



15.11.16 - Living by the Water Part 1 .mp3

Welcome everybody to Living by the Water, another Auckland conversation's event to inspire you and to stimulate your thinking. But we've got plenty of people on our panel that'll stimulate your thinking. Welcome to the audience in the room, our panel of speakers, to our Water Edge Symposium delegates; and we also welcome those joining us online for a live streaming.

My name is Richard Aitken, I'm Chairman of Punuku Development Auckland, and we are the hosts for tonight's session.

Tonight, we welcome a panel of international speakers who are here for the Water Edge Symposium; an opportunity for the International Waterfront leaders to share their experience and vision in creating enduring waterfronts around the globe. More about that later.

Before we get into it, I'll just give you a few pre-start briefing, and safety notes. You're welcome to tweet during the event, using #Auckland Conversations. If you wish to join the conversation you can ask questions during Q and A, or via Twitter. The Auckland conversation's feed will be monitored, and time permitting, we will include questions during the panel discussion.

Auckland Conversations endeavour to ensure these events are inclusive and accessible. A full transcript and captioning of the event and presentations, will be available on the Auckland Conversation's website in the next few days.

In the unlikely event of an emergency, an alarm will sound. Please make your way to the nearest exit; they're either behind you or in front of you. You'll be directed where to go by venue staff and security. You're probably already aware the venue is a non-smoking venue. Bathrooms are situated behind the bar area. I suggest you turn your mobiles to silent.

Just a few acknowledgments:

Water Edge Symposium delegates, councillors and local board members. We're delighted to have Councillor Kristavi with us this evening, to make closing remarks and a vote of thanks. I welcome the other councillors and local board members, including - and I think they're all here but I'm not sure:

Councillor Penny Hulse



Councillor Ross Clow
Councillor Cathy Casey
Councillor Desley Simpson
Chair of the local Puketāpapa Board - Harry Doig
Chair of the Waitemata Local Board - Pippa Coom

We should also acknowledge and thank our Auckland Conversations' partner sponsor, which is Resene. Also, thanks to our programme supporters, Brookfield Lawyers, [3.26], Architectural Designers New Zealand, New Zealand Institute of Architects, New Zealand Planning Institute, and the New Zealand Building Green Council.

I think all this is upon the screen behind me, I'm not sure.

Now, let's get down to business. As many of you know, Panuku Development Auckland is a council-controlled organisation. That merged with Waterfront Auckland and Auckland Council Property Limited. Building on work that goes back to the former Auckland Council, and regional councils; we continue to transform Auckland's waterfront into a much loved and well used part of the city. We're constantly learning from the million+ people who visit Wynyard Quarter and Queen's Wharf every year, and from Manawa Whenua and Development Partners, and from cities around the world.

We are currently hosting 12 waterfront development leaders from 14 cities around the globe, for the Water Edge Symposium. After three days of discussions and workshops, we'll take away lessons that will benefit all; and particularly Auckland's next phase of the waterfront development over the coming decades.

For more about Water Edge, the programme, the attendees - please go to the website: advancewateredge.com. The Water Edge website is a growing repository of information on the symposium guests, their cities and the conversation as it unfolds. As you all know, Auckland is also grappling with how we house our growing population without sacrificing the things that are special about our city, and our harbours.

Tonight's discussion on Living by the Water, brings together both those threads with ideas from four urban regeneration leaders from New York, Hamburg, Glasgow, and Copenhagen. They will share their experiences on how Water Edge Development can respond to addressing housing shortages. How to manage density and diversity. Retain existing communities and welcome newcomers, and forge a shared sense of place. We can share some experiences on earthquakes.

It is now my pleasure to introduce Professor Greg Clark, who is going to lead the conversation tonight with our guest speakers.



Many of you know Greg, who has an ongoing relationship with Auckland, going back several years. This week he is here to moderate the Water Edge Symposium, guiding and challenging the conversation to extract the maximum benefits for Auckland and the attendees. Greg's expertise covers city economies, city leadership, globalisation and trade, planning and transport, city and metropolitan development, technology and smart cities, urban investment, national and regional strategies. Greg is the author of ten books; many papers and reports on city economic development issues.

As Chairman of Business of Cities Limited, Professor Greg Clark provides intelligence and benchmarking services on cities to a global client base. These include intergovernmental organisations such as OECD and World Bank, and major firms such as JP Morgan, and Air B&B. Very pleased about that.

To add to his portfolio of directorships, he has recently been appointed to the Board of Transport for London. Greg will introduce tonight's speakers and manage the discussion at the end of this session. Don't forget, if you wish to join the conversation you can ask questions during Q and A, or via Twitter.

Welcome Greg.

[Applause]

Greg Clark

Richard, thank you very much. Kia Ora everyone. Good evening. Very nice to see you all here. Great pleasure for me to be back here, and on behalf of the other international visitors, let me just say a very big thank you for the very warm welcome that we've received - both from local traditional leaders from Mayor Goff, from other representatives of Auckland Council, from Punuku Development Corporation, and from everyone else. We're really very grateful for the invitation.

