



Frank Bothmann
Rudolf Kerndlmaier
Albert Koffeman
Klaus Mandel
Sarah Wallbank
Editors

Guidebook

Artery – Transforming Riversides for the Future

A Guidebook for Riverside Regeneration

Learning from INTERREG IIIB // North West Europe



 Springer

Frank Bothmann

Rudolf Kerndlmaier

Albert Koffeman

Klaus Mandel

Sarah Wallbank

A Guidebook for Riverside Regeneration

Artery - Transforming Riversides for the Future





This publication has received European Regional Development Funding through the INTERREG III B Community Initiative

Frank Bothmann
Rudolf Kerndlmaier
Albert Koffeman
Klaus Mandel
Sarah Wallbank

A Guidebook for Riverside Regeneration

Artery - Transforming Riversides
for the Future

Frank Bothmann
Regionalverband Ruhr, Ref. 11
Kronprinzenstrasse 35
45128 Essen
Germany

Rudolf Kerndlmaier
Verband Region Stuttgart
Kronenstrasse 25
70174 Stuttgart
Germany

Albert I. Koffeman
Provincie Zuid-Holland
Postbus 90602
2509 LP Den Haag
The Netherlands

Klaus Mandel
Verband Region Rhein-Neckar
P 7 20-21
68161 Mannheim
Germany

Sarah Wallbank
Mersey Basin Campaign
Fourways House
57 Hilton Street
Manchester M1 2EJ
United Kingdom

Library of Congress Control Number: 2006932043

ISBN-10 3-540-36726-8 Springer Berlin Heidelberg New York
ISBN-13 978-3-540-36725-3 Springer Berlin Heidelberg New York

This work is subject to copyright. All rights are reserved, whether the whole or part of the material is concerned, specifically the rights of translation, reprinting, reuse of illustrations, recitation, broadcasting, reproduction on microfilm or in any other way, and storage in data banks. Duplication of this publication or parts thereof is permitted only under the provisions of the German Copyright Law of September 9, 1965, in its current version, and permission for use must always be obtained from Springer-Verlag. Violations are liable to prosecution under the German Copyright Law.

Springer is a part of Springer Science+Business Media

springer.com

© Springer-Verlag Berlin Heidelberg 2006

The use of general descriptive names, registered names, trademarks, etc. in this publication does not imply, even in the absence of a specific statement, that such names are exempt from the relevant protective laws and regulations and therefore free for general use.

Project Coordination, Final Editing, Layout and Graphics: Die PR-BERATER GmbH, Köln
Maps: GeoKarta GbR, Stuttgart

Printed on acid-free paper 30/3141/as 5 4 3 2 1 0



7 Preface

Chapter 1 8 Artery – The Idea

Post-industrialisation and derelict riversides are common along the rivers Mersey, Ruhr, Neckar and Hollandsche IJssel. So joining forces to face the challenge of riverside regeneration made sense

Chapter 2 28 Artery – The Projects

Attractive recreational facilities, rediscovered historic sites and valuable green spaces – balancing nature preservation with public needs: Ten projects with lasting effect on their riverbanks

Chapter 3 50 Transnational Exchange and Transfer of Knowledge

Four common themes facilitate the exchange between the Artery partners, putting co-operation and the transfer of knowledge at the core of this ‘community of practice’

Chapter 4 62 Public Participation

Public opinion is a critical benchmark for development programmes: active involvement of local people offers great opportunities for the sustainability of projects. Following this target-oriented approach creates a long lasting sense of ‘ownership’ in the community



Chapter 5 90 Public Awareness

Sustainability relies on continuous engagement. Education and information generate support among adults and children alike and raise awareness for current and future developments of river landscapes

Chapter 6 110 Public-Private Partnership

The successful implementation of projects requires different talents and means: co-operations with partners from the private sector can secure know-how, additional funding and long-term maintenance

Chapter 7 140 Regional Strategies

A comparison of development strategies for the regeneration of postindustrial riversides. Examples of 'best practice' and recommendations for action

Chapter 8 160 Artery – Review and Prospects

A brief résumé of the experiences gained and an outlook on what to expect for riverside development in the future

168 Annex

Artery Project Partners, References, Picture Credits, Index



I welcome the opportunity to introduce this guidebook which presents the final results and outputs of the Artery partnership, funded under the INTERREG IIB North West Europe Programme and which focuses on riverside regeneration across Germany, the Netherlands and the UK.

