

REPORT OF THE DEVENTER SITE VISIT 20 MARCH 2010

The reception was held in the DAVO building, a former factory premises in which artists currently have studios. After coffee, Dennis Laing welcomed everyone and introduced the alderman Marc-Jan Ahne.



The alderman explained that the “Havenkwartier” is a transformation area, moving from industrial activities into an area with a working and living environment and art and culture – which is now already culturally interesting – and he hopes that the site visit will inspire those present to design splendid plans.

The short film that was also screened during the information market in Leeuwarden illustrated the municipality’s intentions for the area.

Then the presentation that had already been given at the information market was repeated for those who had not visited Leeuwarden. Urban designer Andries Geerse explained Deventer’s unique location: on the most beautiful river in the Netherlands (the IJssel) and the most beautiful motorway (the A1).



The town is, in fact, only accessible from two points on the A1 and better and more multi-faceted town access is being studied, also including more forms of transport (by foot, by bike and by water).

The “Havenkwartier” can be examined from three points of view: as part of the town centre, as a junction in the infrastructure, and as a transformation area, and possibly even from all three points of view. This aspect is not actually included in the site documentation. An illustrated document about this will be made available via the competition web site.

The European site is also a unique spot, striking for anyone entering Deventer and also for the inhabitants of Deventer, with the high silo as the visually-dominant element of the town. The site is the first in a series of locations that are being taken in hand in the Havenkwartier and it is intended to function as a booster for other – sometimes already present – initiatives. The objective is to retain the “pioneering atmosphere” in the area.

Only the tall, grey silo is vacant. This building can be adapted and 10 metres added on top, but the volume capacity that can be “hung” on the building is limited.

The quay should remain a “working quay”: (mainly sand and gravel) ships moor here and wait until they can be loaded or unloaded elsewhere..

The corner on the waterfront is the place where – as is already the case – events are held. At the head of the area there is also a theatre ship where courses are held.

The lock island, south of the site, remains as it is. It falls within the AKZO Nobel nuisance zone.



Underground parking on the site is possible, in principle, but it is a very expensive solution because of the need to remove the polluted soil and because the water level is approximately one metre below ground level.

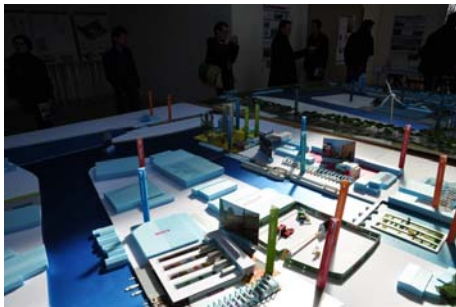
There are restrictions for creating a connection across the first harbour inlet, it must be moveable and situated beyond the moorings of the waiting ships.



After the presentation, the group strolled around the site guided by Erik Giesbers from Stichting Industrieel Erfgoed Deventer [SIED = Deventer foundation for industrial heritage]. He explained about the history of the site, about Deventer's industrial history in which the meat-packing industry played an

important role.

The walk ended in the substructure of the black silo, currently used by SIED, where two models were set up. One was a model of the Havengebied with the possible regeneration proposals, designed as a "feasibility model". Op de andere maquette waren de werkelijke initiatieven te zien. The other showed the actual initiatives. In the afternoon there was a "Havenkwartier Day" with boat trips, opportunities for visiting the grey silo and the open artists' studios and talks about the area. The afternoon was for all the inhabitants of Deventer.



The European visitors received a packed lunch and could stay or set off to Eindhoven.

European Nederland
20 March 2011