Now, Richard has introduced really the evening for you so I have very little left to do. What I want to do is just find out a little bit about you. So firstly, have you ever been to New York? If you have please raise your hands. Wow, cool; they've all been. Have you ever been to Copenhagen? Nearly as many. Have you ever been to Hamburg? Wow, this is a very well-travelled group. Have you ever been to Glasgow? I'd say there's more Glasgow's than Hamburg's there. Wow! That's amazing. I won't ask if you've eaten a hamburger in Glasgow; that's a different story altogether. Okay, that's great.

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How many of you currently live near the water, if you do? Okay, 95% live near the water. How many of you feel that over the last 10 years, what's happened in the Auckland waterfront is positive, or negative? How many of you think it's positive, what's happened in the waterfront? How many think it's negative what's happened in the waterfront? Okay, there's three-four-five-six-seven, we wait for the sharp questions from them later on. We look forward to all of that.

Not much more for me to do except to say that each of our very distinguished guests is going to speak for about ten minutes on the broad theme of Living by the Water, in their city; then I'm gonna open it up immediately to your questions and we'll take as many of them as we can, and we'll try to have a real conversation.

So firstly, please join me in welcoming if you will, Rita Justesen. Rita is the Director for Planning and Architecture from CPH City and Port Development in Copenhagen. Rita, welcome.

[Applause]

Rita Justesen

Thank you so much. Hello everybody. It's a great pleasure to be here. I'm going to present to you two examples of Living by the Water from Copenhagen. The one, the North Harbour is a huge project; through us, I would say it's a huge project. And the other one, the Paper Island, is a small project but they are both very important to Copenhagen; and they are both chosen by competition on the Master Plans. I have put up three questions you can ask yourself about Living by the Water.

In the North Harbour we are allowed to build three million square metres of floor area. And my three questions are:

How to be site specific concerning the North Harbour. Meaning, how do we keep some character of the former harbour area. How to use the potential of the water, as here in the North Harbour, we have the piers and the open sea that merge with each other. The last one: how to give something back to the city, meaning: how do we add new qualities to the city?

In the North Harbour, such a huge project; the infrastructure is very important. And we are doing a new metro line with three stations; the red line, we are doing a new access road; the blue line, then we have already moved the crew ships from the inner part of the North Harbour, and we will move the container terminal too, to that corner in the North-East part of the North Harbour, to get room for the development into an urban district.

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The structure plan, we had from the competition; it says: Islets and canals - that means that the concept is that we will have small city quarters separated by water, into the canals, bigger harbour basins, and the open sea that's around the area on three sides. And it also says: synergy between blue and green areas - meaning that we locate the green areas at the water edge.

When we are talking about the North Harbour, we talk about the five-minute city. That means that you can reach all your daily life needs by a walk of five minutes. We talk about the metro, a high class public transport system that connects you with the rest of the city. We talk about excellent shopping - 10,000 square metres of traditional shops in a main shopping street. And we talk about recreational office and public spaces, and along the water edge at promenade, and in the water. We talk about direct access to the water and we talk about a system of waterways by connection the harbour basins with each other. All in all, we talk about making the North Harbour a new destination in town.

And the other example: The Paper Island. It's called so because, for many years those warehouses - and that's the grey spot in the middle; those warehouses were used for newspaper paper. So, the Paper Island. It's a small one and we are only allowed to build 45,000 square metres of floor area; and again, we can ask how to be site specific as this spot is located just opposite the Medieval City, and its surrounded by historical's neighbourhood. How to use the potentials of the water, the island is surrounded by water to all four sides; but here it's more intimate. And how to add new qualities to the city.

So, the Paper Island, the architecture will take character from the historical surroundings. You see all the old buildings in brick stones, with these specific roofs. We have had, not contemporary, but temporary activities in the old warehouses for four seasons now, to find out what would be the most popular activities - how to activate the island; and sweet food for instance have been very, very popular. As you see, Copenhagen people like to sit outdoors and have a relaxed time.

The new architecture of the Paper Island, it will be modern architecture but with a twist, with really certain roofs, we call it the Paper Island roofs. And we will have functions with public activities in the huge halls at the ground floor, and then we will have private housing on top; meaning that we give something both to the city and to the locals. We will have public promenades, all along the island; and again, with direct access to the water. We will have a public swimming pool with both indoor and outdoor pools. In other ways, we will make Paper Island a new destination in town.

Thank you.

[Applause]

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Rita, thank you very much indeed. Who's contemplating another trip to Copenhagen, now? Let's see you. Rita, when is the invitation coming? Tomorrow, very good news. You talked firstly about the North Harbour, then about Paper Island. People will remember, I think, you stressing the importance of connectivity; but when you came on to talk about Paper Island, you also spoke a lot about tactical urbanism, innovation, experimentation; finding out what the people want by testing the space. Very interesting.

