END REPORT
MSc THESIS SOCIO-SPATIAL ANALYSIS
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PUBLIC SPACE FOR PEOPLE ON NEW URBAN WATERFRONTS
A literature exploration on socio-spatial issues in post-industrial waterfronts

Prepared by:
DILA ANDINI
830222015090

Supervisor:
Dr. H.J. de HAAN

LANDSCAPE ARCHITECTURE AND PLANNING
WAGENINGEN UNIVERSITY
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TABLE OF CONTENTS

LIST OF TABLES AND FIGURES

List of tables

List of figures

INTRODUCTION

1.1   What is happening on the urban waterfronts?

"The lakefront is supposed to be the most exciting, vibrant and scenic place of this city. However, Toronto's waterfront, almost everything between Lake Ontario and Front Street, is such a mess … If even one can, I'd say it is not a pleasant walk with all the noise and unsightly parking lots … There is hardly anything exciting by the lake except some boats that most people cannot afford. One would expect trees, parks, fountains, trendy restaurants & music, where families can take a leisurely walk, friends can have a nice lunch while enjoying the lake and the summer sunshine. However, Toronto doesn't have much of these … And third, the new condos by the lake simply bear no architectural beauty whatsoever. They are just plain and boring to look at and do not add anything positive to Toronto's skyline."

(Evanusc, 2007, posted in www.city-data.com/forum/toronto)

This opinion is just an example of many ideas and critiques I found in a lot of forum discussions on the internet. Urban waterfront projects seem to be an interesting topic amongst urbanites as when you try to search for progress of the project on the internet; you may end up in citizens' forum discussion regarding the project. Urbanites have started to think about their waterfront conditions. They share their thoughts about their urban waterfront: what happen there, how it should be like, how they feel about it. Generally, they would like to have a nice waterfront; a place where they can walk along the waterfront, sit down and have lunch nearby the water, or just to admire the views – experiencing the public life of urban waterfront. People have always been attracted to water areas. Not only because water areas such as seas, rivers, bays, and lakes have an important function as sources of food but also their other functions as facilities for transportation, trades, and recreation in people's everyday lives. However, most of urban waterfronts used as ports, harbours or industrial sites have been left and abandoned. Today, people are claiming their waterfronts as cities started to reshape these areas.

For cities with waterfront areas, these areas have become an important influence in the development of the cities. The history of early civilization has proved it. At that time,
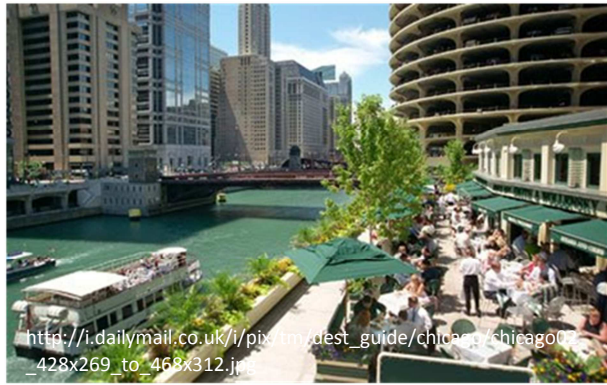
water was the reason for man's earliest settlements, a source of food, irrigation and transportation (Breen & Rigby, 1996). Take for example Babylon which grew up along the Tigris and Euphrates River. Even in further cities' development, it is found that the land which directly connected with and along the water was firstly developed before the inland areas in most countries (Md.Yassin, Eves, & McDonagh, 2010). Some big cities – e.g.: Amsterdam, Hong Kong, Tokyo, and Sydney – even developed through the waterfront development process. So, urban waterfronts have become an essential part in urban development. Global transition of urban waterfront has been an important part of urban renewal.

1.2   Global transition in the development of urban waterfronts

Urban waterfronts have gone through several changes, transformed time to time as part of urban development. Today, there has been a fundamental shift of urban waterfronts as many cities have been altered from industrial cities – as the center of production – to post-industrial cities – as the center of consumption (Dovey, 2005; Doucet, 2010; Campo, 2002). This urban transformation obviously affects waterfront areas which were formerly functioned as working ports or industrial sites. These areas were mostly fenced-off; blocked public access to water's edges. Because of this change, some working and industrial sites on urban waterfronts have been abandoned with no functions. These derelict and abandoned urban waterfronts then open up a room for the cities to rethink how these sites can improve their spatial quality to adjust the economic reality and to compete in post-industrial era through urban waterfronts regeneration or redevelopment process. Doucet (2010) explains that waterfront areas are valuable because of the spatial qualities they possess associated being beside a river, lake or bay. Moreover, this type of waterfronts are mostly located in or near the city centers so these areas offer great opportunities to take parts in improving the image of the city as well as the everyday life of the people.

As the center of consumption, places of leisure, culture, commerce and hospitality which offer consumption activities have been created in the cities to put themselves in the competition of post-industrial era. This can been seen in cities such as London, New York, Chicago and Toronto which formerly industrially-based places that have turned into financial, leisure and service centers (Doucet, 2010). Forced by this transformation, projects for urban waterfronts in the world mostly focused on this purpose; creating places with new forms of public amenity that offer activities for leisure, culture, commerce and hospitality. New functions have been developed in these sites for those purposes.

In positive point of view, these changes have given access for citizens to urban waterfronts. Urban waterfronts have been given back to the people; these public spaces attract and offer a lot of opportunities for social interactions in the everyday life of the people as they asked for.

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_428x269_to_468x312.jpg

http://www.terragalleria.com/images/uk/uken35575.jpeg

Figure 1.1 Images of new urban waterfront in Chicago and London

1.3   Rethinking of the public life on new urban waterfronts

Many sources of literature ranging from geography subject to urban and architecture design discuss urban waterfront as this type of space continues to change. These urban waterfront transformations are mostly valued positively. This left-over space offers the opportunities for both urban development – recreate the image of a city and regenerate economic investment – and public life – to attract people back to this area (Marshall, 2001).

However, some pessimistic thoughts about these changes are also not less. Regarding the development, Breen and Rigby (1996: 13) mentions that urban waterfront development have not well-served poor people as the space has been gentrified. They give the examples of communities in Tiger Bay in Cardiff, the Isle of Dogs in London and along the river in Singapore that have been ignored, relocated, or worse, as new and more wealthy populations move in. This shows how the development of urban waterfronts has left the interest and the desire of the local people behind. According to Dovey (2005), the transformation of public spaces indeed involves the interest of local communities as the starting point for urban planning and design decision. However, the term 'public interest' is somehow used only as a wrap for the dominant interests and the marginalization of others.

Regarding the architectural and spatial form of urban waterfronts, critics found on how urban waterfronts were designed in similar look recently: they are homogenous and standardized waterfronts. Urban waterfronts design seems to follow global references – an international style – than local references; with little or, worse, without any kind of local identity (Martire, 2009). This architectural and spatial form put little concerns to the city surroundings and the built environment. Moreover, these design transformations sometimes found expensive, time consuming, difficult to apply, and the important thing is that they are not always showing the needs or desires of local

residents (Harvey, 1989; Brownhill, 1993; Boyer, 1994; Gordon, 1997; Malone, 1996; Foster, 1999; Meyer, 1999 in Campo, 2002).

These conditions raise my attention on what is happening on the everyday life of urban waterfront regarding its transformation. It appears that, on one hand, the transformation of urban waterfronts is intended to reconnect people to their waterfront, but on the other hand, this intention also represses the desire of certain group of people – the local community – on their waterfront at the same time. This condition seems to influence the production of public space on new urban waterfront. So, *how do people, especially locals, react on this issue? How does the social dimension of urban waterfronts really work as public spaces in these conditions? What kind of social activities and interactions happen on urban waterfronts? How people use and think of public space on new urban waterfront?* These questions lead me to construct the aim of this research.

1.4   The aim and research questions

Based on what I have discussed before, this research is intended to investigate further socio-spatial issues on the everyday life of urban waterfront, especially on the production of public space on new urban waterfront. The aim of this research is **to explore the opportunities and challenges to create public space for people on new urban waterfronts.**

I develop research questions below which will lead further discussions of all chapters in this report to achieve my research goal.

1. *What qualities should be assigned by public space for people on new urban waterfront?*
   Through this question, discussion will be led to an overview of public space on urban waterfront; how the spatial form of urban waterfront attracts people, what spatial qualities should be present in the urban waterfronts as public spaces.
2. *How is people's appreciation of an attempt to create public space on new urban waterfront?*
   To answer this question, I will explore how people value space on urban waterfront, how they use the space, who the users are, and what desires or interests they may have through some examples of urban waterfronts cases.
3. *What kind of socio-spatial problems/conflicts appear in the everyday life of public space on new urban waterfront?*
   Discussions on this question will examine clashes that may be happened on the social dimensions of public space on new urban waterfront.

This research is conducted by means of literature exploration. All data developed for discussions are based on the results of previous research and available literature about social dimension of urban waterfronts. I explore two major categories of research paper

and literature: (1) literature from urban design subjects which discuss spatial aspects of urban waterfronts and (2) literature which involves non-spatial and social issues of urban waterfronts.

By gaining more insights into socio-spatial issues on creating public space for people on new urban waterfront, I do not intend to construct recommendations on how good urban waterfronts as public spaces should be designed or planned, yet I would try to argue on some points that should be taken into account on the improvement of spatial qualities of urban waterfronts as public spaces for the everyday life of the people.

1.5   The structure of this report

This report consists of six chapters. Chapter 2 presents an overview of urban waterfront. It includes definition, development phases, generic forms of urban waterfront and the emergence of new urban waterfront. Chapter 3 develops the theoretical background about the concept of public space in general and public space on urban waterfront. In this chapter, the relations between people and water are also discussed to understand what urban waterfront offers to public life when it turns into public space. Chapter 4 presents five selected cases of the everyday life on post-industrial urban waterfront. Each case provides important findings that help me to understand what is really happening in an attempt to create public space on new urban waterfront. Discussion part in Chapter 5 provides arguments that answer my research questions. The last chapter, Chapter 6, highlights the important points and findings of this research as the conclusion and the recommendations that are developed based on this literature exploration.

CHARACTERISTICS OF URBAN WATERFRONT

As this research is intended to discuss the social dimension of urban waterfront, this chapter provides an overview about urban waterfront; its definition, its spatial forms, its development, and its relation to urban structures.

2.1   What constitute as urban waterfront

There are several terms found in research paper and books which refer to the term urban waterfront. Some use the term based on the characteristics of the water body which is adjacent to such as *riverscapes, bayscapes, seafront, riverfront,* and *river edge*. Some refer urban waterfront to the use of the landside of the waterfront such as *harbourfront* and *dockscape*. Others consider urban waterfront as the holistic landscape that explains strong connection between the city and the waterfront such as the terms *port-city* and *maritime city.*

In general, the definition of 'urban waterfront' is clearly explained by the word itself: the land fronting on the water located in the city or town. As Breen and Rigby (1994) define, waterfront is the water's edge – a river, lake, ocean, bay, creek, canal, including man-made – in cities and towns of all sizes. A waterfront may also be perceived as type of space, as Carr *et al.* (1992 in Al Ansari 2009) mentions, that includes harbours, beaches, riverfront, piers and lakefront. In more holistic and inclusive definition regarding the urban nature where the waterfront is located, Bruttomesso (2001) describes urban waterfront as type of boundary of urban zone that is both part of the city and in contact with a water body. So, the term urban waterfront may refer to describe the city as the whole – waterfront cities – or type of landscape in cities or towns – waterfront spaces.

2.2   Development phases of waterfront cities

Water is an important element in people's everyday life. Even in the early settlements, it is found that people's dependency to water affects their choices to settle nearby fresh water (Mumford, 1961 in Al Ansari, 2009). It is believed as the root of urban waterfront

development and the encouragement of modern waterfront development. Wrenn (1983 in Md.Yassin *et al.*, 2010) constructs four phases of waterfront historical evolution. Those phases listed in Table 2.1 show the relation between the city and its urban waterfront as well as the connection between people and their waterfront.

Table 2.1 The historical evolution of waterfront cities according to Wrenn (1983)

PHASES OF WATERFRONT EVOLUTION	DESCRIPTION
Phase 1: **The emergence of waterfront cities**	At these periods, the settlements were closely tied to the water edge as the water fulfilled the essential needs of community, used for trade activity and water transportation. The colonial waterfront triggered the rapid growth of waterfront community. Waterfront was nothing more than a few trails converging at a jetty. People-waterfront relation was very strong because the waterfront served the primary needs for people. They have direct contact with the water body
Phase 2: **The growth of waterfront**	Waterfront settlement increased and become a city. Trading activity turned waterfront into a busy area: buildings and warehouses built along the waterfront, including docking and storage area, and blocked the water's edge from the street. Alternative transportation methods were introduced as the consequence of extended distance of waterfront from the city center. Further, the central city was detached from the shoreline. Elevated highways and interstate freeways have appeared near the shoreline. People-waterfront relation was built in relation with trading activities as the waterfront became the working site. The waterfront environment deteriorated due to the industrial pollution; the water became dirty and the waterfront began to lose its natural attraction to urbanites.
Phase 3: **Deterioration of waterfront**	At these stages, the old ports lost their role both as the means of transportation and industry center due to technology improvements in containerization and shipping, advancements of transportation patterns, and with new ports developed outside the city. New modes of transportation – railways and highways – alienated the waterfront from the rest of the city. Waterfronts became more deteriorated as

	environmental awareness increased among public, further separating the urban core from the water. The waterfront virtually becomes a dead, inaccessible and unsafe area. People's dependency over the water body became less as technology developed and opportunities as well as choices for the people fulfilled by the development of city.
Phase 4: **Rediscovery of waterfront**	As waterfront had become polluted over the years, in the 1960s, governments proposed the recovery of waterfront aesthetic scenery. There came an opportunity to reconnect waterfront to the downtown area for public use – the development of mix use of recreational, residential, and commercial areas. At these stages, more waterfronts nearby the city centers have been returned to public use. People regain their access into the waterfront.

