



BRUCK/MUR

SITE VISIT / REPORT MINUTES

08.04.2015

A map of the route and photos of the site visit will be uploaded.

MEETING

Robert Pichler, Director of Urban Planning, City of Bruck an der Mur presents the context of the city and the competition brief of Europan13.

FAQ

Q: Why is an activation of the river shore of the river Mur for public not a discussion in Bruck?

A: Of course we are discussing this issue. Currently two gastronomic businesses are opening along the river shore. The possible development of an activation of the river shore is concentrating more to the West of the City. It has to be considered that the river shore is in walking distance of the Europan Project Site (5min). In general, as written in the competition brief, the high accessibility of the Project Site plays the key role and the site could be seen as a hub to change from train mobility to slow motion to access different sequences of qualitative spaces within the city and the city region.

Q: Is there a predictable time horizon of the start/process of the smart city project in the North-East of the city?

A: No, there is neither a certain time nor a clear program decided yet. One goal of the smart city project is to establish the site as a good address for offices and implementing 1.000 new workplaces.

Q: Is the focus on the program of offices in the smart city area around the main railway station not too similar to the programmatic visions of the Europan project site as a center of the city region and its possible new regional train station?

A: No. The main railway station in Bruck/Mur connects the city with the international network (international scale). Trains from the North (Wien) going to the South (Graz) always stop at the main railway station in Bruck/Mur.

The Implementation of a new railway station of the regional train at the Europan project site plays a key role within the city region Bruck/Kapfenberg/Leoben (regional scale) and positions Bruck/Mur as the geographical center within the city region. The regional train connection could be seen as the "tramline" of the city region.

Q: Where exactly is the position of the underground brook "Weitentalbach" on the Project Site?

A: The underground brook is crossing the Project Site. A plan will be added to the competition brief.

The brook is located 4-6m under the earth. It is not recommended to redirect it (high costs and effort!). In the case of uncovering it, the quality of the uncovered space (minus 4-6m) needs to create

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an added value and the issue of flooding-protection has to be considered then. Also underground parking has to be considered and cannot be located near the position of the underground brook. Document BRUCK-AT-PS-M05.pdf will be uploaded.

Q: Is the position of the fenced seeping basin marked in the plans?

A: Yes, it is included in the plans. See BRUCK-AT-PS-M01.dxf

The basin needs to be kept for infrastructural reasons.

Q: How popular are bikes as a mean of transport in Bruck/Mur?

A: The usage of bikes is not very high, so it is of course increasable. In the last years some bike lanes were established; of course bike lanes are integrated in all new urban developments. In general bikes are used for leisure, not for everyday mobility. In Kapfenberg the municipality started a campaign to support the everyday-usage of bikes.

Regional bike routes: <http://www.muradweg.com/de/muradweg>

Q: It is possible to start hiking directly from Bruck/Mur?

A: Yes, it is. Especially the South of the European Project Site offers a lot of hiking possibilities and leisure program – especially for families - in the nature resort (Hochanger Nature Resort/Weitental). The access of the hiking area (Hochanger/Weitental) is in the South of the Project Site via the underpass “Stadtwaldstraße”. Therefore a qualitative crossing of the Project Site for people who wants to access the nature resort has to be considered within the competition task.

Hiking trips see: <http://www.bergfex.at/sommer/bruck-an-der-mur/touren/wandern/>

Nature resort: <http://www.naturschutzzentrum.at>

Q: Is there a preferred position of the possible future regional railway station on the Project Site?

A: In previous discussions the preferred position was more in the South-West of the Project Site along the rail tracks. Due to high costs, a minimalized equipment of a stop would not implement an additional tunnel, people will still have to use the existing tunnel in the East to reach the South. Teams are asked to provide good strategies for an integration of a possible station considering the network of paths and connections on and around the project site.

Approx. sizes of a standard regional railway station (calculated with 500-1.000 people/day):

Length of the platform: approx. 160m

Width of the platform: approx. 7-10m

Standard size of a roofed station building on the project site: 20x5m

Very likely the station will be located only on one side of the rail tracks = in the South of the European project site.

Q: How important is the topic of European13 “Adaptable City2”?

A: Bruck/Mur is part of the topic “How to create positive dynamics from a difficult situation?” The topic can be interpreted for Bruck, but it is not mandatory.

Q: What is the height of the skyscraper near the main railway station?

A: 12 floors.

Topography:

In the file "Bruck-AT-PS-M03" the height differences of the topography are apparent in the naming of layers (in meters).

Building Heights:

Information about the building heights will be uploaded very soon.

3D Model:

There is no 3D model available