We're gonna go immediately now to Hamburg, a great pleasure to welcome Professor Jürgen Bruns-Berentelg. Jürgen is the Chief Executive Officer of the Hafencity, Hamburg. Let's call it Development Corporation but you will correct me in a minute Jürgen. Welcome to you.

[Applause]

Jürgen Bruns-Berentelg:

Thank you for the invitation to speak here in Auckland. It's a great pleasure after two days having been here, but I'm afraid I cannot tell you a lot of news things, not about Hamburg; but about Waterfront Development. One interesting things in terms of Waterfront Development, in Hamburg has been, that actually it is very difficult, almost impossible to live close to the waterfront because 800 years' people in Hamburg have been liking their port. They are port lovers; and due to the fact that they are port lovers, no-one really could live close to the waterfront, at least not historically in the last 150 years because the port became functionally separated between residential or mixed used areas, at a functional industrial port.

But what you see here, in my upcoming slide; is something what allows for actually living at the waterfront, but actually what you see a little bit later, is a clear distinction between living at the waterfront very close - well, that's surprising. That should look a little bit different.

So, living at the waterfront meant until maybe 20 years ago, living close by; and now I will try to make it clearer. Living around an inner-city lake; that's the lake I saw, and that has been historically until today, almost the high-quality living area. And what you see here in the south is the commercial port; it is a very big port and at the beginning of the 20th Century it was the third largest port in the world and still it is among the busiest 20th port; and it is 105 kilometres away from the sea. So, it's actually a river front, we are talking about.

So, when we are talking about living at the waterfront, we are looking at that picture. We are looking at a lake front of the inner city; its aquatic and leisure life at the Alster River, that you can see very easily why our sailors win a bronze medal in sailing, and your sailors win the World Cup! And you see residential housing is very comfortable, white willows; so today, in the city centre.

But when you come to the port area, you see that is very much looking like a messy place; a big river front, very diversified with a lot of infrastructure with railroad yards, production; and that basically came under pressure in the 90s, because port operations became more efficient. If we needed completely different spaces, specifically for container terminals; it's not a de-industrialisation of the port, and it is not the shrinking of the port; but it's the refunctioning of the port which was our starting point to get urban development close to the river. The river front is actually very much a working port today, but we sliced out a little bit.

A second issue, which is a very specific issue with living at the waterfront in Hamburg, and not at the Lake Alster; is living with the risk of water. Here you see breaking dikes in the 60s, quite a number of people died; and it shows the pressure of the water which is brought from the north westerly winds in the Estera [21.47]. So, we have to have a solution for that type of situation in order to have a liveable waterfront. That is basically achieved, as you will see this a little bit later; by raising all the land at the former port area by roughly three to four metres. So, we are not going basically into new areas, but we build a completely new infrastructure; we have to, to make this place resilient and to show you how this place can actually be made flood resilience to a certain degree. We had in the last ten years, one flood which was actually coming up to the levels which I showed you in the previous pictures, roughly six metres and forty above sea level. And then, half the city looks like that.

We have a retention space actually, which is working like a controlled flooding space where all the promenades can actually be flooded; you see the lamp poles staying in the water; you see some of the fencing, that's the same picture from the same direction. We raised the land another one metre after the latest report on the World Climate Council at the eastern part, so that maybe we are sufficiently high with our new level of the city. Living at the waterfront does not only mean living with the water or the harbour structures; because these structures are sometimes very hard; and even if you want to preserve them, you have to bring in other features.

And a little bit different than other places, we did not create so to say, a green waterfront in front of the blue waterfront; but we entered structural elements linking inner city green spaces with the blue waterfront, which is in the back; that is just a part which was opened, which is a linear structure, a hundred metres wide but six hundred metres long. So, that's is dividing up and producing a different living atmosphere. But we are also entered the water, the long linear structures of the harbour basins are really broken; at least in terms of some of the key walls but building peninsulas. So, that will be a green peninsula to be opened next year; and it will be simply a playground, a meeting point. It will even have a major hill that probably the highest hill in the middle of the water, at least in the river; and you see the infrastructure building that is on the lower part, it is a subway construction which will be finalised in the near future.

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So, it is also changing the relationship between water and land in order to make this a liveable space; and this is an architectural drawing from the year 2010. But nevertheless, the key issue in Hamburg with this development is actually keeping the relationship between a very active operating port and urbanised area. And you see, on the one end side, naturally a major ship go passing by and you see from the lower picture the prospective towards the port itself; but you see also the integrative aspects of what we call not only waterfront development, but a new downtown development where residential development, working spaces, 45,000 residents between 14 and 15,000; many university students and quite a number of visitors will really generate lively spaces.

But it also means a very fine grained structure; and I think HafenCity is one of the few examples where we actually do not cluster spatial development, bring offices in one place, or residential uses; but bring them really together. This is a headquarter of a company. And actually, this is a residential tower; they were asked to build that together on one side, that will continue on the left end, on the right-hand side in the same way.