Through this development phase, Wrenn (1983) seems to explain that the rediscovery of waterfront phase triggered by the abandoned of port areas – the change between industrial era to post-industrial era that happened in city ports. However, this rediscovery process may also happen in waterfront cities without history of port development because waterfront city development can also be implemented as a continuous process in most places where settlement and water are juxtaposed whether a commercial port activity was present or not (Hoyle, 1994 in Al Ansari, 2009).

2.3   Types of urban waterfront

2.3.1   Generic forms of waterfront

There are seven generic waterfront forms of urban waterfront (Moughtin, 2003: 177-182): (1) the vertical cliff edge, (2) the fishing village, (3) the bank or beach, (4) the dockside quay, (5) the bay or open square, (6) the pier, and (7) the 'turning back' to the water. Below are the descriptions of each type.

Type 1: The vertical cliff edge

This type forms buildings rising sheer from the water's edge. It is associated with the ninetieth century canal lined by the sheer faces of multi-storied buildings – warehouses, palaces, religious buildings. These buildings along the water's edge do not provide public access to the waterside. Openings found in the canal façade are used for private

activities and access. Nowadays, this type of frontage would be used only in exceptional conditions; for conservation of buildings of architectural note. This type of waterfront can be seen in canal frontages of Bruges and Venice.
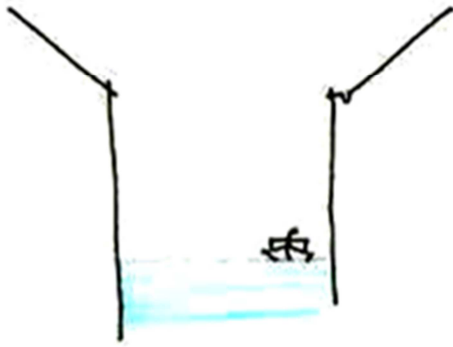
Figure 2.1 Waterfront form: the vertical cliff edge – example: Venice

Type 2: The fishing village

This type is typically a model of English fishing village where the development is sheltered from the driving coastal winds. Access to the water is along narrow passageways. It is also known as the 'perforated edge' with fingers of narrow public passageways leading to the quay and seafront. The buildings of this type huddle tightly together on narrow streets for mutual warmth and shelter. Although this type does not apply today to the frontage of a canal, urban riverside, or seafront, but the form when used for a stretch of waterfront does secure good access to that waterfront for the public. This type of waterfront applied in the long narrow Piazza Degli Uffizi, Florence.

Figure 2.2 Waterfront form: the fishing village - the long narrow Piazza Degli Uffizi, Florence

Type 3: The natural bank or beach

This type characterized by the water that meets a soft, natural bank or gentle slope. It is also associated with the condition of a river in countryside or many parts of coastlines. In cities or towns, this type refers to the waterfronts where the main function associated with environmental pollution control or as the soft recreational landscape of a city park or green corridor. This type is highly valued as it presents diversity of vegetation in terms of plants, trees and grasses. Based on a survey of public's perception on a river corridor feature, people have a strong preference on this type: more natural environment where they can find trees lining or overhanging the banks of a river.

Figure 2.3 Waterfront form: the natural bank or beach – example: the Dee in Chester

Type 4: The dockside quay

This type – the opposite of the natural bank or beach – is characterized by the hard formal constructed water's edge. It is a common water edge treatment for a port settlement in a sheltered location: a quay is running parallel to the line of the sea. Buildings are located at the rear of the quay while public access between buildings connects the waterfront to the inner districts of the city or the town. A waterfront in Lamu, Kenya follows this pattern. Moreover, the grander scale of this pattern can also be seen in Hong Kong and New York. Canals in Amsterdam also follow this pattern: a double quayside along both sides of the watercourse with arranged rows of four or five storied terraced developments and the form of a curved street.
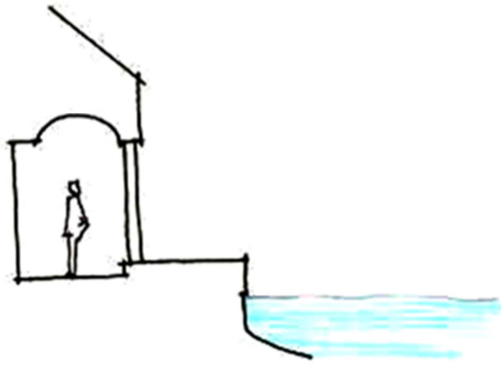
Figure 2.4 Waterfront form: the pattern of dockside quay – example: Amsterdam

Type 5: The bay or open square

This type of waterfronts characterized by the water edge that envelopes or encloses the water. The natural setting example of this type is the city of Belfast in Northern Ireland – it is surrounded and enclosed by hills on both sides of the lough. This pattern can also be seen in Albert Dock Liverpool where a large mass of water enclosed by buildings with the arcade at the ground floor unifies the composition. This pattern is the equivalent of the piazza or square where water forms a reflective ground plane.
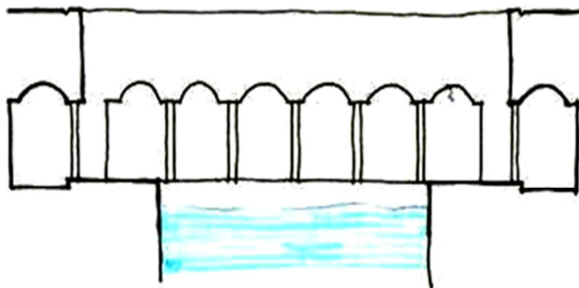
Figure 2.5 Waterfront form: the pattern of the open square – example: Albert Dock in Liverpool

Type 6: The pier

The pier is jutting out into the water at right angles to the shoreline. This type of water structure is an extension of the waterside street, it is considered as the structure that fits for leisure use (Thorburn) – the pier completed with cafes, boutiques and stalls. This structure can be made floating and may offer a unique experience of watercourse.

Type 7: The 'turning back' to the water

This pattern treats the water body as sewer, dumping ground or a culvert. This type follows the engineering tradition which aims at improving public health and sanitation. The watercourse, then, is used as a sewer rather than environmental amenity.

Some types of waterfront mentioned above – the vertical cliff edge, the fishing village and the 'turning back' to the water – existed only in historical urban structure which mostly do not applied anymore on the newer urban structure. These types are characterized by its historical forms of buildings and urban fabrics. The attraction of these types of waterfront is in the historical and architectural forms of the cities itself. Other forms – the dockside quay, the natural bank, the bay or open square and the piers – are still applied and modified in waterfront cities today with various functions as these types provide opportunities for public access into the water.

2.3.2 Post-industrial waterfronts: the emergence of new urban waterfronts

A new urban waterfront refers to what Wrenn mentions as the rediscovery phase of urban waterfront. There are different terms found in research paper refer to this new development in urban renewal subjects such as waterfront redevelopment, waterfront regeneration, and waterfront revitalization. All these terms belong to new phenomena of waterfront development in inner urban areas in post-industrial and globalization era: the transformation of under-used industrial and working waterfront. These post-industrial waterfronts show hope and concern of the city to its conditions – waterfront redevelopment is believed as the socio-economic, environmental and spatial cure for most cities (Jones, 1998).

Urban waterfront transformation is triggered by certain factors related to economic, social, environmental, and preservation issues (Breen & Rigby, 1996). Economic issues highlight problems in waterfront areas caused by the development of technology that ask the relocation of port from central sites, the shift from traditional sites and activities, and the decreased need for railroads holdings. These conditions open up opportunities for new developments as the withdrawal of port activities freed up much space (Norcliffe, Basset & Hoare, 1996). Social issues discuss people's desire on more open space for recreation and physical activities. As many people enjoy more leisure time and more mobility, tourism practises have expanded. Waterfronts that provide the attractiveness of water features become a potential place for cultural and recreational attraction. Environmental issues underline water purification by cleaning up bodies of water and water supplies for the interest of health and the encouragement of new waterfront investment. Preservation issues lead to an attempt to preserve certain elements – e.g.: historic preservation and the adaptive reuse of heritage buildings – as the city's character in the waterfronts that some waterfront development projects less care on this issue.

Therefore, an urban waterfront becomes an important part in reshaping urban fabrics. For Marshall (2001), a waterfront provides glimpses of new city-making paradigms as waterfront is part of the city. For urban development, a waterfront is valuable for recreating the image of a city (Dovey, 2005; Marshall, 2001), to regain economic investment and to attract people back to deserted downtowns (Marshall, 2001).

Bruttomesso (2001) mentions waterfronts are considered taking part in reshaping the image of the city because these sites are often the most ruined places in the city as formerly being used for the industrial sites. It is also highly visible locations in most cities that it becomes a potential place to reconstruct the image of the city here.

Redevelopment of urban waterfront has been part of urban renewal. Three operations involved on urban waterfront transformation which intend to upgrade these areas. Bruttomesso (2001: 41) distinguishes three operations which involved in urban waterfront transformation: *recomposition, regeneration* and *recovery*. Table 2.2 shows how these operations work to transform industrial sites and working waterfront into new urban waterfront.

Table 2.2 Operations involved in urban waterfront transformation based on Bruttomesso (2001)

OPERATIONS	PURPOSE AND OUTCOME
Recomposition	• Giving a common unitary sense to different parts of the waterfront – both physical and functional – which formulate the areas • Re-joining these different parts & activating a new character that keep the different elements together • Furnishing an unusual & attractive image for future users
Regeneration	• Redefining the role and image of the entire city • Re-examining and revitalizing urban zones • Re-introduction into 'urban play'
Recovery	• Restructuring and restoration of buildings • The choice and introduction of new activities in abandoned or depressed zones

These operations show how significant the change of urban waterfront both in its physical forms and its functions in order to fix urban spatial and social structure. Recomposition process highlights the re-joining of different parts of urban waterfront areas in order to create a unitary sense of space and on the same time adding attractive features to attract new users. This process seems to focus on the area of urban waterfront itself which is different from regeneration process that started with the urban planning scale. Regeneration process focused on revitalizing and redeveloping the entire city. So, as part of urban zones, the development of urban waterfront follows the plan for the entire urban structure. The last, recovery process, focuses on historical buildings and urban structures. The process entails improving the structures by giving choices for new activities.

These processes lead to some expressions of new urban waterfronts. New urban waterfronts show some generic changes followed by different approaches and purposes of the transformation. Below are expressions of new urban waterfront mentioned in several sources of literature.

- There is a change of function of urban waterfront from productive activities related to the port and industry into more consumption-oriented activities – from production landscape to consumption landscape (Norcliffe et al., 1996; Campo, 2002; Dovey, 2005; Doucet; 2010;). The waterfront has become a place to live and also to visit (Norcliffe et al., 1996).

- New functions have been assigned to urban waterfront which replace its previous function as port, harbour or industrial sites. These functions of new urban waterfronts become new themes of urban waterfront in most post-industrial cities; some worked well with mix-used function. These new functions introduce types of new urban waterfront as these functions mostly applied in new urban waterfront (Campo, 2002).
  1. Waterfront as recreational and tourist destination: Baltimore's Inner Harbour, Sydney's Darling Harbour and Barcelona's Port Vell.
  2. Waterfront as an extension of financial district: New York's Battery Park City and London's Canary Wharf.
  3. Waterfront as new residential areas: Battery Park City and Rotterdam's *Kop van Zuid.*
  4. Waterfront as ecologically sensitive and sustainable development: plan for Toronto waterfront by the Waterfront Regeneration Trust.

- Most urban waterfront is gentrified as the new space tend to invite new affluent residents to move in while the working class or poor who used to be the residents of the area move out (Featherstone, 1991 in Norcliffe et al., 1996). The gentrification of the area is proven by the implementation of many flagship projects for urban waterfront which are claimed as new generation of gentrification. This property-led flagship regeneration can be seen in different features – high-end housing, luxury shopping, tourist attractions, hotels – to facilitate an outside audience of tourist, investors, or new residents (Doucet, 2010).

- Urban waterfront transformation happened globally as many cities with under-used industrial sites and ports start to renew the areas. As themes and functions of new urban waterfront seem to follow certain trends, so do the architectural and spatial form of it. Urban waterfront design in many cities looks similar because they followed global references or international style (Martire, 2009) which gives 'a monotonous sense of *déjà vu'* (Bruttomesso, 2001). In results, its design is somehow detached from the surrounding atmosphere; create new

atmosphere on its own. These sites tend to become a potential new stage for architects as the city needs to recreate its new image on urban waterfront.

These conditions give clues on the atmosphere of new urban waterfront. Indeed, people gain more access into the waterfront and it becomes more open to public. However, when gentrification and commercial activities take over the space, this new urban waterfront may become less inclusive. Next chapter would discuss further about public space on urban waterfront.

PUBLIC SPACE ON URBAN WATERFRONTS

The rediscovery phase of urban waterfronts has opened up opportunities for these areas becoming places for public life. For some reasons, the idea of creating public spaces on urban waterfront is initiated by the facts on how people are connected to water as one of natural elements. This chapter discusses what urban waterfront offers to people as public spaces and what qualities should be achieved to be a successful public space.

3.1. Between people and water

3.1.1 The image of water

A question why people are attracted to the waterfront can be explained by the influences of both physical and non-physical qualities of the water body in people's lives. As one of natural elements in landscape, water has several meanings for people: symbolic, spiritual, and psychological attractions. People may have positive and negative perception towards water that constructs its image. The metaphor of water mostly influenced by cultural and spiritual values that people embrace in their lives (McMillian, 1998; Dovey, 2005). In western culture, water has been associated with life, mystery, play, danger, youth, cleansing and regeneration (Burmil, Daniel & Heterington, 1999; Dovey, 2005). Its cleanliness and refreshment has symbolically led to a sense of regained energy, youth, and health. It is also a symbol of fertility and reproduction. However, there is also water symbolism that refers to its dangerous and mysterious side as appeared in Greek mythology.