As this guidebook demonstrates, riversides were for several centuries the backbone of economic development. The Artery partnership brings together five metropolitan regions, namely the Ruhr District, Rhine-Neckar and Stuttgart-Neckar in Germany, Mersey Basin in England's North West and Hollandsche IJssel in the Netherlands. Each represents declining industrial areas which suffer from heavy industrial heritage that hinders re-vitalization. With the decline of major industries such as steel, coal or shipbuilding, their riversides had fallen into neglect and become often inaccessible.

The Artery project partnership demonstrates that this is not an irreversible trend.

As metropolitan regions develop, the need to contain urban sprawl and regenerate riverside regions has made itself more acute. Riversides have increasingly become the focus of regeneration schemes: waterfront locations offer prime locations for businesses, housing, green open spaces for recreational activities. The ten pilot projects within the lifespan of the project have brought tangible improvements to the quality of people's lives and triggered further leverage for investment: in total over 13 million euros. Artery has also developed a number of interesting experiences to

develop a sense of ownership and civic pride through community involvement in riverside areas. This guidebook also provides planners and policy-makers with some valuable insights on how to make wider use of Public and Private Partnerships.

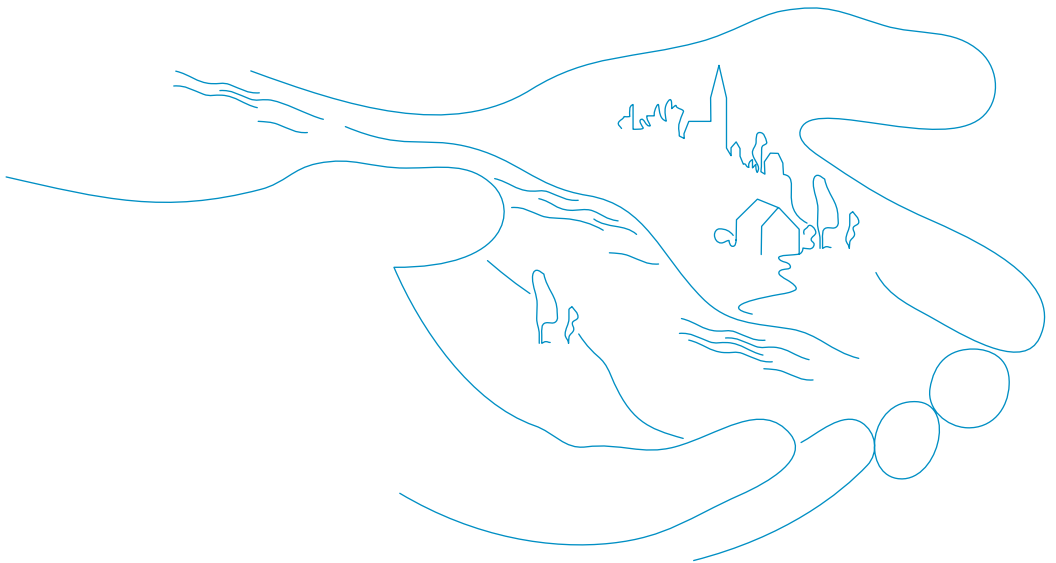
Better knowledge of best practice is an essential tool for intelligent urban development. By sharing their findings and experience, the Artery partners have developed extensive expertise on the subject of riverside regeneration and set new benchmarks. They show the way forward for the next programming period in promoting the attractiveness of European cities and regions and achieving sustainable development.

I hope this guidebook will inspire regional developers and policy-makers with fresh ideas and inspiration on how to successfully transform regional riversides for a sustainable future.

I would also like to express my thanks to all the partners engaged in this project for their commitment, their efforts and their spirit of cooperation as well as the programme authorities for assisting them in putting their ideas into practice.

A handwritten signature in black ink, reading 'D. Hübner'. The signature is fluid and cursive, with a horizontal line above the 'H'.

Danuta Hübner
EU-Commissioner for Regional Policy



Artery – The Projects



GB // Speke and Garston Coastal Reserve

Artery turns former airfield into a new recreational resource for local people and improved habitat for wildlife. The new state-of-the-art clubhouse transforms Liverpool Sailing Club into a community based premier water sports facility.

The new club-house of the Liverpool Sailing Club is shaped like the sails of a sailing boat // In dialogue with the local youth to gain support for the redevelopment of the Mersey Estuary // Old airfield makes room for nature and recreation





Great Britain
Northwest England
Speke and Garston
River Mersey

From the edge of the bustling new Liverpool John Lennon Airport, an urban wasteland used to stretch across the site of the city's previous airport down to the banks of the famous river Mersey. Burnt out cars littered the view of the ecologically sensitive Mersey Estuary. Illegal fly-tippers had dumped scrap and rubbish all along the river. Belligerent youngsters roamed the terrain.