So, when we are looking now, at living at the waterfront; aside from these specifics you can see that we generate public promenades when it is a sunny day in Hamburg; and there are sunny days in Hamburg. You see a lot of people walking around, so we create in this area a lot of walkability public spaces which are interconnected, generating a network; but you also see the new typography generated here from the raising of the land, so there are new public spaces and buildings joined together and you have floating platforms. So, at the end of the day this city area is working at three different levels which you can also see here; this is a 6,000 square metre platform where you bring old ships into the harbour area, and due to tidal differences, you cannot use the key [?? 27.35]; but had to have come up with different solutions.

But nevertheless, you also see that we use a lot of old port elements to have a liveability in terms of identification with port structures and port infrastructures, but it is also a matter of grey energy use to use its old elements. Grey energy, and probably a very specific idea was responsible for coming up with this idea. That building has just been opened; the concerts will start on the 11th of January; it is a building 110 metres high, and I must say we didn't plan for it. It came by accident. A private developer came up with the idea and no-one from the private development community could really deal with all the issues which came up; so, at the end of the day the city took the project over and it is now Concert Hall.

You see, here is a structural picture with 250 seeds; it is here, a Five-Star Hotel. It has here residential units, it has still another concert hall with 600 seeds and it has parking, a lot of rehearsal rooms; and this is the old part of the storage building, 50 years old; and this concert hall was built on this old storage hall. So, it's not red brick in [29.18]; it is joining together the old and the new, and give this place a cultural imprint as the design, perhaps of [?? 29.28] prize winners; and it had got enthusiastic reviews in the last two weeks when basically architectural critics visited

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the place, from Roman Hollenstein, who is from Neue Zürcher Zeitung, didn't take a German one. The Elbphilharmonie is the first outstanding building in the New Millennium, he was talking about all over the world. So, that is a very interesting idea; but the city is paying for it, also the next 50 years at least.

So, there are a lot of ideas which are cheaper; this one is definitely an international Maritime Museum because we keep only six buildings, so living at this location also means very much creating and preserving identify; but also, the area was an old railroad yard, and this is now a cultural quarter where we change regularly. Now, almost 30 different firms of different creative background, have been entering those spaces. So, you see the range and the diversity which is created; and part of the diversity strategy you might have heard from Jane Jacobs, which is actually so important for new cities.

And what is actually developed then, when we are talking about waterfronts; it is three kilometres in just opposite the central city from the Elbphilharmonie on the left-hand side, two high-raised towers 150 or 200 metres on which we are working; and most is either finished or is under construction. You see here, living at the waterfront means either living in six or seven storey buildings; 15 to 20,000 square metres, all vertical towers for example, which cannot be seen from the inner city so that you see the churches, and the spikiness of the City Hall and other buildings from the inner-city lake. So, it is a traditional vista from the inner city is preserved, while it creates a completely new one living at the waterfront of the Elbe River; and it is designed, it is composed; it will probably not change after it is finished for the next hundred years.

So, that's very interesting because that will definitely also fix spaces in the city which is very unique in terms of what is the quality of the city developed; and therefore, we take a lot of pride and effort to fix that, to come up with a lot of architectural involvement competitions, and urban design competitions, so that we think waterfront development is a development for more than a hundred years. And this is, and we try to do that also for many other buildings including those which have, for example here; not only community housing like here, or cooperative housing; but also, affordable housing, one-third at the waterfront which naturally must be cross-subsidised from the project. The more expensive, some of the residential units are the better for the proportion of the affordable housing.

So, that is an idea from what is going on in Hamburg. We are trying to be very ambitious; we have a lot of ecological targets; we have a lot of social targets; but I gave you an impression what our urban design ideas are, and I hope that provides an incentive for you to update your knowledge of Hamburg.

Thank you very much.

[Applause]

I think the incentive for updating your knowledge of Hamburg is an invitation to come to Hamburg; is that right Jürgen?

Well I made a very careful comment and I keep to my sentence.

So, he wants to update your knowledge of Hamburg. Thank you. Jürgen, you said so many interesting things; but the first thing that you really said was: Remembering that the port hasn't gone away, it's just modernised and slightly relocated. Actually, it's grown its activities; but this is provided you with this amazing strategic opportunity to re-develop a portion of the city. And then you took us through some very interesting work about adjusting to flood risk and sea level rises; you talked about the integrative uses of land; you went into a very interesting conversation about the concert hall. At the end, you veered past this interesting point of affordable housing, which I'm sure people in Auckland will want to ask you about; and you came onto talking about the next one-hundred years and getting it right for then. So, a really helpful presentation.

Quick show of hands. How many people like something like the Philharmonic Concert Hall that Jürgen showed you? If you liked that, raise your hands? If that's not your thing, raise your hands? Okay; that's about 85 to 15, I would say, like that kind of thing. Okay; that's really helpful. No doubt you'll have some questions for Jürgen about that.