Not so much different with western tradition, eastern tradition according to McMillian (1998) values water as the source of life. It provides spiritual and sacred meanings in Islam and Hindu religion. Sites nearby the water appreciate as a place of contemplation and meditation, they are considered as sacred places. For example, the River Ganges plays an important role in Hindu people's daily lives. Moreover, the image of water in eastern culture has also been translated in their garden design as can be seen in Chinese and Japanese garden traditions that have always been designed using water feature to

create a retreat place for leisure and meditation on nature. Water itself as an element has been embraced in people's everyday lives.

3.1.2 Waterscape: perception and preference

The characteristics of water which include its width and depth, its movement and sound, its color and containment (Woodward, 2005) provide contrast to land. Different types of waterscape – ocean, sea, lake, river – bring different image and perception on people because of their each characteristic. Together with the other natural elements, water body offers visual and non-visual aesthetics that highly appreciated by people. Natural settings offer the experience of refreshing and sharpening human's senses because of a 'restorative' value they possess (Carr et al., 1992). Furthermore, people have strong positive responses to water in the landscape (see Zube et al., 1974 and 1983). Water was the most desired feature that people prefer found in a study of outdoor space qualities (Buker & Montarzino, 1983 in Carr et al., 1992).

Because of those reasons, waterfront has great things to offer to people in the city. Located in hustle bustle life of the city, urban waterfront offers a certain kind of refreshing and calming environment through its characteristics. For example, looking at the water body, we may experience the reflection of the sky and the weather on it – the change of its appearance in different weather. According to Joardar & Neill (1978 in Carr et al., 1992) based on their study of downtown Vancouver, people appreciated the waterfront because of the vistas its offers. It has spatial meanings for urbanites. When entering waterfront areas in the city, we are aware of juxtapositions between water and land – soft and fluid character of water meets solid and hard character of the city. Because of the joy of being nearby the water that urban waterfront can offer to people, this area becomes famous for leisure and play activities. As new urban waterfronts turn into public space, understanding concepts of public space is important.

3.2   Concept of public space for people: an overview

There are broad sources of literature and research discuss about concepts of public space. Cattell, Dines, Gesler and Curtis (2008) define public space as an essential feature of cities because the measurement of the quality of urban life is usually based on the quality of public space found in the city. The quality of public space related to its function as the settings for public life where social interaction takes place; the settings that offer space for movement and grounds for play and relaxation (Carr et al., 1992; Cattell et al., 2008). As a public space, accessibility is an important point. Ideally, everybody has the rights to access public space. So, within this place, Young (in Cattell et al., 2008: 544) mentioned, difference is encountered and negotiated because it is a potential place for the high-density random social encounter of the 'crowd' (Dovey, 2005: 16). The density and diversity of public space may positively trigger tolerance of difference and opportunity to form new identity. Everybody becomes anonymous in the

crowd and feels the equality: "It is for the sake of this blessed moment, when none is greatest or better than another, that people become a crowd" (Canetti, 1962: 18 in Dovey, 2005).

People have developed certain interpretations of public spaces (Cattell et al., 2008). Public place is a setting of everyday experiences – a place for exercising, reading books, observing people, walking through, etc. Public spaces as everyday places are not always determined by aesthetic criteria. They are mostly valued by the people based on its shared and social elements. Public spaces can be interpreted as memories of places as they may possess subjective meanings that accumulate over time – certain public spaces may be important for several people for the way the recalled other places. Public spaces in the cities may become places of escape where people can get away from the hustle bustle of the city's life. It is also places of social interactions; a meeting place for different types of people with different cultural and life background.

So, in what spatial form is urban public space present in the cities? Streets, parks, malls, plazas, playgrounds, and markets are some types of public space found in the city where people are gathering and social interactions happened. Public spaces are not formed in the same process. Carr et al. (1992) distinguish two different processes of public space: formal and informal. Formal public spaces are planned public spaces, developed by architects and planners with the intervention of authorities. These formal public spaces are well-documented. While informal public spaces are naturally developed by the people through appropriation, by repeated use in a particular way, or by the concentration of people because of an attraction such as a street corner, some steps in front of a building and an undeveloped lot in the neighbourhood (Carr et. al., 1992: 50). Low et al. (2005: 21 in Al Ansari, 2009) described informal public spaces as:

> *"Undesigned and unplanned, but popular, common open space. In the small town and growing city alike, informal open spaces lying just outside the developed area were appropriated for outings, get-togethers, picnics, sports, and games. These spaces are hard to document because they were not formally planned, designated, or designed, and most gave way to urban development long ago."*

Some different terms have been found for informal public spaces as cited by Al Ansari (2009: 35): 'unframed' space (Dovey & Fitzgerald, 2000), 'lost' space (Trancik, 1986: 3), 'found' space, 'loose-fit' space (Thompson, 2002), 'undesigned' space, 'transitory' landscape (Qvistrom & Saltzman, 2006). Understanding unplanned public spaces – how they are developed and used – would be important for architects and planners to develop the planned ones.

Regarding its uses, activities found in public space are unique. The built environment influences as well as is influenced by the social life. The existence either social or physical environment depends on each other's – 'any environment is the result of continuing actions' (Yen & Syme, 1999 in Cattell et al., 2007). We should be aware of the complexity of activities found in urban public spaces. Spontaneous and unplanned

activities are often overlapping with planned activities. Generally, there are three types of outdoor activities found in urban public space (Gehl, 1996 in Carmona et al., 2008); namely necessary activities, optional activities and social activities. Necessary activities is activities that people generally have to do and happen under all condition, for example going to school, waiting for the bus, etc. Optional activities refer to leisure and recreational activities that happen in particular time or place depend on the condition of weather and settings. To increase number of optional activities in public space, good physical qualities of space is necessary. Public space should be attractive to invite more people voluntarily do optional activities, for example stopping by to enjoy the view, sitting down to enjoy the weather, etc. Social activities refer the opportunities for interactions. Besides good quality of public space, social activities are only happened because of the presence of other people in public space.

Number of optional and social activities can be improved by good physical qualities of public space. Good physical qualities of public space include (1) the quality of visual-artistic which relates to visually pleasing and strong characters of public spaces; (2) the quality of social-usage which is influenced by the quality of connections, various functions, legibility and safety; and (3) the quality of making places which refer to the quality of accessibility, inclusiveness and maintenance (Dempsey, 2008). However, architects and planners may only create 'place potential' rather than make a 'place' itself because a successful place depends on those using it (Carmona et al., 2003 in Dempsey, 2009). A successful public space, then, can be seen from whether it provokes people to do activities there that it is actively used by the people.

There is another dimension of qualities that usually forgotten in creating public space for people: human qualities of public space. Carr et al. (1992) explain that good public space for people should be responsive, democratic, and meaningful. Public space should be responsive means that it serves the needs of their user. As it is used by all groups of people, public space should be democratic; it protects the rights of user groups. Users should have the rights to use a public space and have a sense of control within it. There should be the precise balance between different user groups to avoid conflicts. It should also be meaningful as it allows people to make strong connections between the place, their personal lives and the larger world. Table 3.1 shows an overview of these human qualities based on Carr et al.

Table 3.1 Human qualities of public spaces (Carr et al., 1992)

No	Human qualities of public space	Features	Description
1	Responsive	Comfort	People seek both physical and psychological comfort e.g. sittable space, shade and exposure to the sun, safe from crime, the need for toilet, etc.
		Relaxation and/or liveliness	Some people seek public space for relaxation – to experience natural elements, greenery, and silence – but some others look for liveliness in public space – engagement with the life of a city.

		Passive engagement	Passive experiences with a place and people within it e.g. the possibility to observe people and sceneries.
		Active engagement	More direct experiences with a place and people within it e.g. the possibility for social interaction with other people, physical contact with place elements, and active use for exercise and health.
		Discovery	The diversity in the physical design and the changing vistas to create the opportunity to observe the different things – physical qualities and human activities – when people are moving through the site.
2	Democratic	Right of access	This includes physical, visual and symbolic access. This right is fundamental to achieve other rights.
		Freedom of action	Layout of public spaces should offer the opportunity for people to carry out their desired activities. There is a clear need for a balance of users and activities so that no one group dominates a space to the exclusion of others.
		Right of claim	Claims of space refer to a degree of spatial control in search of anonymity & intimacy, privacy & territoriality by particular groups. It is necessary in order for them to act freely and comfortably in the space e.g. time sharing on the shared space.
		Right of change	The ability of a place to permanently or temporarily evolve and change over time (Lynch, 1972). Public spaces can allow their users to continually add and take back elements that facilitate desired activities – *place ballet* (Seamon & Nordin, 1980).
		Right of ownership and disposition	All truly public space is in fact owned by the public even though the control implied may not be exercised.
3	Meaningful	Place identity	The relationship and connection between the site and its context. A place needs to be relevance in both individual and cultural level. In individual level, a place must satisfy the need. In cultural level, a place should be congruent with norms and practice.
		Place experience	It must be comfortable enough to allow an experience with it to occur.
		People-place connection	It should have connections to the people; create a sense of belonging, safety, a feeling that personal rights will be protected. Public space must have recognizable cues that are understood by potential users, communicate what kind of place it is and whether they are welcome or not.

Carr et al. believe that a successful public space offers these human qualities for the users which create the positive appreciations from them and encourage them to use the

space. I, therefore, believe that human qualities need to be considered in public space because a successful public space seems to not only valued based on its architectural and environmental qualities, but also on how a public space serves the needs and the rights of the users and creates links that are relevant to people's culture and everyday lives. Understanding these human qualities is important for the improvements of public space in the cities. Architectural and spatial planning and design of public space for people need to consider these human qualities in order to be successful.

3.3   Creating public space on new urban waterfronts

Urban waterfront is not only a precious setting for the city image but also an important setting for public life. Waterfront which is located in the city center offer a unique setting as public places. Obviously, this interface area between water and land provides contrast with its surroundings; the built environment which is dominated by hard materials. Natural water feature itself is a great appeal for urban waterfront to be developed as public spaces because water feature is the element that people mostly appreciate and seek in landscape. This is a good place to embrace leisure and recreational activities. Many new urban waterfronts have shown their efforts to create attractive places for urban people: visual contact with water, promenade along the waterfront, waterborne transport, etc.

Cities that carry out waterfront redevelopment projects deal with their own guidelines in providing public space on the projects. They use different approaches with different purposes based on contextual problems. To create public space for people on new urban waterfront, place-making approach developed by Project for Public Spaces (PPS) seems to include both spatial and human qualities of public space previously mentioned – "this approach helps citizens transform their public spaces into vital places that highlight local assets, spur rejuvenation and serve common needs." The purpose of place-making approach is to create a bottom-up design solution. PPS constructs ten qualities of a great waterfront destination displayed in Table 3.2 below. I discuss each quality in order to link them with other sources of literature which may explain further.

Table 3.2 The ten qualities of great waterfront destination based on PPS

No.	Qualities of great waterfront destination	Discussion
1.	**Surrounding buildings enhance public space** • Buildings boost activity in the public spaces • A mix of uses, no gap interaction between inside and outdoors • Avoid high-rise towers that lack any public uses on the ground floor because they usually create a wall	• The integration between activities in buildings and public spaces, for example, buildings should open up their ground floor for public activities • Buildings can be retailing along the street – stores, windows with displays, signs to attract people's attention, doorways, people going in and out of them (Whyte, 1980)

	that physically and psychologically cuts off the waterfront from the surrounding	• Visual attractiveness of the waterfront should not be blocked by buildings as the rights of visual access
2.	**Limits are placed for residential development** • Waterfront should not be dominated by residential development to get greater public activities: sites of festivals, markets, fireworks displays, concerts, spontaneous celebrations and other high-energy gatherings	• Public space in waterfront which is dominated by residential development e.g. apartments will limit public activities happen there • Mixed use is priority. Housing neighbourhood should be mixed both functionally and socially (Giovinazzi & Moretti, 2010)
3.	**Activities go on round-the-clock and throughout the year** • Creative programming should take into account any circumstances e.g. rainy & winter season • Smart use of amenities can provide protection from inclement weather • Appropriate lighting & special events to enliven evening situations	• It is important to facilitate public activities in any circumstances by providing creative programs and amenities so people have chances to stay in public spaces
4.	**Flexible design foster adaptability** • Spaces should be adaptable for different users at different time • Flexibility must be built into the design of the place e.g. on-site storage for movable chairs, tables, umbrellas, and games so they can be used at a moment's notice	• Right of change; the ability of a place to permanently or temporarily evolve and change over time (Lynch, 1972) • Public spaces can allow their users to continually add and take back elements that facilitate desired activities – place ballet (Seamon & Nordin, 1980)
5.	**Creative amenities boost everyone's enjoyment** • Waterfronts feature amenities that increase people's comfort and enjoyment e.g. a bench or waste receptacle in the right location, lighting to strengthen the place and draw attention to activities, public art, etc	• Amenities help establish a convivial setting for social interaction. As Carr et al. mention, qualities that people seek in public spaces should be fulfilled. Public spaces should be responsive. • People seek both physical and psychological comfort e.g. sittable space, shade and exposure to the sun, safe from crime, the need for toilet, etc.
6	**Access made easy with boat, bike and foot** • Waterfront should be accessible by means other than private vehicles • Accessibility enhances the character and experience of the waterfront • Too much traffic and parking lots could make people feel uncomfortable • Streets should be designed to minimize their impact on pedestrian safety and enjoyment and always be closed for events and festivals	• Public access is a prerequisite. Waterfronts should be both physically and visually accessible for locals and tourists of all ages and income. Public spaces should be constructed in high quality to allow intensive use (Giovinazzi & Moretti, 2010) • Reclaimed streets – people feel comfortable to linger; eat and drink (Shaftoe, 2008)

7	**Local identity is showcased**	• Public spaces should be meaningful and in context, give urban waterfronts local characters
	• Making the most of local identity, history and culture stimulates widespread interest in the waterfront and creates a unique sense of place • Frequent opportunities to appreciate local art, music and theatre helps draw a community together	• The historic identity gives character. Collective heritage of water and city, of events, landmarks and nature should be utilized to give the waterfront redevelopment character and meaning. • Sustainable redevelopment means the preservation of the industrial past (Giovinazzi & Moretti, 2010)
8	**The water itself draws attention**	• Water was the most desired feature that people prefer found in a study of outdoor space qualities (Buker & Montarzino, 1983 in Carr et al., 1992). People seek both passive and active engagement with water feature.
	• The water should become the centerpiece for programming and activities e.g. traditional marine uses such as a ferry terminal or fishing port, which helps preserve a place's identity, additional activities may include water-taxis, boat tours, restaurants or bars on anchored boats, fishing, rock skipping, floating pools, kayaking and swimming • Embracing the natural uses of a waterfront: thematic programming such as boat festivals, fish markets, and performances on floating stages	• The quality of water in the system of streams, rivers, canals, lakes, bays and the sea is a prerequisite for all waterfront developments (Giovinazzi & Moretti, 2010)
9	**Iconic buildings serve a variety of functions**	• This quality points out how an iconic and historic building in urban waterfront may support public life and activities; becoming a shared space for the public
	• Iconic, attention-grabbing buildings that reflect a human scale and do not detract from the surrounding context can be a boon to the waterfront, as long as they serve a variety of functions • Iconic buildings should strive to achieve the same flexibility and public-spirited presence	
10	**Good management maintains community vision**	• Management of public spaces can be seen as an effort to maintain both spatial and human qualities of urban waterfront - maintain the infrastructures, facilities, activities, safety, etc.
	• Management could be conducted through partnerships between city agencies, property owners, waterfront businesses and community organizations in the surrounding district in sustaining a diverse variety of activities and events throughout the year and implementing programs that can be used to generate revenue that benefits the waterfront as a whole	

Carr et al. (1992) mention that a waterfront is one of types of contemporary urban public spaces which refers to open space along waterways in cities which characterized by increased public access to waterfront areas and development of waterfront parks. By previewing some new urban waterfront projects, I found some common forms of public space which are developed on new urban waterfront in most cities. It includes waterfront parks, promenade along the water body, and piers which usually appear together with commercial, residential or office buildings. Some images as examples are provided below.