A safe area for both people and wildlife – that was what the Mersey Basin Campaign (MBC) and landowner Peel Holdings had in mind for the derelict land next to the stunning Mersey Estuary, which is an internationally important Special Protection Area for migratory birds. "The site is of high ecological importance. It was clear that we needed to create a safe environment for people and a good natural environment for wildlife", states Mersey Basin Campaign development manager Iain Taylor.

"Not long ago the land, which is now the Speke and Garston Coastal Reserve, used to be a 'no-go' area", explains Louise Morrissey, Peel Holdings' head of Land and Planning. "After the airport was relocated, the land fell into decline. Fly-tippers moved in and a lot of anti-social issues went on." The Liverpool Sailing Club, which has been on the site for almost fifty years, was regularly vandalised and in the year 2000 was finally destroyed in an arson attack.

In order to finance the one million pound project the Mersey Basin Campaign enlisted the help of public-private partnerships. Landowner Peel Holdings not only offered their land but also legal advice and management. For the coastal reserve's maintenance a special company has been established to guar-

antee that the improvements are not short lived, the Speke and Garston Coastal Reserve Management Company. This unique organisation aims to involve local companies in the regeneration of the area and long term management.

Cleaning up the embankment and re-naturalising the land was not only important for the wildlife, but also for Speke and Garston. As two of the most deprived communities in England, they benefit from the new coastal reserve in more ways than one. The now secure area offers people a green space and a unique access point to the river Mersey. The safe environment has also helped to increase the growth of the neighbouring business park.

The new Sailing Club clubhouse, also part of the Artery programme, is open to everyone and offers the opportunity to learn about sailing and other water sports. "Here in this very natural vicinity many people, especially the young, can discover new ways of experiencing their surrounding environment", explains Tom Workman, president of the Liverpool Sailing Club. Even before the new club building opened, land-based sailing skill activities like blokarts (small land yachts) were up and running. These facilities are accessible for children and adaptable for disabled people.

In close partnership with Peel Holdings, Mersey Waterfront, Liverpool City Council, Northwest Development Agency, and Artery, the Mersey Basin Campaign has succeeded in transforming a vast wasteland into a flourishing riverside, and a burnt out shell into a local meeting point for both young and old.

GB // Mersey Vale Nature Park

The busy M60 motorway through Stockport used to offer drivers a bleak vista of derelict industrial sites clustered along the banks of the river Mersey. The view today is very different - a green waterside nature park offering a haven for wildlife and a place for local people to enjoy.



Land of former railway sidings reconnects now the community of Heaton Mersey with the river // Re-naturalised site becomes part of the nationwide Trans Pennine Trail





Great Britain
Northwest England
Stockport
River Mersey

The River Mersey was once heavily industrialised along much of its length and the Mersey Vale area of Stockport was no exception. The crumbling abutment from a derelict railway bridge offers a reminder of the area's history. Local industries, including a bleach works and old sludge beds from the adjoining waste water treatment works, put a heavy strain on the land and contaminated the environment. As local industries declined and the area lay neglected, fly-tipping and vandalism further degraded its already damaged environment.

"With the help of Artery and the Mersey Basin Campaign, we saw the potential in these derelict sites," explains Simon Pappill from Stockport Metropolitan Borough Council. "We wanted to unite the sites into one project with one underlying theme: a community park and a nature conservation zone."

Mersey Vale covers a large area on both sides of the river, acting as an important green buffer between Stockport town centre and the large residential area of Heaton Mersey. The area has been described as one of the 'green lungs' of Stockport, and despite its turbid history, nature has been re-establishing its claim on the land, with new woodlands, meadows and wetlands springing to life through the rubble. However, the area was still only being used by the occasional dog walker, horse rider and jogger.

In an extensive community consultation, the Mersey Basin Campaign asked local residents two key questions: what they thought of the area now and what they wanted to happen to the land in the future. The results were unequivocal: people said Mersey Vale was remote, unwelcoming, unsafe and appallingly neglected. Not the sort of place they would choose

to visit. But they were equally emphatic in what they wanted for the future: the dereliction repaired, the site's natural beauty protected and enhanced and its recreational potential opened up.