Now, we're gonna go to Scotland; and to Scotland's biggest city, Glasgow. It's a great pleasure to introduce Richard Brown. Richard is the Executive Director at Glasgow City Council, where he's in charge of development, regeneration, planning; and essentially, the future of the city. So, Richard, welcome; the floor is yours.

[Applause]

Richard Brown

Thank you, Greg, and thank you for having me here; it's absolutely great. I have to say I was pleased when so many people raised their hands in response to: Have you been to Glasgow? It means that some of you will understand my accent. I will try to speak rather slowly, and hopefully that will help. And also, another thanks for introducing some Glasgow weather to make me feel right at home.

So, without further ado, this is Glasgow. Some of you who have been there will recognise it; and this is some of the key assets of the city. And it's often said that Glasgow made the Clyde, and the Clyde made Glasgow. What I want to explore this evening, for the next five or so minutes, is a



history of Glasgow; and a history of Glasgow and its relationship to the River Clyde, which is a waterfront in the city.

We'll start with a bit of a history lesson.

How's this for an impromptu response to Auckland Conversations?! Let's try something different. This is Glasgow; it's the centre of the universe and centre of the world, as you can see, from this map. There's a bit about Glasgow and it shows that we are a city; a really impressive city in the Northern Hemisphere. We have about 1.8 million people in a city region, where they're growing economy and international airport, retail centre; and we have, as you can see from the map, how far we are from London.

So, effectively, we are a growing city region economy; and for the first time in many years we're looking at a waterfront all over again. And there's a picture of Glasgow; and despite what I said earlier about the weather, you can see that it's actually a very sunny place. It's a beautiful city but it is gathered around the River Clyde. This is a good slide because it shows exactly what we're looking at in terms of reinventing the River Clyde. The Clyde was the reason that Glasgow became a city, back in the 6th Century, in Saint Mungo, who is the Patron Saint of Glasgow, established a church on the site of the River Clyde as it met the Molendinar Burn, which is this area just about here; which is the old traditional High Street.

In the 11th Century Glasgow became a [?? 38.06] and established the University of Glasgow in 1451. It's the fourth oldest English speaking university in the world. And that's incredibly important because at that point, people lived by the River. They lived by the River Clyde because it was a settlement; it was about education, about religion; and it was about people moving into those areas. But along came the Industrial Revolution, and following the Act of Union in 1707, Glasgow became a seaport. It became a port where they imported tobacco from across the globe. Over half of the tobacco coming into the United Kingdom at the time, it was coming through the River Clyde; and it was a great exporter of goods, and a ship building centre of excellence in the world.

It became, during the Industrial Revolution, the fifth largest ship building city in the world. And we celebrated that for many, many years; but of course, along with the ship building and the move of the Industrial Revolution into more modern technologies; Glasgow suffered greatly from de-industrialisation. And the city of Glasgow, in a sense, turned its back on its waterfront; and that's one of the things that we've been dealing with as a city for many years, this process of de-industrialisation, contamination, people not wanting to engage with the river because it was a loss - the ship building industry, the import/export business. It was something that Glasgow and [?? 39.29] regions had mourned.

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And working with partners, the Council has led the way in terms of regenerating the River Clyde; and in attracting people back into the heart of the City. And what this slide shows you is a number of development sites now, right along the River Clyde, and some of the old ship yard basins, and some of the post-industrial sites in the east end of the city. And we move onto that.

So here are some pictures of a site in East End of the city, some 150 hectares of land. This was a site that was a former steel works, Sir William Arrol & Co. It produced some of the biggest bridges and most well-known bridges, including the Forth Rail Bridge in Scotland; and also London Terra Bridge. And many bridges across the world. Again, along with industrial decline, the plant closed in the 1980s; and what we saw from that was post-industrial decline in the area; and yet what we had was a site that was right on the river front. And what we did was we worked with communities to re-engage with them and re-engage with the River Clyde, but the catalyst for this was the 2014 Commonwealth Games, and I'm sure that all of you know this went over the Commonwealth Games.

This became the site of the athlete's village for the Commonwealth Games, and we used that opportunity to instead of just building an athletes village for the athletes to come along; we actually built an affordable mixtures housing development with [?? 40.58] panels with combined heat and power plant. And we turned the athlete's village around from facing away from the Clyde to back, to recognising the River Clyde and its importance to the city of Glasgow.

As I say, if you look at the top right-hand picture you can see some of the old housing they had going into decline; people didn't want to live there, the population had fallen from about 30,000 to maybe 5,000 people in away the community. And working with partners, working with the Scottish Government, development agencies; we were able to come up with a plan which was to build the 700 houses for the citizens of Glasgow, for the people of the Monarch [41.37]; and we loaned them to the athletes for the Commonwealth Games.

And they were hugely successful; the feedback from the athletes was great; they enjoyed staying there; they enjoyed being in the city because it was a different experience, but most importantly what we were left with at the end of it was a wonderful housing that you can see to the bottom right hand slide, the three slides down there; and again, how that development now interacts with the Clyde.