- Promenade/sidewalk along the waterfront

Figure 3.1 Promenade alongside of the waterfront – Toronto & Melbourne

Promenade or sidewalk along the waterfront is always found on new urban waterfront as this type of space provides direct connection to the water. Some may include one or two levels of sidewalks. On the other side of the promenade, we may find office, commercial or housing buildings. Restaurants and shops could easily be found here when the promenade is part of leisure or tourism attraction. This space may also be part of more soft and green area like waterfront's park or garden. Leisure activities are mostly concentrated in this area: strolling, busking, viewing, etc.

- Park/garden on the waterfront

Figure 3.2 Waterfront garden/park – Toronto & Louisville

This type of public space focused on developing soft materials and greener waterfront: green playground and promenade surrounded by trees along the waterfront. Parks and garden offer wider space for public space on new urban waterfront.

- Waterfront piers

http://www.statenislandusa.com/images/pier_aerial.jpg

http://www.aerialarts.com/db_B_ton_Pier_Night1.jpg

Figure 3.3 Waterfront piers – Ocean breeze fishing pier, NY and Brighton Pier

A pier is an extension of the waterside area, jutting out into the water at right angles. We may find different structures and functions of the waterfront piers; from a simple structure for strolling to more complicated one and bigger space for fishing and performances. This pier may include shops and restaurants on it where people may get closer to the water.

However, the development of urban waterfronts in post-industrial era mostly started with the purpose of restructuring and repairing urban fabrics because of derelict working ports or industrial sites. Urban waterfront areas were frequently seen from their spatial and economic problems. Although many cities have given more access to the people into urban waterfront and reshape these areas, have human qualities of public spaces been taken into account in urban waterfront planning and design? If so, does it really successfully work? Do people embrace the new shape of public space on their waterfront? Next chapter provides discussions to answer those questions.

THE EVERYDAY LIFE OF URBAN WATERFRONTS

This chapter provides an inquiry of people-waterfront relations to understand opportunities and conflicts on creating public space on new urban waterfront. To understand the life of public space is to understand both its spatial and its social dimensions – the spaces and the users. Examples taken from several sources of scientific research give insight understanding on in-context situations of the everyday life of urban waterfront – what is happening on post-industrial urban waterfront.

4.1   Creating public spaces on urban waterfronts: conflicts and challenges

It is indeed not a simple way to create a successful public space on urban waterfronts for the sake of the desired public life. Urban waterfront, as Dovey (2005) mentions, has become the new battleground over conflict between public and private interests as it is a new frontier of the city with opportunities for significant aesthetic, economic, social and environmental benefits. For Dovey (2005: 14), new urban waterfront projects nowadays mostly turned into the 'disneyfication' of the city as a thematic, scripted and branded form of place-making where public and private spaces, commerce and culture become blurred; showing the shallow understanding of local authenticities of places and cultural activities for global commodity.

In line with Dovey's viewpoint, as already mentioned in Chapter 2, Doucet (2010) argues that the urban waterfronts have become the most common locations for flagships. Flagships are defined as significant, high-profile and prestigious land and property developments which play an influential and catalytic role in urban regeneration (Bianchini et al., 1992: 245 in Doucet, 2010). Most post-industrial waterfronts indicate this kind of development which is the creation of affluent spaces. Apparently, the creation of new urban waterfronts started with the thoughts of economic benefits and the transformation of new image of the city to survive in post-industrial era.

In these conditions, how do public spaces appear and operate? What do people think about the changes happened on the waterfront? How do they appreciate it? To gain

understanding on people-waterfront relations, it is important to reflect on previous research cases. Each case has its unique nature of research: different perspectives, different sites, different culture, different methods. Besides, there are not many sources of research paper that discuss people-waterfront relations in the everyday life of new urban waterfront. However, through cases selected below, I try to put my understanding deeper on in-context socio-spatial issues of the regeneration of new urban waterfronts, especially in context of the everyday life.

4.2   On the urban waterfronts: examples

In this part, I present five cases regarding people-waterfront relations in post-industrial period: the transformation of industrial or port waterfront sites into new urban waterfront. I reflect not only on the social life of the new form of urban waterfront but also on the social life of the old ones before they are transformed as the findings may lead on discussions about opportunities and challenges on creating public space for people on new urban waterfront.

Below are five urban waterfront cases that would provide discussions on people-waterfront relations in post-industrial period for this research.

Brooklyn's waterfront

Brooklyn's Vernacular Waterfront – Campo (2002)
Photo source: www.flirck.com by Ken Wang

The Port Adelaide

Discourses of Community in Urban Waterfront Regeneration: the Case Study of the Port Adelaide Waterfront Redevelopment – Oakley (2007)
Photo source: www.en.wikipedia.org

The Kop van Zuid, Rotterdam

Resident Perceptions of Flagship Waterfront Regeneration: the Case of the Kop van Zuid in Rotterdam – Doucet, Kempen & Weesep (2010)
Photo source: www.holland.com

The Victoria and Alfred Waterfront (V&AW), Cape Town

1. Creating an African Riviera: Revisiting the Impact of the Victoria and Alfred Waterfront Development in Cape Town – Ferreira & Visser (2007)
2. The Victoria and Alfred Waterfront: Evaluating the Public Space – Oosthuizen
Photo source: www.thelances.co.uk/SA/CT12.jpg

Melbourne's riverfront: the Southbank

Fluid City – Dovey (2005)
Photo source: www.en.wikipedia.org

4.2.1   Brooklyn's vernacular waterfront

About the research

This research is conducted by Campo (2002) to provide insight understanding on what is happening on so-called vacant, abandoned and derelict waterfront in order to give an alternative reference point for the reuse of this kind of spaces. Campo argues that the term vacant, abandoned and derelict industrial or port waterfront could be less precise for people living nearby as they have already created their own recreational, productive and social environments there – informal or vernacular uses.

Data gathered in the fieldwork by using several methods: a waterfront access survey of the study area, observations and participation in waterfront leisure activity, informal interview with site users. Additional information on waterfront activities was collected through websites and also signs and notices posted throughout the area. Three largest informal sites were chosen: the Brooklyn Eastern District Terminal (BEDT), DUMBO waterfront (DUMBO is an acronym for Down Under the Manhattan Bridge Overpass) and the Red Hook Piers. The last two of these sites are a combination of a few adjacent smaller sites that are linked by common activities, physical form or ownership.

Plans to transform the remaining industrial waterfront sites in New York, Brooklyn's waterfront, are currently being discussed and some under-used sites observed in this research have been demolished and rebuilt. It should be noted that the site observations ran from January 2000 to January 2002. However, through this research, Campo reveals that the redevelopment of Brooklyn waterfront could be started by understanding the vernacular uses of these sites. It is interesting to note certain attributes that attract locals to use these industrial waterfront sites as their part of everyday activities. These attributes could raise understanding for planning and designing the reuse of this kind of spaces.

Reflections on the results: *It is not solely a matter of physical qualities*

Various and significant activities found in those three largest informal sites. Campo noted six themes of uses: (1) uses related to art such as production, display, experience and sale, (2) special events, gathering, festivals and performances such as music, dance, theater and educational activities, (3) political uses, community or neigbourhood organizations and activism such as speeches, discussions, information booths and dissemination of literature that usually in combination with uses in themes 1 and 2, (4) film, television, photography shoots and other activities related to visual media – commercial and non-commercial, (5) light manufacturing, craft production and artist studios, artist live/work spaces, and (6) uses related to subcultures, such as skateboarding, performances and regular gatherings of neighborhood locals. So, despite the lack of physical condition of these spaces, they offer necessary opportunities for people to interact in individual and spontaneous ways that rarely can be done in formal and regular public spaces. People have reclaimed these spaces without planners, architects, real estate professionals or government officials and manage them in informal ways.

Settings found in the study area where users gather for recreational informal activities mentioned above have important features that trigger the activities. For example, a series of breakdown piers used for fishing, expanses of concrete which once was the floor of a warehouse becomes a setting for performance and skateboarding, the streets along the waterfront becomes public meeting places, and nearby warehouses for storing boating and canoeing tools. People arrange their spaces; they spontaneously modify them to fit with the activities.

Vernacular uses in this type of space can be explained by certain theories which reveal the reasons of their existence. Campo provides insight discussions of those theories and suggests certain attributes that influence vernacular uses on these sites.

- As public realm has become more and more commodified and controlled, urban residents may need alternative public spaces that provide a freer social setting where informal and spontaneous activities can exist without being in tight control and triggered by consumption desires provided in formal public spaces. Underused urban waterfronts in Brooklyn provide these opportunities as this type of space can be seen as vernacular landscape – the space which lack of identity and is defined by the way they are used at any given time (Jackson, 1994: 56 in Campo, 2002). So, when these spaces are accessible, they become the unplanned, the undersigned and the spontaneous setting for urbanites.

- Underused urban waterfronts embody contradictory, unreal and/or juxtaposing qualities. Campo links this with the concept of 'heterotopia' mentioned by Foucault. They are visually close over water, yet relatively isolated from other parts of the city. Derelict and abandoned areas are juxtaposed against the greatness of the Manhattan skyline. This type of space found challenging for urbanites as they have to confront and examine: "…celebrating both the disruptive and transformative powers of incongruence and eclecticism" (Genocchio, 1995: 43 in Campo, 2002).

- This type of space provides playful and challenging setting for people to explore. As Lynch describe, vacant spaces like Brooklyn's waterfronts offer "wilderness more wild than any natural one" and "an alluring mix of freedom and danger" (Lynch, 1990: 23-24 in Campo, 2002). It is like an adventure playground for children – the allure of "free play for action and fantasy" (Lynch, 1990: 24 in Campo, 2002).

- Brooklyn's waterfronts are earthworks; the landscape has been literally reconstructed with the rubble of waterfront industry and took the shape of environmental art. This blurred distinction between 'site' and 'art' cannot be found in more organized spaces which used as the setting rather than the art itself. For example: the BEDT installations, which have taken a variety of different forms, sizes and material combinations.

Through his research, Campo suggests that **it is important to understand current informal uses** of industrial waterfronts to promote more inclusive redevelopment planning process as these spaces show how individuals and post-industrial culture interact with the vanishing industrial landscape. Without this awareness, these vernacular uses might be lost as they become more formulized and the settings are transformed in line with the conventions of the contemporary city. Although Campo suggests that to allow these vernacular uses continue means to do minimal or no physical improvements, I believe that the better way is by doing physical improvements

which led by the understanding of the nature of these vernacular uses; to focus on embracing these uses in further development of these sites rather than replacing them with totally new uses which mean that these people will lose their playful sites.

4.2.2 The Port Adelaide

About the research

This case is mainly taken from research paper entitled *Discourses of community in urban waterfront regeneration: the case study of the Port Adelaide waterfront redevelopment* written by Dr. Susan Oakley (2007) supported by some other general information about the Port Adelaide gathered from online sources. Focus of the research is to explore the extent to which 'community' is both imagined and re-imagined as an outcome of distinct new urban forms by conducting case study of the Port Adelaide, South Australia, which is undergoing a significant urban transformation. Discussions were based on interviews with local people from various range of social backgrounds. Although the research itself concerns with different conceptions of 'community', discourses of community, and how this concept being used as place marketing, the findings can be used to understand local people's perceptions on the urban working/industrial waterfront when this area is about to be transformed – what issues would be raised about the transformation of their port landscape that may affect the everyday life of the port landscape.