Over the three year project timescale, Stockport Council have developed close working relationships with local landowners and businesses to secure the land for public use. Key stakeholders from the surrounding area gave invaluable guidance on the project's delivery and ensured that the local community's voice played an integral part of the project process.

Now, children enjoy playing on the grass around Mersey Vale Nature Park's beautiful entrance, which they helped to design through a series of workshops, while parents chat away on the new benches overlooking the river. Access improvements have been made to the Trans Pennine Trail, an internationally renowned coast-to-coast, multi-user route across the spine of northern England, encouraging more walkers, cyclists and horse riders to enjoy the area. Additional footpaths invite people to explore the park further on foot or by bike and many different aspects of nature can be discovered along the way. The new provision for canoeing and fishing allows people to discover and enjoy a river from which they were previously cut off.

Sarah Wallbank, Mersey Basin Campaign's project leader, summarises the achievements: "The creation of Mersey Vale Nature Park has been a fun, interactive and inclusive process. By involving local people throughout the project and by recognising the area's great natural potential, we have created an attractive and sustainable park that the community will look after and enjoy both now and in the future."

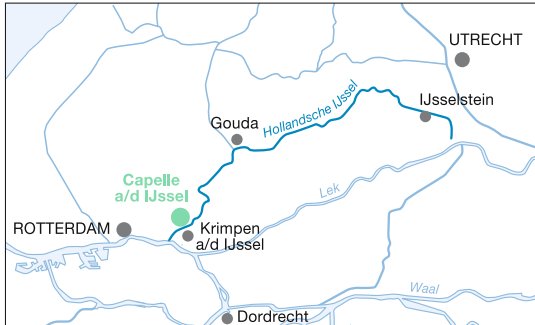


NL // Vuyk Shipyard

A new park on the former Vuyk shipyard brings Capelle aan den IJssel closer to the river Hollandsche IJssel. Artery supports locals as they turn towards the water and facilitates the realisation of their ideas.



The community gathers on the new river banks at the opening of the Vuykyard // The new access to the river reminds of the former slipways // The idle shipyard waiting for regeneration



The Netherlands
South Holland
Capelle aan den IJssel
Hollandsche IJssel

The Hollandsche IJssel has always been the artery for the region beyond Rotterdam. Due to its open connection to the port of Rotterdam and thus to the North Sea it is a freshwater tidal river. An open view over the bustling river is a rare but welcome change in this densely populated region.

Within the boundaries of Capelle aan den IJssel it is unique to actually stand on the banks of the river, since most of the riverbank is inaccessible, blocked by housing and other activities. Where once ships were built in a shipyard, today children play in a park. The design of the boardwalk leading towards the water is reminiscent of the slipways on which the ships were once lowered into the river.

“Most goods are transported by road nowadays and the remaining river transport now takes place in ships too big to be built at a small shipyard like Vuyk” explains former owner of the shipyard E.D. Vuyk. When the yard could not be run profitably anymore he decided to close it and sold the land to the municipality of Capelle aan den IJssel. The land remained derelict for many years and though not a pretty sight, the neighbours were happy to use this opportunity to get closer to their river. However, there was no doubt that housing would eventually arise.

When plans to develop the riverbank were presented the neighbourhood was shocked – 123 apartments on such a limited stretch of land. They feared that the unique opportunity to turn this river access point into a lasting recreational space would pass them by. Leen Keij from the local neighbourhood board asked pointedly: “Will Capelle aan den IJssel in future only be referred to as Capelle?”

Concerned members of the neighbourhood board formed the Petit Comité Vuyk and began asking ques-

tions around town. By means of questionnaires they collected together numerous ideas put forward by over 300 citizens. After intensive lobbying local politicians granted them a voice in the decision making process.

The different needs of the community, from affordable housing to the advantages of recreational green space, were carefully considered, before the city council altered the land utilisation plan from housing to recreational area.

Financial restraints limited the ambitious project and what should have been an attractive park gradually turned into a modest green. The neighbours saw all their efforts threatened by the possibility that houses would be built to finance the plans for restructuring the area. When the Projectteam Hollandsche IJssel made contact with the Artery initiative, a crucial breakthrough was established. René Kandel, project leader within the municipality of Capelle: “The sheer prospect of support through a European network encouraged the municipality to pursue this project.” The committed residents remained doubtful, only when the building board advertising the plans for the park was erected, complete with the European banner and the Artery logo, were they able to celebrate the breakthrough. The point of no return had been crossed – and the plans for the park began to flourish as Artery co-ordinated the continuous participation of the citizens and facilitated the realisation of their ideas.

