European Waterfront Cities Network

8th October 2018 **11.00 to 13.00** Waterfront Cites Network Meeting

Room K20 EXPO Real Munich.

Attending:

Liverpool	[redacted], **Director Marketing Liverpool**
Amsterdam	[redacted], **Director, Residential Development**
Gothenburg	[redacted]
Rotterdam	[redacted], **City of Rotterdam**
Hafen City (Hamburg)	[redacted], **Chief Executive, Hafen City**
Lisbon South Bay	[redacted], **Executive board member for Baía do Tejo**
Gdynia	**Katarzyna Spychala, Deputy Mayor, Gdynia**
Stockholm	[redacted], **Director of City Planning Administration,** **City of Stockholm**
Glasgow	[redacted], **Group Manager, Development & Regeneration Services, Invest Glasgow**
Moderator	**Prof** [redacted]

1. Introductions and re-cap, whole group.

Prof [redacted] introduced the meeting and advising that:

The network had now been meeting for 2 years and the past meeting has seen a successful series of events at MIPIM 2018. Amsterdam and Rotterdam were thanked for hosting the MIPIM showcase event in the Holland Metropole pavilion.

As context, Prof [redacted] mentioned:

Following successful waterfront development arising from de-industrialisation in the 1970s, 80s, and 90s, several European cities are now into their 3rd cycle of waterfront development.

This 3rd cycle has specific dimensions such and it is synchronised with wider changes such as:

i. Urban populations are growing rapidly and cities are both densifying and 'metropolitanising' in order to cope with growth. Waterfronts may now play special roles in making density more liveable and metropolitan areas better connected.
ii. Business is re-urbanising and there are more jobs, firms, and capital seeking city centre locations. Waterfronts offer a source of new city centre and adjacent locations.
iii. New technologies are both disrupting city activities such as retail, entertainment, and office functions but are also fostering smarter, sharing economy, circular economy, and the experience economy, with very precise urban and place making requirements.
iv. Urban tourism has grown exponentially, and many cities are under strain from concentrations of tourists in some locations and at certain times of year. Low costs air travel is inducing low spend tourism in many cities with multiple unwelcome side-effects. Waterfronts are now sources of retail and tourism destinations where entertainment, leisure, culture, and more can be combined with tourism and retail.
v. Citizens have high expectations of quality of life in cities and increasingly wanting high quality public space and amenities to off-set changes to densities and working conditions in cities. waterfront locations need to serve wider citizen agendas.
vi. Renewed concern about segregation, inequality, and exclusion in cities. waterfront must avoid the challenges of gentrification and privatisation is they are win social support.
vii. Ports are also expanding as result of increased trade in goods and many waterfront need to

There were introductions and updates from the whole group covering their current work on waterfront development.

2. Agenda topics.

7 possible agenda items were identified:

- Social outcomes from waterfront development.
- Financing infrastructure for waterfronts.
- Connecting with, and complementing, city centres.
- Private sector partnerships and innovation on the waterfront
- Working Port and Harbour authorities.
- Long term waterfront development.
- Animating the waterfront
- Densifying the waterfront.

Small group discussions occurred on the following topics: groups of 2-3 cities for each subject, as suited the cities.

- Social outcomes from waterfront development.
- Financing infrastructure for waterfronts.
- Connecting with, and complementing, city centres.
- Private sector partnerships and innovation on the waterfront

3. Plenary feedback.

3.1 Social outcomes from the Waterfront:

The group reported that their conversation had focused on the key issues of the context of Waterfront development: the need for Waterfronts to invest in infrastructure and public space, the key issues about pricing and affordability of Waterfronts, the challenges of privatisation of space on Waterfronts, issues about timing in terms of when Waterfronts produce returns and the need for citizen participation on who Waterfronts are designed, planned and managed.

The group discussed the importance of new Waterfront developments being done in such a way that the whole city participates in their design and development trying to avoid polarisation where Waterfronts become the preserves of richer people or more profitable activities within a city.

Waterfront development requires strong political ambition if it is to achieve social outcomes for example in the areas of housing affordability, and in the area of social infrastructure provision.

The group also raised the issue of land value maximisation. In order to finance infrastructure on Waterfronts land values often have to be maximised and this can have the effect of narrow the range of activities that Waterfronts engage in in order to persue only those activities that can produce high levels of revenue to pay infrastructure costs. It's very important that infrastructure costs in Waterfronts developments are shared through the whole city and financed through general taxation and not just through the profits of real estate.

Waterfront developments would be more sustainable if they had mixed income from communities and if they have public space which is properly financed to be successful in the long term.

3.2 Infrastructure costs:

This group reported that their conversation about infrastructure costs had rested on the challenge on how Waterfronts can pay for their own infrastructure versus the need to finance infrastructure for Waterfronts over the long term and with general revenues from the wider city or region in which the Waterfront sits.

They also recognised the problem raised by the first group that maximising the financial returns of real estate investment on Waterfronts, whilst it is a way to pay for infrastructure can have negative social and environmental consequences.

The group also raised the importance of utilising new financial instruments such as bond financing, urban development, tax incrementing financing, and to create a broader series of financial tools to enable infrastructure to be financed over the long term.

The group also raised concern about ongoing maintenance and investment in Waterfronts.

3.3. Relationship with city centres:

This group raised the concern that it is very easy for Waterfront developments to be separated or disconnected from city centre or to act as distinctive areas with no clear relationship with the city centre, and it is common that when Waterfront developments are successful sometimes city centres do suffer. For example, when Waterfront developments become destinations for entertainment, retail or culture, city centre attractions can often lose customers and therefore fall into a state of decline.

The group agreed that the best way to avoid these challenges are to adopt a three pronged approach:

1. Waterfront developments should be designed and planned in such a way that they compliment existing city centre activities rather than complete with them.

2. Physical connectivity between city centres and Waterfront should be ensured so that people can move easily between the two effectively enlarging the size of the city centre with the additional Waterfront space.

3. Mechanisms to actively manage and promote city centres should be adopted at the same time as when new Waterfront areas are promoted.

The group also raised the point about Waterfront piers and how they can offer a large amount of space but are difficult to manage and plan and animate and require joint planning between the city centres and the Waterfront themselves.

3.4 Working with the private sector:

This group reported that the private sector and the public sector often have different objectives with respect to Waterfront developments but there are many overlaps that need to be explored and fully understood before operational agreements are achieved. The group recognised that there are many different possible models for the working relationship between the public and private sector on the Waterfront these would include, for example, PPP approaches where the private sector develops land and the government leases back land and facilities for its use, joint ventures between private and public sectors where public land and private capital come together, private sector buys land site from the public sector to develop and operate, private sector leases land from the public sector to develop and operate and, private sector undertakes a range of different approaches in the same space according the activities.

The group reported that not enough is understood about the advantages and disadvantages of the different ways of engaging the private sector on Waterfront developments and therefore further work is needed in this area.

The group also recognised that different political regulatory and institutional frameworks in each country means that some of these models are inherently preferred than others even though they all have their merits and their challenges and it’s important for cities to learn from all of them.

4. Next steps.

   Liverpool proposed to make plans for activities at MIPIM 2019.

   EXPO Real offered to host another Waterfront Cities network meeting at EXPO Real 2019 and possible to host a summit to involve Asian and American cities.

   Liverpool City was thanks for convening the meeting.