So, this was a key milestone for us in terms of regeneration of the Clyde, because what it did was out with city centre; you know, you obviously see city centre living connected to the river, we actually introduced this in some of the most deprived communities of the city. We link this back as will to health [42.18]; there's a real health problem in the city of Glasgow with some of the worst deprivation in health statistics around. But what this managed to do was to connect people back to the river, introduce healthier lifestyles; and we continue to develop this part of the City of Glasgow.

This is another site that maybe talk about just for a second. Which is the site of the old ship yards that I mentioned earlier on. Glasgow has a great tradition of ship building; and I think at one point if you use the phrase Clyde Build, that was a sign of real quality in ship building. We exported goods, imported goods, built ships. But obvious, as the ship yards declined, we had to look at new ways of reinventing and reusing, and living by the waterfront. And the way in which we approached this was again a catalytic event, which was the Glasgow Garden Festival back in 1988, when what we did was we used to form a docks [?? 43.15] that had been in [?? 43.16]; we used them for a purpose, the people could re-engage with the River Clyde, that they could look at how they could live there, work there, and play there.

And that was the real catalyst for change. And in the 1980s, what we created was the Scottish Exhibition and Conference Centre, right on this site. And that's expanded since the mid-eighties. It's Glasgow's number one convention city in United Kingdom; it's the top five in Europe for its size. And that's been a huge success for driving people to the River, both to live but also to work; and to visit the city. And that's driven demand and economic growth, and we'll be able to capture that quite significantly.

And then time for the Commonwealth Games back in 2014 and late 2013, we opened up the big building that you can see, which is a SSE hydro building, which is now in the top three music concert venues in the world. Number 1, if you look at the billboard in terms of music venues; it's been visited by all the top artists in the world. And again, what it's doing is its driving people and business and opportunity back into the River Clyde, and people are starting to re-engage with the River Clyde. And that's been a huge success.

So, living by the water in Glasgow has been a journey from way back when Glasgow was established to people living on the Clyde, to becoming a very industrialised city, but people turned their back on the Clyde and moved away from the River Clyde back into the heart of the city centre. And then, now recognising that living by the water comes in many forms and in many different ways; and reusing the Clyde and recognising the Clyde, and the Clyde being the catalyst for that absolute change.

So, a waterfront vision; we want to reconnect it by the communities. I'm really impressed by what I've seen so far in Auckland, and how the Wynyard Development is reconnecting families and people back into the waterfront; we're looking to do exactly the same. And these are photos - not photoshopped things; but these are photos of being actually engaging with the Clyde. So, it's actually happening; we are getting people back in to re-engage with the Clyde and use the Clyde more frequently.

And I'll leave you with that slide. That's a picture of Glasgow where the sun always shines. And you can see how we've managed to reintegrate the River Clyde into the historic quarter of the city

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and the tower you see here is Glasgow University. So, we've managed to get academia; we get partners across the city from academia, from the business community, from the public centre - all working together to reinvent the city so that we can have more people living by the water.

Thank you.

[Applause]

Richard, not only was that a Tour develop Force, but you did it with the slides you weren't expecting to have. So, that's absolutely amazing. But you did tell us about the history of the city, its relationship with the Clyde River, Saint Mungo's Founding Acts, the Seminary, the University, the way the port evolved how the port led to ship building, how ship building supported industrialisation, how de-industrialisation crippled the city, how the people turned their back on the city - on the River. And then, how you've encouraged them to re-engage with it.

You said a lot of interesting things, but one of the things you talked about was live venues on the waterfront; conference centres, live entertainment venues; you've also got a sports stadium near the waterfront, haven't you?

So, people of Auckland; how many of you are interested in live sports venues near your waterfront? Let's see if you are; who's not? Who's afraid to vote? Okay. Very good. So, that's about 85-90% against live sports. What about live music venues on the waterfront; who likes them? Let's have a look. Okay; who doesn't like them? Okay; that's 90 to 10 like against dislike. And what about conference centres and convention centres; do you like those? Let's see. Yes, no, who doesn't like them? There's a lot of non-voters here. It's like the American Election. I would say that that was, say, 35% yes to convention centres; 65% no. That's very interesting. Okay, thank you; thank you so much Richard, and thank you for dealing with the wrong slides there.

We're now going to New York City. And it's a great pleasure to welcome Carl Weisbrod. Carl is the Chairman of the New York City Planning Commission and he's also the Director of the New York City Department of Planning; somebody I've personally known for many years. He's held many leadership roles in New York City. Please welcome Carl Weisbrod.

[Applause]

Carl Weisbrod:

Thank you very much Greg, and like my fellow colleagues, I am thrilled to be in Auckland. It's the first time I've been here and I'm so impressed with the city, particularly this magnificent waterfront and this magnificent harbour. I must say I share the audience's sentiment against sports venues on the waterfront, but you'll be hearing more about that in a minute.