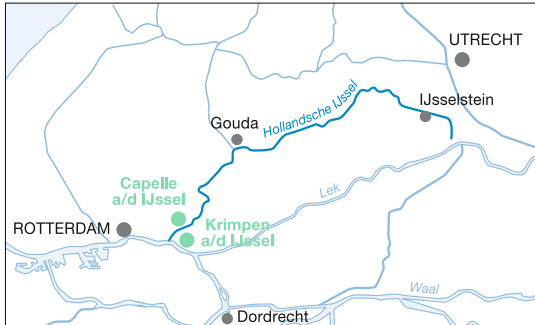
The locals owe it to themselves that they can now enjoy the view from a beautiful boulevard along the IJssel River. Grand Café Fuijs offers a safe haven in the neighbourhood all year round. Who knows, maybe one of the riverboats passing below once slid off the ramps at the Vuyk shipyard?

NL // Baai van Krimpen/ Loswal III

The Hollandsche IJssel was once renowned as Holland's most polluted river. After extensive sanitation it is now ready for rediscovery. Public participation made a real difference in the successful riverside regeneration.

The Baai van Krimpen was not a welcoming place to linger // The river bend at Baai van Krimpen was designated as green space, but was as such hardly used // Former abandoned and neglected site of the 'dukdalf' monument





The Netherlands
 South Holland
 Krimpen / Capelle aan den IJssel
 Hollandse IJssel

A strange construction of massive wooden beams catches the eye on the river bank at Loswal III. It is a 'dukdaif', a mooring post, marking the site where in 1574 during the Dutch Revolt, William of Orange cut the dike and flooded the polder. A bold decision with sweeping effects: it ended the siege of Leiden. More than four centuries later the dikes are long back in place. But after years of neglect the state of the river bend between Krimpen and Capelle aan den IJssel called for action – for the regeneration of the Hollandse IJssel.

The 'zelling', a stretch of dry land between the dike and the river, had been used for years to deposit sludge. Stuck between the municipal wastewater purification works and a new housing area, the site was appointed as recreational space for its neighbours. The opposite shore, with only a few houses and no industry, offered one of the few open spaces along the river with a precious view into the low lying polder, but little incentive to linger.

Something had to be done. But how to make the right choice? A carefully planned decision by the authorities and everyone follows suit, like in the old days? Once effective strategies were not to be repeated as new approaches were demanded. The successful decontamination of the river bed as part of the 'Project Hollandse IJssel' offered the opportunity to break new ground in regenerating the riverbanks. Artery facilitated the participation of local residents and invited them to brain-storming sessions. Here they could put forward their ideas and concepts and actively take part in the redevelopment process.

The consultations showed that the free view over the river bend was highly appreciated and had to

be retained. Trees for instance were not wanted. Landscape architects drew on the local's ideas and turned them into illustrative propositions for further discussion. At the Baai van Krimpen the plans of a proposed picnic area with a view on the river attracted the most attention, whereas in Capelle aan den IJssel it was felt that the attractiveness of the monument should be enhanced and a foot path along the river created.

Although a public hearing of residents was not officially necessary, the municipality chose the integration of citizens from a very early stage in the decision making process. Wilco Melenberg of the municipality of Krimpen aan den IJssel explains: "We aimed to obtain the support of the community for our plans as we did not feel like forcing well-meant ideas onto them. In this respect we have had our share of hard learned lessons in earlier projects." Participation improves acceptance and sustainability.

"It is probably the project where we have learned the most", said Albert Koffeman from the Projectteam Hollandse IJssel. "Preparation is essential," he admits, "be it communities or province, dike reeve or the ministry of water management, we made sure that all authorities involved in the project checked the practicability of the various concepts." Wilco Melenberg adds: "Once you present a concept to the public, you need to be very sure about the feasibility of it."

It was a bold decision to go ahead with the open planning process. Public participation identified an array of possibilities and the involvement of the citizens promises the sustainable regeneration of the Hollandse IJssel.



NL // Windlust

The cultural heritage of early prosperity on the Hollandsche IJssel had been long neglected and the windmill at Nieuwerkerk was just a faded memory. Today however, the Windlust turns her sails into the wind once again – not to power nostalgia but to actually work.



13th of May 2006 National Windmill Day: The reconstructed Windlust with its adjoining buildings are again a characteristic landmark // The freshly grained flour is directly processed in the sheltered workshop; the new user of the facilities // The ruins of the Windlust before restoration