About the Port Adelaide

Port Adelaide, situated on the northwest of the city Adelaide, is one of the last ports to be transformed in Australia. As many Australian waterfront projects, port Adelaide is located within working class suburbs. The port is a historic inner harbor for the city. However, activities in the harbor have declined: the shops on the main streets are dirty, empty, boarded-up and even derelict, grand old historic buildings closed for business and the boat yards decrease and it does not attract people to come (see Wheatley & Lloyd, 2009). Redevelopment of the port has been discussed over the following years but most failed without realization. In 2002, Newport Quays project becomes the new plan for the port regeneration. Oakley describes the plan:

> *The 51-hectare site is expected to accommodate approximately 2,000 new up-market residential dwellings to cater for an expected increase of up to 4,000 new residents. It is expected that 2,000 jobs in new commercial enterprises and existing businesses will be created, with a further 4,000 jobs created during the construction phases. The anticipated $1.2 billion redevelopment is expected to increase recreational and tourism activity within the inner harbour through the investment in new commercial and IT enterprises, restaurants, cafes, retail outlets and various maritime attractions.*

The development of this plan is still undergoing and divided into several stages. Although this plan looks promising to liven up the area, it indicates that spatially changed port areas will offer huge influences on the everyday life of local community.

On one side, some people cherish this redevelopment as they see the site really calls for improvement. But, on the other side, some other groups of people feel that the new development may destroy historical values they have on the Port.

Reflections on the results:
There are strong connections between local community and the port

The results show how the concept of 'community' used in real estate market is in contrast with how local people understand the community and the place in reality. The concept of community in newly created cosmopolitan lifestyle is readjusted into commodity form. It is sold as individualized experience through leisure and consumption activities which is separated from the existing social fabric of the surrounding area. For locals, Oakley argues local concept and sense of community is complex and multi-layered which are expressed through memory, experience, history and belonging of culture, place and people. The analysis of local people's perspectives on the nature and scale of the Port waterfront regeneration has led to this conclusion.

According to Oakley, **the way industrial waterfront sites are assigned a certain 'brand identity' apparently is a key aspect of regeneration of those places.** New waterfront projects offer new residents a cosmopolitan experience that tries to replace rather than to integrate and complement the existing landscape and social life. From her discussions concerning the nature and scale of the Port redevelopment, I noted some points below which I believe they needed to be taken into account in the redevelopment of working waterfront for local people: their desires and dread about what will happen to their living waterfront.

- **Locals try to keep the concept of a 'working port'**. Although in Land Management Corporation's document (2004: 4 in Oakley, 2007) related to this plan stated that the redevelopment will take into account the heritage of the area and integrate it with the existing surrounding, local people think that the maritime history and the heritage of the Port as 'working port' will be superfluous as they are aware of the new development means the removal of the boatyard business that currently operate out of the inner-harbour. Their dread of this removal is because the site and activities of boat building is considered as a symbolic representation of the history and heritage of the Port as a 'working port.' Local people want to preserve the boatyard because for them this is part of the visual and cultural fabric of the waterfront land. In this sense, I realize that locals demand the new development to be meaningful. There should be a relationship and connection amongst the site, its context and its local people. Destroying this type of site without concern to its values for local people means putting aside their desires and hopes for their place.

- **Locals claim the rights to access the waterfront.** Most of waterfront project redevelopments initiate more public access to the waterfront, yet public access to this part is increasingly being privatized. For them, despite derelict features of

the Port, the area has been an important recreational place for many decades. Locals who have stayed there recall how they enjoyed boating, swimming and fishing in the harbor when it was a commercial shipping channel. Even today, some still enjoy walking through the old warehouses, looking across the river and noticing the presence of boatyards and the tug boats. Even though they are aware of the ruined condition of the area, for people who have memories and stories from the past, this old heritage area is interesting and unique: "It's a bit of a diamond in the rough – it's not too polished" (McClusky in the Advertiser, 2003: 40). It is the evidence that the word 'derelict' for industrial/working waterfront mostly defined in terms of its physical and spatial conditions. For neighbourhoods located nearby, these waterfront areas could have some meanings in their everyday lives. They have raised connection with the place. These places could be informal public spaces for them: their gathering place, recreational place. So, redevelopment of waterfront area needs to be considered this to create good plan of public space for people. Turning this area into private living or working places without compensation for public access into the waterfront would cut off the rights of these people.

- **Locals defend the social mix of community.** They want to maintain an existing social mix in and around the Port. Locals with different social backgrounds have developed social relations amongst them and social 'connectedness-in-place.' Apparently, it was familiarity with the place that has made them decide to live in the port. Redevelopment of the port threatens the social mix that has already existed in the place. This becomes an issue because, according to Oakley, this urban project regeneration is seemingly driven by an economic imperative – the project is oriented towards a high consumption and leisure lifestyle targeted to high-income or high-earning occupancy. Re-imaging the Port waterfront into this level probably would create homogenous high social community and neglect social diversity which already exists. This point emphasizes how important to know the background of the community living nearby the waterfront project and they should be included or even put in priority targets of the redevelopment instead of put them into marginal group of target.

This case emphasizes that **local community has attached meanings in this Port site**. The port has been part of their everyday lives for a long time and apparently become part of the brand image of the city to this community. Similar conditions may also be found in other run-down ports or harbours which hold important history for the city as well as for the community. To develop this type of space means to understand the desire and dread the community has for 'their waterfront.'

4.2.3 *Kop van Zuid*, Rotterdam

About the research

This case study taken from the paper: *Resident perceptions of flagship waterfront regeneration: the case of the Kop van Zuid in Rotterdam* written by Doucet, Kempen and Weesep (2010). The purpose of this research is to analyze residents' perceptions towards the *Kop van Zuid*, a large waterfront regeneration project in Rotterdam. By conducting this research, the impact of flagship practices on urban waterfront regeneration can be more comprehensible and these viewpoints give important insight into how to create more inclusive and accessible spaces to avoid developments which further divide the city spaces. Respondents were chosen from different neighbourhoods across the city by considering spatial proximity, and socio-economic and demographic variables. Four types of neighbourhoods were chosen: rich/far (the neighbourhood *Kralingen-Oost*), rich/close (the neighbourhood *Kop van Zuid-Entrepot*), poor/far the neighborhood *Spangen*), and poor/close (the neighborhood *Afrikaanderwijk*). The survey was carried out between May and July 2008.

The researchers argue that these variables may influence residents' perceptions on flagship practices. Although this research does not explicitly discuss about public spaces on urban waterfront, but I consider that the results could give understanding on how locals think and feel about new urban waterfront they have and the reasons why they feel that way.

About the *Kop van Zuid*

The *Kop van Zuid (*Head of the South) is located at the south side of Rotterdam. It is separated by the River *Niuwe Mass* from the city center and the iconic Erasmus Bridge connects these two separated areas. These areas once were the Port of Rotterdam situated in the city center. As the port activity shifted further downstream during the 1960s and 1970s, these large areas became abandoned: warehouses separated the area from the river, railway lines crossed over the river, and the waterfronts mostly fenced off for security reasons. In the late 1980s, the regeneration plans for this south side of the city first set up.

The project has been undergone for almost twenty years and still in progress. This flagship project includes high-end housing and office space, recreational and cultural facilities which usually found in flagship practice. But, it also includes more ordinary shopping areas such as supermarkets and neighbourhood stores as the *Kop van Zuid* is surrounded by low-income neighbourhoods. There is also a mix housing types, a collage and some associated housing for students. The *Kop van Zuid* project is a bit different from other flagship projects because it is a municipally-led project with some social goals, besides the economic ones, infuse in the project which are not always found in this type of project. So, the goal covers both economic and social goals. Economic goals include the development of higher-income housing, interesting offices to the city,

bringing city center functions to the south side and enhancing Rotterdam's competitive position in the Netherlands and Europe. Social goals include providing jobs and training opportunities for poorer residents through social return projects. Today, the *Kop van Zuid* is a new part of the city with the unique skyline with a mix function and iconic buildings.

Reflections on the results: *Locals do have appreciation on the new urban waterfronts*

In general, the residents positively support the *Kop van Zuid* projects. Different spatial proximity indeed influences people's perception on the image of this area. Residents who live nearby the area tend to see the *Kop van Zuid* as a symbol of Rotterdam and it gives positive image amongst residents. While different type of neighbourhoods, between the poor and the rich, influences their responds on the target of the project and the availability of affording housing. Residents from lower-income areas tend to feel that the development of the *Kop van Zuid* is not for them but for affluent people. However, this result is still in moderate level. Regarding the objectives of the project – the economic and social goals – which has brought many new amenities and the quality-of-life improvements to a wide spectrum of the population, positive appreciation was given by all residents, although the result from residents who live nearby is higher than the ones who live farther. It makes sense as residents who live nearby would stand to benefit from many of the social goals which were implemented.

There is a tendency that the support for the development of *Kop van Zuid* reduces with age. Older people (45 – 65 over) thought that this place is not really built for them: new amenities seem more appealing for younger population. The researchers argue that it happened because older population may have had more connection to these sites in their past usage. Besides, facilities such as shopping, leisure and culture places mostly attract younger population. However, all age groups feel positive that the *Kop van Zuid* is a place for all Rotterdammers. This implicitly reflects that people think the development of the *Kop van Zuid* is beneficial for the city and its people.

This research reveals that respondents from low-income neighbourhoods regardless their thoughts for not being the target population of the development have positive perceptions towards the *Kop van Zuid.* The researchers argue that this could be influenced by the fact that this project is a municipally-led project where social goals of reducing physical barriers within the city have guided the development. So, it is its content of the development rather than its overall appearance that triggered the positive appreciation towards the project. This can be seen on the development of a new shopping street called the *Vuurplaat* which features grocery stores, clothing shops, take-aways, chemists, and travel agents with affordable prices which mean providing facilities for lower-income groups.

Even though these results have not been compared with other flagship projects, the findings from the development of *Kop van Zuid* could be unique. The researchers believe that the results could be different in other flagship projects that put efforts only for economic goals: attracting tourists, investment and high-income residents. Moreover, they argue that the *Kop van Zuid* could be accepted by the local population because this project does not only focus on providing spectacles of iconic architecture for the city but also offering social return for the local population. So, to create inclusiveness in flagship projects, it is important to show tangible benefits for residents of the city which are meaningful and real for the improvement of the quality of life for all. This also needs to be applied on the production of public space on new urban waterfront.

4.2.4 The Victoria and Alfred Waterfront (V&AW), Cape Town

About the research

Discussions on this case study taken from two titles of research paper: (1) *Creating an African Riviera: Revisiting the Impact of the Victoria and Alfred Waterfront Development in Cape Town* (Ferreira & Visser, 2007) and (2) *The Victoria and Alfred Waterfront: Evaluating the Public Space* (Oosthuizen). The former provides an overview of phases of regeneration, its benefits and challenges for the city and the people. The latter focuses on the presence of public spaces in the redevelopment, how people use the space and the reasons behind the uses. This research argues whether public space of Victoria and Alfred Waterfront (V&AW) is the inclusive or exclusive one by analyzing the results of structured interview and questionnaires gathered from the users of V&AW.

About the Victoria and Alfred Waterfront

Breen and Rigby (1996) in their book categorize Cape Town's V&WA in the level of 'major waterfront transformation' as the transformations have had a significant effect on public awareness; touching the soul of their cities and giving new pride to their residents. Ferreira and Visser (2007) believe that the success of V&AW place-making has led to the economic development that should be read at different levels of analysis. The redevelopment of V&AW has happened over the past two decades. This place once was the Port of Cape Town. Just like has happened to other ports and harbours in the world, the Port of Cape Town was abandoned as a result of changing shipping technology and harbor expansion. By the early 1980s, the original Dock's Offices, Cape Town's first power station, warehouses, and numerous smaller Victorian buildings all had suffered years of insensitive and inadequate maintenance and industrial use. Ferreira and Visser (2007: 240) argue about the condition of this area for people: "It was not accessible, it was not visited, and it simply did not hold much meaning for most Capetonians."

The redevelopment of V&AW has been through several phases. It has been transformed from the historic docklands to the playground of mix-used activities: retail, tourism, leisure and residential development. By the end of 2006, a London-based development consortium handled the development of V&AW with the stated objective is to transform the V&AW into an 'African Riviera.' New land uses are introduced to the waterfront, except the fishing industry use. Although the area displaying various land uses, it is primarily focused on recreation and leisure consumption. Next step of the waterfront development project would be phase six: Sector Two of the V&A Marina residential development, 230 residential units, Kerzner Internationals luxury 150-key One & Only V&A Waterfront Hotel, Regional Headquarters of BP, a 1,200m² extension to Victoria Wharf Shopping Centre, a 1,600-bay parking garage, three office space projects 1,800m² and an extension to the V&A Hotel (Ferreira & Visser, 2007). With this further development in mind, public space in the V&AW is considered becoming more in danger and the future of public space is uncertain.

Reflections on the results: *Is it exclusive or inclusive public space?*

Some important points can be seen from the results of Oosthuizen's research regarding the use of the public space in V&WA. Thirty questionnaires gathered from both South Africa and International respondents with the range of age from 30 years to 59 years. Although the researcher argues that it was not necessary to include younger generation as participants because they are a less frequent group who visit the waterfront, I would say that the results would be more interesting if the participants come from different range of age group as the purpose of this research is to determine the inclusivity and exclusivity of public space. However, the results on how the users see and feel about the existing public space could adequately provide an overview for further redevelopment which should embrace inclusive public spaces. Below are some points regarding the everyday life of public spaces on V&AW.

The users come to the waterfront with various purposes ranging from working and doing business to more leisure activities such as sightseeing, fishing and ferry trip, enjoying vibe, shopping, yachting experience and gastronomic activity. Amongst those activities, shopping, enjoying vibe and gastronomic activities mostly mentioned by the users as their purposes. These various activities show that the waterfront has been facilitated to support them. People love the atmosphere of the waterfront today as it was mentioned as the most important activity among other activities revealed by the users as their purpose. Special events conducted on the waterfront also mentioned as one of the attractions of public spaces. So, public spaces should offer various facilities and activities to provide the reasons for the users to come. More choices given, more various kinds of users are expected to come.

Commercial facilities valued sufficiently by the users because there we can find both expensive shops and budgetary shops to serve different economic target of users. However, most locals still find the budgetary shops expensive and chose to go

shopping in other places. Although some international tourists feel that the commercial facilities – shops, restaurants, hotels – are affordable, they are also concern that it could be too expensive for the locals. To some extent, this is part of exclusivity of public spaces – high price facilities could make local people avoid public spaces.

