-20190425.pdf, AT-VILLACH-StationBuildingFF-20190425.pdf*)
- „best practise“ and „worst practice“ examples in Villach > subject for own investigation
- Italienerstraße > to be regarded as a „living street“. Include public open space in the design
- English summary of programmatic framework from urban development concept > available data will be provided online. (*AT-VILLACH-ExcerptsCityDevelopmentConcept-20190425.pdf*)

Villach, 25. 04. 2019, Christine Aldrian