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I'd like to start by talking a little bit about the origins of New York because origins are really dependant on the water; and as many of you who have been to New York know, we are one of the original 13 colonies that made up the original 13 states of the United States, and we were the only colony that was not founded on religious principles. We were founded on economic principles and economic opportunity and trade. And what made New York, New York; what made New York the city, the pre-eminent city in the United States was the water. And it was because visionaries had the vision to build the Erie Canal in the early part of the 19th Century, which opened up the entire middle of the country to trade and made New York into the pre-eminent industrial manufacturing, and trade city, in the United States.

And today, New York remains the largest, by far, city in the country. It has 8.55 million people; we're at our all-time high, 40% of our population was not born in the United States, 50% of our population speaks a language other than English at home. Many of them speak Scottish, Richard; you'll be happy to know.

I was very surprised to see more people had been to Glasgow than had been to New York; so, despite the language barrier it was an extremely sobering experience for me. And actually, our city is growing enormously and very, very quickly; even as we are at an all-time high. We have absorbed 375,000 new people in New York just in the last five years; and that's the equivalent of absorbing the City of Christchurch, in a five-year period, and our growth is expected to continue.

So, the evolution of the city's waterfront; we were an industrial city; we were a trade city; and that's the lower part of the waterfront of lower Manhattan in the 1930s. The piers are still a major factor. This is the way that we treated our waterfront in the 1940s, even into the 1980s, 1990s; they were either blocked off because of highways and industrial uses not available to the general public, were totally abandoned altogether.

It was really, only starting in the 1970s, the 1980s; and we really learned 1980s, 1990s' we really learned, I have to say from London and what London did with its waterfront, the potential that the waterfront offered. I'll actually go back one slide and just say, although it's not in these photos; that the waterfront was so discounted in New York for most of our history, that we would put our social housing on the waterfront because that was the place where no-one could see it. No-one would go there, and to this day, most of our public housing/social housing is literally on the waterfront in all five boroughs.

But, after learning from London, we really began to realise the potential of our waterfront; to some extent it was realised before that. I point you to the photo in the upper left hand corner because that, I think the photo of Riverside Park, on the Westside of Manhattan, is an indication of the schizophrenia with which we dealt with our waterfront. Jürgen talked about Jane Jacobs, and of

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course Jane Jacobs, our adversary, was Robert Moses; and the planner who both created Riverside Park, one of the premier waterfront parks in the city, and the highway - the Westside Highway, that prevented people from going to Riverside Park. And that was the dilemma of Robert Moses. In many ways, he was a great planner, and in many ways, he was very destructive of the city. I think this photo montage gives you a sense of the variety of uses that exists on our waterfront.

Our waterfront has a scale and diversity that is really remarkable; it certainly doesn't match the linear mileage of Auckland's waterfront at all; but we have 530 miles of waterfront that include oceans and rivers, and estuaries and bays, and a diversity of development. But really starting in the 1980s, we began to realise that public access to our waterfront was crucial; we started requiring it, not only of public projects, but of private projects; in 1992 the city created a comprehensive waterfront plan and that really drove our waterfront planning, and still does.

Public access to our waterfront is not only required when the public develops the waterfront; but public access to our waterfront is also required when any private developer develops the waterfront. Every private developer that develops the waterfront, is required to come in with a waterfront access plan; and it is required for that developer to both build the waterfront access and waterfront public access; and to maintain that access over time, forever.

So, either that developer will maintain it directly or pay the city to maintain it, if it turns it over to the city as a public park. And with respect to residential development, this is often a real challenge because residential development on our waterfront for a very long time, was seen as privatisation of our waterfront; that the residents would object if the public was able to access the waterfront right outside their window. But we changed that policy, and as you can see, I guess their orange dots represent publicly accessible waterfront; these are all separate, private projects under private ownership. All of them require public access and require the private development to maintain it, and obviously, we have a huge amount of publicly owned space as well, and that is growing.

So, our residential development now on the waterfront, is increasing in leaps and bounds. This is largely because New York was the nation's premier industrial city, and manufacturing city; but over time, at the end of World War II, we had a million manufacturing jobs. Many of them on the waterfront. Now we have 70,000 manufacturing jobs in New York city. We were, at the end of World War II, had more manufacturing jobs than any of the smoke stack cities in the United States, including Detroit and Pittsburgh, and Chicago. And now we have less than one-tenth of what we used to have; and that industrial space has now become available.

This space along the Queen's waterfront had been an industrial use. As you can see, actually that's a Pepsi-Cola sign; the bottling plant there was actually a Coca-Cola bottling plant, and



Pepsi, very wisely decided to put a sign there which has become iconic; and now that sign is a landmark.

I should say about Hunter's Point, that this is a 120,000 square metre project. It's under construction now; it will have 5,000 units, 60% of these units will be affordable, mostly to middle income families. It will include also an 1100 seat intermediate school; 45,000 square metres of recreation and open space, and a public park and promenade along the waterfront. Even when we do economic development, this is the Hudson Yards Project on the Westside of Manhattan, along the Hudson River. This is being built over active rail yards. It's a 28-acre site, it's the largest private real estate development in US history; but even this, as a commercial development and mixed use residential development, will have 56,000 square metres of public open space, again, along the waterfront.