Public spaces in V&AW are easily accessible, although there is an issue of the rate on public transport to get there. People are welcome in the waterfront. However, it is found that the users feel that the higher income class – international or national – is privileged over other groups as commercial facilities are still valued expensive for the average middle class. Besides, local users feel that public spaces become more international as these spaces do not meet their needs as they would have hoped. Some feel like as the outsiders when they are there as more and more international tourists present.

Overall, people value positively on the questionnaires regarding the attributes of V&AW as a successful public space developed by Whyte – accessibility, people-activity engagement, comfort, good image and social interaction. The researcher uses these attributes for measurements. So, for the users, V&AW has doing many things in order to be a successful public space. The existing public space is inclusive enough for them. However, 55% of the users have their doubts about this inclusivity of public space in the future as they feel that the place will become more and more expensive. So, this should be an alert for future plan development to maintain the inclusivity of public spaces in V&AW by offering more spaces for a variety group of people.

4.2.5 Melbourne riverscape

About the research

This case is taken from the book *Fluid City* (2005) written by Kim Dovey. In part A of the book about riverscapes, Dovey, Sandercock and Stevens present the process of Melbourne riverfront development in detail – from the changing process, spatial constructions, to the everyday life of this urban riverfront. Dovey and Stevens describe the everyday life of urban riverfront based on walking experience along the riverfront; taking the route roughly based on the order of the riverbank development. They focus on the presence of activities in public spaces along the river and provide discussions on some dialectics found in relation with spatial form and power control.

About Melbourne riverscape

Melbourne which is located on the Yarra River has been through the waterfront transformation over two decades. The development of the riverfront was influenced by the changes of social, economic and political conditions of the city.

The rivescape at the southern edge of the downtown grid from the 1840 onwards was played an important role as the front door of the city in trading activity. During 1880s,

this place once was famous as 'Marvelous Melborne' and became Australia's largest city and financial capital because of British investment – a home for both wealthiest class and the most powerful working class in the country. At this moment, the site was also well-known as a large entertainment area while the opposite sides of the river, the northern area, was the working site. Further, the city extensively constructed railways and tramways into the suburban hinterland. At the end of nineteenth century as the city has expanded, the development of the railway, a collection of car parks and factories have been replaced the historic landscape of this area resulted in the separation of the city from the river. The era of the waterfront city was declined by the mid-twentieth century.

Then, when the economy entered a global phase of economic restructuring and de-industrialisation, Melbourne should compete Sydney in attracting global investment. To do so, there was the plan to reshape the image of the city which was valued in crisis. And, the riverfront was one of the focus areas for the transformation image of the city. This transformation happened through several steps and changes reflecting the fluidity of the process following the changes of economic, politic and social conditions. In general, Dovey (p.40) mentions that the purpose of the riverfront development: "repositioning the city in the national and international economy, with a focus on the river as a landscape designed to capture both the flows of desire and of global capital." Nowadays, according to Dovey, the riverfront has become a postmodern riverscape of urban spectacles with complex and interesting experiences are present in the everyday life of this area.

Reflections on the results:
Dialectics on the social life of public spaces on new urban waterfronts

In his book, Dovey and Stevens describe their walking experiences in Chapter 3: Appropriations. In their discussions about the everyday life, Dovey and Stevens referred to the Southbank area which was developed in two phases: eastern precinct and western precinct. Based on their analysis, I jot down important points that lead to the understanding on the everyday life of Melbourne riverfront. Here are some common activities that they found along the riverfront and some explanations on their reasons of existence and the actors.

- **Busking under the undercroft.** This large and rather dark undercroft is actually a passage of the loading bay and stage door of the Concert Hall. Although there is an attempt to manipulate the route for the passer-by who wants to reach the riverbank promenade, this undercroft seems to be the most direct route to take between the arts precinct and the riverbank promenade. On Sundays, this one of the few large public spaces protected from the weather is occupied by a busy craft market. This undercroft is also a place that attracts buskers – many of them are talented music students from the Victorian College of the Arts. This un-programmed activity is initially emerged because this space offers the

opportunity. Although from architectural view point this space may be valued as having poor design quality as it is not intended to attract public to use, socially, the space provides relief from such a choreographed street life of the Art Center and SouthGate surrounding it.

- **Public dining: the seeing-and-being-seen activities of shopping, and promenading.** This type of activity can be experienced along the Southbank promenade in front of SouthGate complex. SouthGate complex is commercial-driven place which is designed as the gateway via galleria to the shopping mall behind: shops, restaurants and offices surrounding a plaza. This promenade consists of two levels of paths. Along the upper level of promenade, one enters a pseudo-public space, a zone of choreographed spectacle with continuous shops and restaurants, street theater on Sundays, and no busking activities which are fully controlled by SouthGate management. It is accessible to everyone, yet the activities happen there are controlled.

- **Room for small 'privacy.'** On the lower level of the promenade, one can have a little bit of 'privacy' as the staged spectacle becomes less strict in this area. This level provides access for water approach, boating and flooding. This little 'privacy' forms an area for a bit of marginal activities such as teenagers kissing, smoking, playing and wrestling.

- **Experiencing the home of the city's smallest café.** The pedestrian bridge connects groups of passer-by between the southern parts of the river and the north ones. It consists of a small island surrounding one of the base of the bridge supports and a pier which ask people to stop and experience the river a bit longer there. This small island is physically isolated but visually exposed as the home of city's smallest café. People can closely experience the water body from here.

- **Busking in front of the Esso building.** The Esso building is located where the pedestrian bridge intersects the Southbank promenade. This security-controlled building visually blocks the stretch of the riverscape without any public functions and public access. But, in front of this building, people can enjoy street performers on weekends such as fire-eating, juggling, and comedy because of the stage-like shape of low flight steps with the blank façade. Often, this crowd is larger than the crowd found in front of the SouthGate. There is no distraction, no control over the promenade, and the promenade has not been dominated by alfresco dining. The researchers explain this situation: "In the absence of carefully regulated zones and roles, the safe, pre-packaged routine gives a way to unplanned, active and risky involvement." However, here comes the paradox: although there is no control over the promenade, there is a strict rule over who can perform in the promenade. Not all buskers can perform there. It is limited to

buskers who have license and has an experience for a certain time busking in other places. This condition certainly related to the management of public space.

- **Experiencing another festivity and challenging activities.** As the walk continues, there will be the largest stretch of quasi-public space in the city with a high-quality mix of concrete and grass, steps and ramps to the water, seating space and many changes of floor level. This promenade is located in front of the Casino and the entertainment center designed with restaurants and shops on one side and cascading water and exploding fireballs on the riverside; a typical leisure and playful landscape. These exploding fireballs encourage people to engage in both active and passive experiences, for example stepping out on the stage and playing with the water and becoming spectators or players in those informal games. This fountain has its instrumental functions; framing the Casino as a place of fun and representing games of chance inside. Although busking is prohibited, this un-programmed public space provides opportunity for other performances. Promenade with many ledges and edges give spaces for skateboarders to explore the wide range of skating movements. An attempt to reduce this activity has been made by giving anti-skating lugs to edges, but it only heightened the fun for the skaters as they have to jump and weave to avoid the lungs.

In the analysis, the researchers discuss three dialectic movements that can explain the complex realities of urban life mentioned above. They phrase these dialectics as the paradoxes: **failure brings success, carnival cannot be contained and control brings resistance.**

First paradox explains practices happen in the undercroft and in front of Esso building. The undercroft and Esso building were designed without any attention on public accessibility. Yet, these poor urban designs open opportunities for spontaneous and unexpected activities; *framing authentic experiences of fantasy and release.* In other situations, poor urban design could trigger negative behaviour. But, the researchers argue that in over-determined landscape marked with 'tight' choreography of the spectacle and controlled and programmed activity, poor urban design may produce a certain 'looseness' and release that create gaps and cracks in this kind of urban spaces. **Second paradox** describes how the spectacle of the carnival created in the riverfronts in such a way to avoid risk actually can stimulate desires that cannot be contained. As people find ways to go beyond the spectacle of carnival's limits, explore, and create new identities, it may lead to uncontrolled and spontaneous forms of escapism such as skating off ledges and playing games in the eruptions of the fountain in front of the Casino. So, they argue that mediating social relations could also be done without creating purchasable commodities and pre-packaged fantasies but by providing the unexpected, risky and sensual potentials of the landscape to stimulate the construction of new identity. And, **the last paradox** emphasizes that too much control in public

desire can create refusal by the actors and even encourage the invention of new form of practice.

In this case, the researchers give detail analysis on how dynamic the everyday life of public spaces in Melbourne riverscape. It shows dialectics between planned activities and spontaneous ones, how spaces consume passively as well as actively, how spaces influence the activities and also modified by the users. It also shows how the distinction between private and public spaces seems blurred. When the everyday life of public space becomes too much in control and activities are assigned by place management/private institutions, these spaces may lose its democratic quality – the rights of users to use the space and have a sense of control.

4.3 Lessons from the urban waterfront cases

All selected cases I presented above discussed the relations of people and waterfront in post-industrial era when most cities put their efforts in the transformation of run-down ports, harbours or industrial urban waterfront. The findings describe the social life of urban waterfront regarding what is happening in the process of creating public space on new urban waterfront. Based on those findings, physical and social dimensions of the old waterfront and the new one can be compared in order to understand what qualities of public space on urban waterfront matter for people. This comparison presented in Table 4.1 will be useful to construct key qualities of public space on new urban waterfront later on.

Table 4.1 Comparison of physical and social dimensions of the old working waterfront and the new urban waterfront based on study cases

Comparison elements	Run-down urban waterfront	New urban waterfront
Activities & uses	Vernacular, informal & spontaneous activities: from simple leisure activities to more organized events. Create opportunities for social interactions.	Mostly planned activities with fewer opportunities for spontaneous ones, new uses are introduced to the space. Some public spaces on new urban waterfront create more activities for passive & individual excitement.
The actors/users	Dominated by locals; the community living nearby.	Sometimes focus more on visitors and new/future residents.
Accessibility	Accessibility, especially the physical one, is the influential element of the existence of vernacular uses.	Waterfront is more accessible, direct access into the water. However, in some waterfronts, limited access found because of private interests (e.g.: the entrance fee, physically blocked by housing complex, etc.).

Facilities	With limited facilities, people modify the space & use the space through appropriation: they make use of what have been left. This condition raises challenging and adventurous feelings.	Well provided public facilities to attract more people to come.
Image of the surroundings	Surrounding buildings – warehouses, rubbles of demolished ports/harbours – could be an integral part of the city and the community.	New buildings with contemporary styles; shops, condos, offices, restaurant – mostly show the image of flagship projects to attract new residents and visitors. The atmosphere may raise a feeling of exclusion for the locals.
People-place connection	The old industrial sites, port and harbour may have historical values for locals and the city even though the sites have been left for ages. We should be aware whether community has strong connection with the place or not.	Themed and choreographed urban waterfront may be attractive for new residents and visitors. However, without contextual touches, the 'new' urban waterfront can be meaningless.
Maintenance & management	Control over space by the users, provide freer space for various activities, a shared space for different groups of people.	Control over space mostly by the management of the public space. The users may have less control over space.

DISCUSSION

This chapter aims at linking the discussions on previous chapters to answer my research questions. I have constructed three research questions in order to explore opportunities and challenges on creating public spaces for people on new urban waterfronts: *what qualities should be assigned to public space for people on new urban waterfront? How is people's appreciation of an attempt to create public space on new urban waterfront? What kind of socio-spatial problems/conflicts appear in the everyday life of public space on new urban waterfront?*

5.1   Key qualities of public space for people on new urban waterfronts

Public space is an important feature of the city for public life. It is a place for people; a meeting place where social interactions happen. To understand how public space works is to understand the social dimensions of public space: people-space interactions. I believe that to create a successful public space for people, we need to have deep understanding on these social dimensions. Public space cannot be created only based on visual-artistic approach. Public space is for people, so it should be designed by people-based approach. So, spatial and physical design of public space should entail social sense in order to improve the public life.

With this understanding in mind, I try to construct key qualities of public space for people on new urban waterfronts by considering the concept of public space in general, human qualities of public space, an approach to create public space for people on new urban waterfronts and the social dimensions of the everyday life of urban waterfront discussed in chapter 3 and 4 – to find links between physical attributes, spatial forms and their influences in social dimension. Urban waterfronts, which were once industrial sites and working waterfronts in or nearby the city centre, have become a potential site for re-creating public space.

From discussion on previous chapters, I found that urban waterfronts are obviously a potential location for public space because public space in urban waterfronts may offer something different with public space in other locations of the city. Even some informal

public space with vernacular uses often found along the water body in the city, for example the case of Brooklyn's vernacular waterfront. I believe that the presence of the natural water body is the primary element on this public space that attracts people to come. There are some important points why the presence of the water body may attract people. These points show the opportunities to create public space for people on the waterfront.

- The image of water that people have. The image of the water that generally brings refresh, cool and dynamic feelings support people's leisure and recreational activities. This positive image may lead people to come to the waterfront to experience those feelings.

- This area with its openness offers unique vistas of the city. The width of the water body creates an open atmosphere in the urban structure. People can enjoy unique sceneries of the city over the waterfront. This creates passive engagement between people and the waterfront.

- The water body itself provides an interesting space to stimulate leisure activities which provide more active engagement. Activities can be created on the water itself: boating, canoeing, swimming, jet skiing, etc.

Considering these points, I would say that the **water attraction** is an important key quality for public space on new urban waterfront. PPS also mentioned this as one of qualities for great waterfront destination – *the water itself draws attention*. So, the conditions of the water body will influence the atmosphere of public space on urban waterfront.

Accessibility is another important feature which influences the existence of public space. Without access to the site, public space would never become a place for people. It is proven on old-underused working waterfront which turned into informal public space because of the presence of access regardless its poor quality of physical features. For public space on new urban waterfront, accessibility is not only a matter of providing good physical access to the waterfront. There are three types of access mentioned by Catt et al. that should be taken into account in designing public space: *physical access, visual access* and *symbolic access.* Physical access is the presence of different types of paths (walkways, cycle paths, disabled access ramps, direction of movements, etc.) to facilitate people to enter public space. Public space should be visually accessible. Public space on new urban waterfront should avoid too many high-rise buildings surround it as they would block the visual access of public space. Symbolic access deals with the presence of signs in the form of people or design elements which suggest who is and is not welcome in the space. To give signs that public space on new urban waterfront is for everyone, this symbolic access can be fulfilled by the presence of affordable eating place, locally run shops or restaurants, vendors. When public space on new urban waterfront is dominated with high class shops and malls, high class hotels and housing complex,

affluent visitors and tourist, the presence of 'gatekeeper', these may symbolize that public space becomes less inclusive.

People need comfortable public space. They search for both physical and psychological comfort. **Public amenities** are provided to create comfort for people. These amenities include seating furniture, lighting, shading, dustbins, public toilets, parking area, things that facilitate activities in public space. These public facilities should be well-maintained and good in quality for safety reasons. As public amenities facilitate **activities and uses** on public space, public space on new urban waterfront should offer choices for different activities – *necessary, optional* and *social activities* – to appear; both active and passive uses, planned and spontaneous activities. Flexible design is needed to let different activities appear so that people may have their rights of claim, action and change. Activities rooted from vernacular uses and cultural events seem to be better for social life rather than injecting new activities and uses to replace them. Too choreographed activities and uses in public space on new urban waterfront may turn the space into pseudo-public space with less democracy.

Identity is another important quality of public space on new urban waterfront. As these sites once have been part of the urban structure which could be meaningful for the city and community, reusing valuable existing urban layers means creating contextual identity of place. This can be done by creating relevant new uses on historical buildings, reusing artefacts or materials from the past on new urban waterfront design. New buildings should support this identity and also support activities on public space – to have public uses on the ground floor of the buildings, 'inviting' facades. Besides physical and spatial dimension that could show identity of place, cultural and informal activities and uses on new urban waterfront may also create place identity as local people have used to. Identity would lead to authenticity of place which may attract people – both locals and visitors – to come to public space on new urban waterfront.

Maintenance and management is essential for sustaining the life of public space. Good management can be seen as an attempt to maintain both physical and human qualities of public space that include maintenance of public amenities, infrastructures, and activities to make sure that public space works well for people. As suggested by PPS management could be conducted through partnerships between city agencies, property owners, waterfront business and community organizations to make sure that public space is operated for the benefits of all.

So, there are six key qualities of public space for people on new urban waterfront. Spatial and social features of key qualities are intertwined *to* **create inclusive, contextual and sociable public space on new urban waterfront.** Implementation of these key qualities which focus both on physical and human qualities would result in positive appreciation from the users and create a place potential. Table 5.1 is a summary of key qualities of public space for people on new urban waterfront discussed above.

Table 5.1 Key qualities of public spaces for people on new urban waterfronts

No	Key qualities of public spaces on new urban waterfront	Description	Elements/Features
1.	Water attraction	the presence of natural water body as important attraction on public space	• clean water body & healthy environment • space on the water body offers opportunities for activities related with water
2	Accessibility	clear & visible access into public space for everyone	• physical access: walkways, cycle paths, disabled access ramps, direction of movements, etc • visual access: openness, vistas, sceneries • symbolic access: the presence of affordable eating place, locally run shops or restaurants, vendors, no 'gatekeeper'
3	Public amenities	public facilities to give physical and psychological comfort to the users	well-maintained and good in quality for safety public amenities: • sitting space • shading • public toilet • dustbins • lighting • parking area • piers, etc
4	Activities and uses	• public spaces should provide choices for different public activities to appear • activities & uses should generate social interactions • people should have their rights of claim, action & change	• different forms of space for different uses, ranging from passive to active engagement • flexible design and loose space to let different activities appear • contextual activities & uses: cultural events, community projects, etc
5	Identity	Public space should entail meaningful physical & social values of the users	• reusing valuable existing urban layers: creating relevant new uses on historical buildings, reusing artefacts or materials from the past on new urban waterfront design • public uses on the ground floor of the buildings; 'inviting' facades • contextual architectural styles • contextual activities & uses: cultural events, community projects, etc

6	Maintenance and management	an attempt to maintain both physical and human qualities of public space to make sure these spaces work well for people	• maintenance of public amenities, infrastructures, and activities • partnerships between city agencies, property owners, waterfront business and community organizations to make sure that public space is operated for the benefits of all

5.2   People's appreciation on creating public spaces on new urban waterfronts

It is obvious that creating more public spaces in the city would gain positive appreciation from people because this may give them new spaces for public life. This is also expected when the regeneration process of a vacant and derelict industrial sites and working waterfronts conducted. Yet, based on discussion in Chapter 4, sometimes an attempt to create formal public spaces in this type of space seems to replace informal spaces that have existed there. The case of Brooklyn's vernacular waterfront and the Port Adelaide provide examples about this issue. Apparently, industrial sites and working waterfronts are not completely abandoned, especially for locals. Their waterfront is not totally a vacant and derelict space for them – it is their informal public space. Despite the fact that it has poor physical qualities as public space, locals spontaneously make use of this space for their leisure and recreational activities in their everyday lives; from simple activities such as fishing and strolling to more collective and organized activities such as art performances, concert, and community gathering.

As what Campo found, accessibility to this space creates opportunities for these vernacular uses to exist. This may not be happened in totally fenced-off sites. Moreover, when there is not enough public spaces provided in the city, people tend to develop informal public spaces through appropriation, by repeated use in a certain way and by the concentration people because of an attraction (Carr et al., 1992) in any outdoor spaces. This is what happened in Brooklyn's waterfronts and the Port Adelaide which are located nearby the city center. The areas have long been left with no primary function – no fixed 'identity' – but locals see this condition as the opportunities for them to claim the space. They modify and transform the space to fulfil their needs for social setting. Indeed, it is poor in physical qualities, but some features found interesting for people – it provides freer social setting compared to more formalized public spaces. People have more freedom to carry out their desired activities; they have their freedom of action. This messy and unorganized space somehow represents a challenge and adventurous setting which is similar to the feelings towards the wild and natural environment; as like a child who finds challenging playground.

Broader issue about this vacant waterfront is that its existence may be meaningful for locals. Take for example the case of the Port Adelaide where the locals shared their ideas about their working waterfronts. It brings memories for those who have been living there for years let alone when this site once took part in the development of the

city and its community. Moreover, younger generation has been living with stories they heard about the site. People have developed connections to the site. People recall memories of their lives and their community through this site and through some vernacular activities that have been operated for so long like tug boats in the Port Adelaide. This area becomes meaningful to them because it has been the important setting of their everyday lives. So, despite the fact that it may not responsive enough for greater group of people because of lack of comfort, yet this informal public space is democratic and meaningful for locals. That is why, in this condition, locals may be against the regeneration project and give negative appreciation when new development put aside their needs and desires – local and cultural interests. It is not wise to renew the area without considering the existing social dimension of this type of space.

The case of V&AW and the *Kop van Zuid* provide different condition regarding this issue. Although these cases did not discuss in detail the existing social dimension of the area before regeneration process, locals' positive appreciation on new urban waterfront implicitly give clues that in these cases the existing conditions and the social dimension of the sites could be different. I assume that locals may have less connection with the sites because the sites may not contribute anything in their everyday lives before; it might be totally vacant, fenced-off, and less safety. Although I am aware that the reasons for positive appreciation may not always appear because of that condition, it gives an impression that there are two different conditions of social dimension on the existing urban waterfront regarding the presence of informal uses and the extent of people-space connection. First, the existing urban waterfronts have been claimed by locals as part of their everyday lives as vernacular or informal uses found because of the presence of accessibility. In this type of space, locals have built connection with the space. Second, derelict existing waterfronts have completely been left and abandoned by people because of certain reasons such as bad impressions of its condition, no access to the waterfront, the environmental and safety issues regarding the water body. So, how the attempt to create public spaces on new urban waterfronts works would be influenced by the existing and contextual social dimension of the sites.

Good appreciation can be achieved in regeneration process by creating plans that considering people's desires and community vision about their waterfronts; the redevelopment which carries out social purposes instead of economic purposes only. The *Kop van Zuid* and the V&AW provide examples on how regeneration process gives social benefits for different groups of community there, and in result, locals give good appreciation for the regeneration process. Locals ask for tangible and concrete benefits for them in regeneration process. This can be done by participation planning method; to invite community visions for developing planning and design documents.

From the results of V&AW public space evaluation, the users gave positive respond to key qualities I previously mentioned. The V&AW is accessible, people are engaged with the activities, and the place is comfortable, carry out good image and sociable. However, although the users give good appreciation for what have been done, they also share

their thoughts that further development could put these inclusive public spaces today in danger. They pointed out that facilities nearby the waterfront – shops, hotels, housings – are becoming too expensive, especially for the locals. Public spaces seem to be provided for particular group of users; the affluent tourists. So, it is important for public spaces on new urban waterfronts to be inclusive, to serve various types of users and carry out contextual atmosphere of the waterfront to get good appreciation from the users; both locals and visitors.

5.3 Socio-spatial issues on the everyday life of public space on new urban waterfronts

In the following discussion, I try to capture some socio-spatial issues regarding an attempt to create public spaces on new urban waterfronts and elaborate conflicts that could be exist. The case of Melbourne's riverscape as I discussed in Chapter 4 provides a credible discussion about people-place interactions on the everyday life of new urban waterfronts – how public space on new urban waterfronts operates and how people use the spaces.

As urban waterfront is not only promising for public interests, efforts to create successful public open space on urban waterfronts face certain challenges. Although underused urban waterfronts have great opportunities to be improved into inclusive public spaces, it is not an easy matter. Land uses for more profitable advantages and sometimes for private interest tend to take over urban waterfronts – new housing and condos, hotels, office buildings, and restaurants line up along the promenade. Urban waterfronts have been acknowledged by Doucet as the most common areas for flagships projects – the new evolution of gentrification. When the redevelopment of urban waterfronts mainly focused on economic benefits, the presence of public space tends to be attached to more commercial activities. People are triggered to come to the waterfronts to 'consume' these commercial activities rather than to enjoy the uniqueness of the spatial forms of the waterfront itself.

Indeed, this is one way to attract people to come to the waterfronts. But, as Dovey mentions, by this strategy, public spaces become more choreographed; uses and activities appear as they are intended to. Public space is also becoming over-controlled, for example, the exclusion of street performers who do not have licenses and minimum time of experience to perform on certain spots along the Melbourne's riverfront. In this condition, I believe certain groups of people may lose their rights of action in public spaces; their rights to conduct their desired activities. Festivity and liveliness are intentionally created through planned and well-managed activities which sometimes are not rooted from cultural activities but new injection activities. This may result in less democratic public spaces: people have less rights of access, claim, change and freedom of action. Furthermore, when public spaces are created to boost tourism activities – targeted for tourist attractions – sometimes public spaces become less

inclusive. Public space becomes a place for certain groups of people; excluded other groups who do not 'fit' in this 'new urban waterfront' through exclusive physical and spatial forms of architectural style buildings completed with security cameras to look over their 'front yard' spaces. Dovey mentions this type of space as 'pseudo-public space.'

Despite the fact that public spaces on new urban waterfronts are becoming an over-controlled space, a choreographed spectacle of the everyday life with the exclusive qualities of physical and spatial form, surprisingly, Dovey found that there are always rooms for spontaneous and unexpected activities; he called it 'cracks' on this over-determined public space. These cracks may happen because people-place relations are naturally dynamic; space can influence people and it can also be influenced by people. Physical qualities of space could not totally determine social dimension of the space. Sometimes, poor qualities in physical design could contain great social dimension, especially in too formalized public spaces. Indeed, in other contexts, poor physical qualities only invite negative marginal activities. But, as Dovey argue, in too formalized public spaces, these unintended and poor design spots provide freer spaces for people to claim their rights on public spaces which they cannot really get in controlled public spaces. These poor design spots may also unintentionally offer possibilities for unplanned activities; it may offer human qualities of public space. People spontaneously find new uses and functions of those areas to carry out their desires – an appropriation of space.

Although the nature of regeneration projects and the cultural background of community may show different results, what is happening on the everyday life of Melbourne's riverfront could also similarly happen in public spaces on other new urban waterfronts as more and more waterfront regeneration projects result in too formalized public spaces. Boundaries between public spaces and the private ones become blurred as planned and spontaneous activities are overlapping. Public space on new urban waterfronts where two opposite things meet, mix, and/or overlap – public and private interests, economic and social benefits, planned and unplanned activities, locals and visitors, loose and controlled spaces, global and local approach – carries out complexity within it which points out how dynamic this type of space could be. But, one thing should be noted that public space is for people. So, physical design of public should be started with the understanding of human qualities of public space.

CONCLUSION AND RECOMMENDATIONS:
Towards a successful public space for people
on new urban waterfronts

This end chapter provides conclusion of this literature study and recommendations regarding an attempt to create public space for people on new urban waterfronts and for further research.

6.1   Conclusion

This literature study was triggered by my curiosity on public life in post-industrial waterfronts. In a broad sense, I was interested in the everyday life of public space, especially public space on urban waterfronts as the changes of this space are still undergoing in most developed cities. The purpose of this literature study was to gain understanding on the opportunities and challenges on creating public space for people on new urban waterfronts. Understanding this issue would be beneficial for planners and designers to create guidelines for public space on new urban waterfronts with consideration not only on its physical aesthetic but also, more importantly, on its social dimension.

I started with an overview of urban waterfront as type of space and the global change that happened on this type of space. Urban waterfronts which were once dominated by industrial sites, harbour and port activities call for improvements as these areas have long been left and abandoned. These areas become part of urban regeneration in post-industrial era. They open up opportunities to recover the image of the city as well as to follow global change of economic environment: urban waterfront as production space is transformed into consumption space. Regarding the social issues, urbanites started to concern about the conditions of their urban waterfront. They reclaim their rights to be reconnected into waterfront areas. The presence of public space on new urban waterfront provides this connection for people into their waterfront.