This development will be for front office commercial tenants, for the most part; it has attracted CNN, and HBO, and Wells Fargo; and probably Blackstone is going to be moving here. It is rivalling, literally, New York's premier business district; like Fifth Avenue and Park Avenue, and Madison Avenue.

We also engaged in ecological conservation; that's [?? 59.03] a day; preserving and beautifying our waterfront; but also bringing water quality up to standards. It's a very important goal for us. New York's rivers are estuaries which means really that they are a mix of salt and fresh water, between the Atlantic and upper New York state; and this supports really an abundance of wildlife and many, many diverse species.

And in many ways, these areas are like the city itself; they support diversity and they're a mix of the kind of diversity that the city prides itself on, and actively working on conservation now in the city, to restore our wetlands and filter Walter, and mitigate storm sewerage.

We have started a Billion Oyster Project here. I have to confess, the oysters are not yet as delectable as the oysters I've had here; they have a long way to go, I suspect; but we're on our way.

In terms of open space and recreation; this is Hudson River Park. This is along this stretch of the Westside of Manhattan, used to be finger piers mostly for a luxury liner; this has been developed as a park and it is funded in a very innovative way. We have originally, all of our major parks; we expect to be self-sustaining in terms of their funding. And this park was; the goal was to preserve several piers, use them for economic development and have them throw off enough money to maintain this park which is quite beautiful.



The local neighbourhood has objected for 30 years now to any development along the pier; so, it was supposed to, on the piers, that was supposed to actually generate that economic development and resources to sustain and maintain this beautiful park. So, we've come up with a different strategy entirely which is to allow the park to sell its development rights from the park, to the upland, get the money for the development rights and use them as an endowment for the park. All done through the public process that has recently gone through the planning commission; and it's now actively before the City Council.

Another example of use of open space and recreation, is Governor's Island. This is really a unique resource in the middle of New York Harbour; you see iconic Lower Manhattan on the left. These are Brooklands Piers, and Brooklands Bridge Park on the right. Governor's Island was given to the City of New York by the Federal Government. It used to house the coastguard and many of the buildings on Governor's Island are historic, and this is part of Governor's Island; the part in the background is landmarked. The restriction from the National Government when it granted this to New York City, was that no housing would be allowed to be built here.

Consequently, this is a park that is really challenged to maintain itself; and so, it has become an enormous public resource for residents and visitors to New York, and in fact, this is a venue for concerts during the summer and spring months; but concerts are insufficient to support the park. And so, now we're looking at the non-landmarked area as a centre for creative businesses, and IT firms; and perhaps a major at university.

And finally, I have to say a word about climate change. It's something that affects all of us and as Jürgen mentioned, with respect to Hamburg; and I think all of us have to deal with this. This is the destruction caused by Hurricane Sandy, four years ago; it's also resulted in close to 50 deaths, and the realisation for the City of New York that our climate was changing. Our sea level was rising and we couldn't simply ignore that. Sandy caused \$19billion in property damages. We project that our sea level will rise between, about 11 inches and 21 inches by mid-century; that's increasingly becoming a very conservative estimate and we'll probably have to raise that. We expect that by mid-century, we'll see 800,000 New Yorker's living in the 100-year flood plain; 300,000 jobs in that flood plain and more than 100,000 buildings in that flood plain.

We have adopted a number of different strategies to deal with that, including on Staten Island; down along the East Shore of Staten Island where we are buying back a private property and turning that property back to nature. We are reducing density in certain other areas along the Queen's and Brooklands waterfronts; and along our very densely populated, and job centres along Manhattan. We are strengthening our coastal protection. We have decided in those areas that we will not retreat from the waterfront. We have created, or are creating something called: The Big U - which will run from the Westside of Lower Manhattan, around from the Eastside that



will consist of both storm surge barriers, increasing hills and in parks; and the like. And that is a major investment on the part of the City.

We know that this is going to be the existential challenge of our time; water was certainly our destiny, and made New York what it is, and for too long we turned our back on it; but we have rediscovered it and we are minding its potential now. I will say one other thing about our residential development on the waterfront, which is that, we are now committed as a city given the affordable housing crisis that we face; that any time we rezone an area where we increase residential capacity for an area, and that includes any time we take industrial property and transform it into residential property. That at least 25 or 30% of the housing that gets built there, must be affordable and must be affordable forever.

We do that also when we are simply even in a residential area, where we are increasing density and allowing for more housing; it is the most rigorous mandatory housing program in the United States. We expect that the cross subsidies that that mandatory program will provide, will make somewhat of a dent in what is probably the most serious challenge we face, which is:

How do we house our citizens?

So, with that, thank you very much.

[Applaud]

Carl, thank you so much.

[End of Part 1 - 01.07.38]