To construct key qualities of public space for people on new urban waterfronts, I began with discussion on the concept of public space in general. I focused on discussion of

physical and human qualities of public space to understand the connections between them for the benefits of public life. I, then, pointed out an approach on creating public space on new urban waterfront proposed by Project for Public Space (PPS) which uses place-making approach to create design guideline. So, as my intention is on public space for people on new urban waterfront, I used these 10 qualities of great waterfront destination proposed by PPS as a starting point to construct key qualities for public space on new urban waterfronts.

To understand the opportunities and challenges to create public space for people on new urban waterfronts, cases of several urban waterfronts were provided to capture what is really happening regarding people-waterfront relations on the everyday life of urban waterfront. There were not many sources of literature which discussed about this issue. Five cases were selected because the research findings provided essential points to understand people-waterfront interactions on urban waterfronts. Through those cases, I analysed social dimension of public space on urban waterfronts both before and after the transformation – the old under-used port, harbour or industrial sites and the new urban waterfronts. Only by understanding social dimension of both these types of space, I can explore the opportunities and problems that appear to create public space for people on new urban waterfronts. Some general conclusions can be made based on the findings of the selected cases.

- There are two social conditions found on old ports, harbours or industrial sites regarding their social dimension. The first condition, the site is totally abandoned and derelict because it is fenced-off, no access into the site. In this condition, people would have negative appreciation over their waterfronts. This site becomes no man's land as people do not have any attention on the site and no positive marginal activities could be found in the site. The second condition, the site could be part of people's everyday lives as the area is accessible and provides a playground for vernacular and informal uses. In this condition, despite the fact that the area is poor in physical qualities, the site is meaningful for the community – the site may bring a sense of belonging. So, it is important to understand vernacular or informal uses of the waterfront with the second condition before starting the regeneration plan to create 'new' public space without damaging the existing social life of the place.

- Urban waterfront regeneration often follows economical-driven plans. The space becomes commodified and the flagships projects dominate these sites. The projects focus on inviting new affluent residents and visitors with less approach for community desire. Obviously, it influences the production of public space – public space on new urban waterfronts becomes a too formalized and choreographed space, an over-controlled space, and, in a certain extent, a restricted space for unplanned/spontaneous activities: pseudo-public space. However, people-place interactions are not static, they are dynamic. So, even in

this type of space, there would be some spots in this space where people can spontaneously claim the space.

- Locals do have their desires and dreads over the transformation of their urban waterfront. From analyzing the findings of the selected cases, I found that people are afraid that public space created on new urban waterfront would be less inclusive and out of context. It is less inclusive as more and more symbolic access gives certain groups of people – mostly local community – clues that they do not belong there: exclusive shopping areas, high-class restaurants, the presence of affluent visitors and new residents. It is out of context when new urban waterfront does not contain cultural values and is developed based on global taste rather than local taste. Furthermore, it usually develops a new theme for the city as the whole rather than follows and strengthens the existing theme that the city has developed.

These points helped me developed arguments to answer my research questions. I developed six key qualities of public space for people on new urban waterfront by considering physical and human qualities that public space should possess. These key qualities are (1) water attraction, (2) accessibility, (3) public amenities, (4) activities and uses, (5) identity, and (6) maintenance and management. Implementation of features of these key qualities is intended to create **an inclusive, contextual and sociable public space on new urban waterfronts** which further may result in positive appreciation from both locals and visitors.

Through this literature study, I realize that the design of public space has power that influences public life. On the waterfront, when locals have built connection with the image of working waterfront, the design of new urban waterfront which is intended to improve the quality of public life may turn into a danger for the existence of local community, cultural values and contextual images they have. Public space obviously cannot be designed only based on visual-artistic approach because it involves the social life which cannot be facilitated only by a beautiful design of public space. A good public space should consider its social dimension: people-place relations and social interactions. People-place relations deal with connections that people have to a certain place which influenced by their background knowledge, cultural values, and past experiences while social interactions deal with interactions happen between the users. This dimension is often forgotten in the process of creating design guidelines for public space.

When it comes to evaluate the existing condition of a certain site for data collection before planning and designing process, planners and designers tend to focus more on the physical condition rather than the social dimension that has existed in the site. They solely use their expert knowledge to identify and value the physical qualities of the site. New uses and activities, then, are often introduced in the new design without a consideration on the existing uses and activities on the site as what is happening on new

urban waterfronts. Planners and designers tend to predict the social dimension of the new public space rather than to understand the contextual social dimension of the site in the beginning of planning and designing process. For example, they illustrate people and their activities in new public space design images to describe how lively the plan of new public space will be. However, these images of lively public space later on may only be seen on digital images created by them but not in reality when the new public space built as they fail to understand the existing social dimension of the site that may exist: cultural background of the users, vernacular and informal activities related to the site, local experiences on this type of space and their connections to the space.

Indeed, public space in general would provide a new playground for public life. It is intended for anyone and anyone becomes anonymous. But, these anonymous creatures on public space carry out with them different local knowledge, cultural values and past experiences. In this condition, I point out the most important group of the users which sometimes fails to attract planners and designers' attention to put them into a potential group of users in public space: people who live nearby the site, the locals. This condition happens especially when public space is incorporated into more commercial or tourism areas which intended to attract visitors, the outsiders. Therefore, to create a successful public space that would gain users' appreciation and in the same time create a sense of belonging for locals who stay nearby is not an easy matter. Contextual plan and design of public space for people could only be made by integrating the professional approach with deep understanding of local knowledge and experiences.

If there is an argument that sometimes a new themed of urban waterfront is needed to be introduced to create new image of the city; such as contemporary and new architectural style of buildings, a choreographed public events; I would say that it does not mean that the contextual condition, local knowledge and experiences can be left out. This kind of thought could be the cause of a similar look of our new urban waterfronts in the world today – they mostly followed global tastes. Indeed, it is a great challenge for creative planners and designers to adapt the contextual condition, local knowledge and experiences in order to formulate a relevant plan or design for public space on new urban waterfront in a particular location. I say this as a challenge because sometimes planners and designers are trapped in a shallow minding over reproduction of the past that results in a cliché rather than a meaningful atmosphere of public space.

In conclusion, I would say that public space for people on new urban waterfront has to be an inclusive, contextual and sociable playground for public life where it is located. Human qualities of public space should be carefully considered to create a meaningful public space for people through deep understanding on local context and people-place experiences.

6.2   Recommendations

Based on this literature study, I propose some recommendations regarding planning and design process to create public space for people on this type of space. The goal is to create an inclusive, contextual and sociable public space on new urban waterfronts.
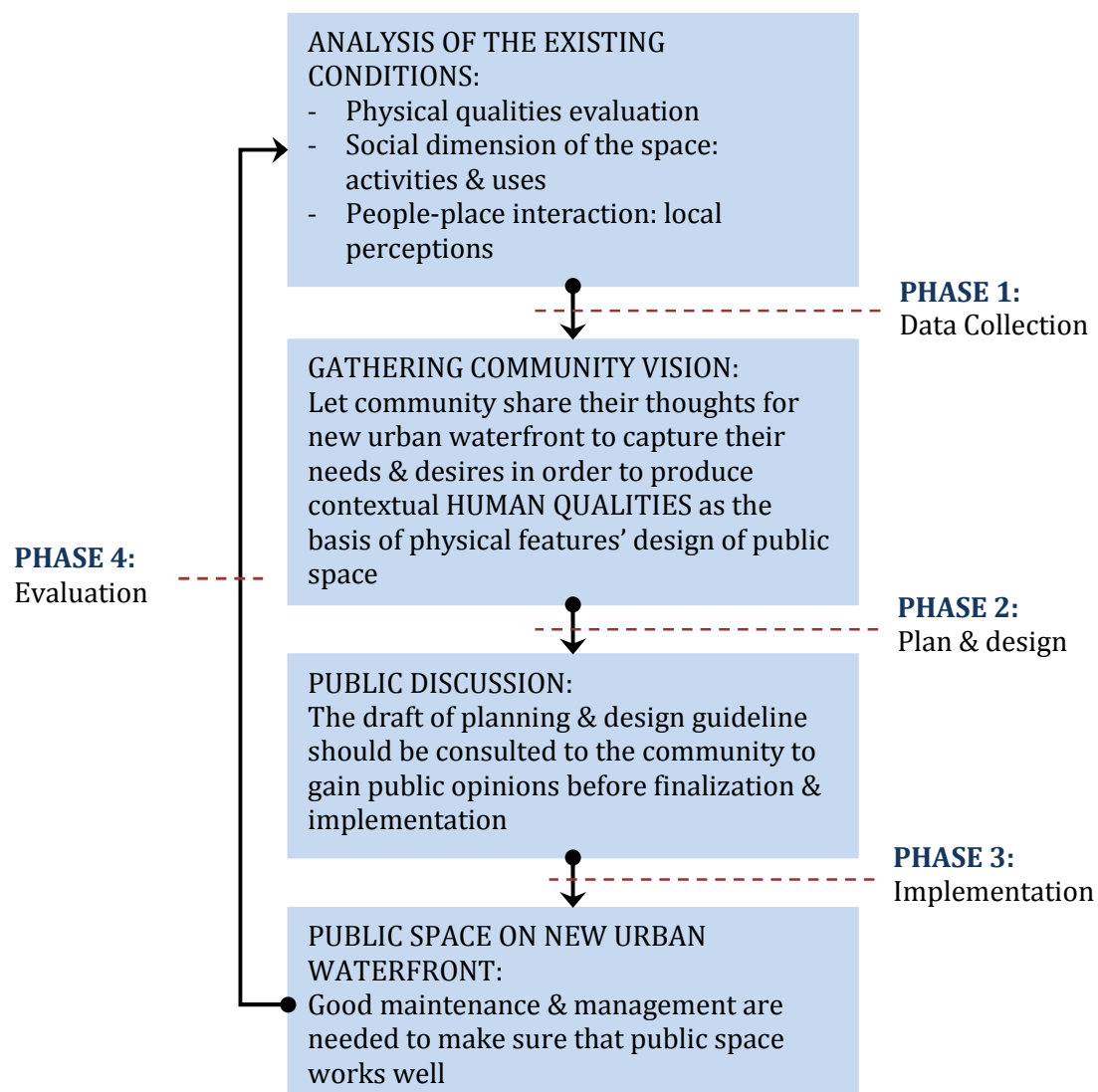
- Regarding key qualities of public space on new urban waterfronts, I may only propose some general recommendations regarding its physical and social qualities since each project of urban waterfronts would have different spatial and physical conditions. In Table 6.1 below I summarize the recommendations for each key quality regarding the physical features and the social dimension of public space.

Table 6.1 Recommendations on key qualities of public space for people on new urban waterfronts

KEY QUALITIES	RECOMMENDATIONS
Water attraction	- The water body and its environment should be in good quality as an essential element of public space on urban waterfronts - There should be both passive and active engagement with the water by providing more activities and uses into the water such as boating, touring, fishing, etc. and their facilities
Accessibility	- Avoid visual blocking into the water body to create good vistas - Provide clear and safe access into the space - Provide access for different types of transportation mode; pathways, roads, bicycle lane, etc. - Provide symbolic access to give clues of inclusiveness for the users
Public amenities	- Provide facilities to support activities and uses; such as benches, lighting, dustbins, public toilets, etc. - Detailed design of each facility needs to be flexible and comfortable
Activities and uses	- Public space should offer choices for people regarding activities and uses; provide them with different types of activities from passive activities into more challenging and active ones - Public space should allow people to get their rights on space; to claim, to change, and to act - Provide rooms not only for planned activities but also unplanned ones by avoiding over-design on public space which in result may limit the uses of space - Instead of introducing new uses and activities on new urban waterfront, public space should also allow vernacular uses and cultural activities to take place by providing sufficient facilities
Identity	- Architectural style of surrounding buildings should be contextual to be meaningful - Reuses of the existing historical elements of the site - Functions of surrounding buildings should support the life of public space - Detailed design of public space and its surrounding should consider not only physical and spatial qualities but also the social dimensions

	• Avoid the development which is only focused on private interests with less or without benefits for public life
Maintenance and management	• Maintenance and management of public space is important to keep the public space functioned well by maintaining public space clean, safe and comfortable

- Planning and design process of urban waterfront transformation should involve local community to produce a contextual guideline based on the local condition and values. When guidelines and design have been implemented, evaluation on what is happening on the new urban waterfront is also important for further improvement. Figure 6.1 shows planning and design process that I propose to create public space for people on new urban waterfront.

ANALYSIS OF THE EXISTING CONDITIONS:
- Physical qualities evaluation
- Social dimension of the space: activities & uses
- People-place interaction: local perceptions

PHASE 1:
Data Collection

GATHERING COMMUNITY VISION:
Let community share their thoughts for new urban waterfront to capture their needs & desires in order to produce contextual HUMAN QUALITIES as the basis of physical features' design of public space

PHASE 4:
Evaluation

PHASE 2:
Plan & design

PUBLIC DISCUSSION:
The draft of planning & design guideline should be consulted to the community to gain public opinions before finalization & implementation

PHASE 3:
Implementation

PUBLIC SPACE ON NEW URBAN WATERFRONT:
Good maintenance & management are needed to make sure that public space works well

Figure 6.1 Recommendation for planning and designing process on creating public spaces for people on new urban waterfronts

- For this literature research, I hardly found sources of literature which discuss about the evaluation of social dimension of public space on new urban waterfronts. Most sources of literature about post-industrial waterfronts that I found discuss the strategic planning and design guidelines for waterfront regeneration and critiques for the process of regeneration from political and economic point of view. Since several cities have developed new urban waterfront, conducting case study or fieldwork to evaluate physical, spatial and social dimensions of public space on the everyday life setting of particular post-industrial waterfront would be an interesting topic for further research to create improvement strategies of the place and to provide lessons to other cities which are still transforming their urban waterfronts about the impacts of urban waterfront regeneration for public life.

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