

arte polis⁵

public engagement and the making of place

8-9 August 2014



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REFLECTIONS ON CREATIVITY: PUBLIC ENGAGEMENT AND THE MAKING OF PLACE

PROCEEDINGS

Volume 1:

Creative Engagement Through Design Praxis
Digital Technology Enabling Public Engagement

Editors:

Indah WIDIASTUTI

Aswin INDRAPRASTHA

Firmansyah

Architecture Program
School of Architecture, Planning, and Policy Development
Institut Teknologi Bandung
INDONESIA



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reflections on creativity: public engagement and the making of place

Proceedings

Arte-Polis 5 International Conference Reflections On Creativity: Public Engagement and the Making of Place

Bandung, 8-9 August, 2014

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Proceedings

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Reflections On Creativity:

Public Engagement and the Making of Place

Bandung, 8-9 August 2014

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 Institut Teknologi Bandung

ISBN 978-602-70680-0-1 (Complete Version)

ISBN 978-602-70680-1-8 (Volume 1)

ISBN 978-602-70680-2-5 (Volume 2)

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PREFACE

The fifth biennial Arte-Polis International Conference between the 8-9 August 2014 brings together to Bandung, Indonesia, creative champions from different places around the world, to share and learn from each others creative experiences in the making of places.

Under the theme of *Reflection on Creativity : Public Engagement and The making of Place* Arte-Polis 5 underlines the importance of city as more than spatial projections of urban imagination but reflection of the creative energy, network, quality of living and traditions of its people. It refers to Creative Community and Place-Making within the frame of community participation, democratization process and their reflections in spatial structure, planning, ethic, policy-development, education, business, environmental discourse and ICT.

The aim of Arte-Polis 5 is to connect together practitioners, academics, community leaders, government officials, policy-makers, artists and other creative professionals from diverse disciplines and regions around the wh shares concerns about the quality of life and the connected nature of creative communities in urban, rural and pastoral places, particularly in response to contemporary situations of globalization, neo-liberal economy, digital technology, environmental issues and the positions and role of society and public realm in the discourse of creative community.

Keynote and Featured Speakers provide a platform for discussion of Conference theme to be elaborated in parallel sessions of the Conference Tracks:

Christopher SILVER, Prof- Professor and Dean of College of Design, Construction and Planninh, University of Florida, USA

Clorinda ROMO - Co-Founder, City Laboratory of Mexico City, MEXICO

Andrew HUDSON-SMITH, Dr. FRSA. – Director of the Centre for Advanced Spatial Analysis (CASA), University College London, UNITED KINGDOM

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Scott DUNN – Vice President of Development, AECOM in Malaysia

Armein LANGI, PhD. – School of Electrical Engineering & Informatics, Institut Teknologi Bandung, INDONESIA

Ridwan KAMIL ST. MUD, - Mayor of Bandung, INDONESIA

Unggul PRIYANTO, Dr. Ir.MSc. – Chairman Agency For The Assessment Application of Technology, INDONESIA

In this publication, Parallel Session papers are compiled to provide an insight for reflection and sharing of the best practice experiences from over 11 countries. We trust that you will find Arte-Polis 5 International Conference on Arte-Polis 5 *Reflection on Creativity : Public Engagement and The making of Place* a rewarding and enriching learning experience worth sharing.

The Editors

Arte-Polis 5 International Conference

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The Making of Public Space with Stakeholder Participation. Case Study: Revitalisation of Jebres Rail Way Station and Surrounding Area in Surakarta

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ABSTRACT

A public space is a social space that is generally open and accessible to people, an amenity that contribute to the livability of cities. Public space is one of the most important components of a city. Unfortunately the stock of public space has not kept up with population growth, especially in older core cities. There are several ways to increase the number of public open space such as creation of a new public open space in new town or city extention and redevelopment and revitalisation in some part of existing cities. The process of creating a completely new public space is simpler than revitalising the one that already exist. Participation of local community and other stakeholders are important in the public space revitalisation where some activities already occurred. Stakeholders are people who may affect or be affected, either direct or indirect, by the outcomes of a project. Jebres station is a cultural heritage and public space that surrounded by deteriorating market and slums. This paper will discuss the revitalisation design concept of Jebres Railway Station in Surakarta with scientific method of stakeholder participation.

Keyword: *place making, Jebres Railway Station, revitalisation, public space, stakeholder participation*

INTRODUCTION

A public space is a social space that is generally open and accessible to people, an amenity that contribute to the livability of cities. Public space is one of the most important components of a city. Unfortunately the stock of public open spaces has not kept up with population growth, especially in older core cities. While some suburbs at the edges of metropolises have added new public open space, the overall outcome has been uneven and unequal (Banerjee, 2001). To be able functioning effectively, a public open space needs to be livable. A livable space refers to a space that functionally, socially, environmentally, and aesthetically enjoyable and at the same time can give security feeling to people (Carmona, 2004).

There are several ways to increase the number of public open space, depend upon the city condition.

1. Creation of a new public open space. This approach can be implemented in the development of town extension or new town.
2. Redevelopment and revitalisation in some part of existing cities.

In the creation of a new public space, the process is relatively simpler than creation of public space in redevelopment or revitalisation some part of existing city. In redevelopment or revitalisation activity where there are already some activities and community exist, the making of a new public space need some consensus and participation of local community or other stakeholders.

The context of this paper is creating an urban space in the existing old city with stakeholder participation. The case study is based on real design competition for revitalisation of an old historical part of the city namely Jebres Railway Station in Surakarta (Panudju&Harapan, 2012)

THE IMPORTANCE OF URBAN PUBLIC SPACE

Urban open spaces are vital part of urban landscape with its own specific set of function. Besides important environmental benefits, these areas provide social psychological services, which are critical for the livability of the city and well being of urbanites (Chiesura, 2004). Thompson sees open spaces in cities as places to celebrate cultural diversity, to engage with natural processes and to conserve memories (Thompson, 2002). The definition of open public spaces evolved in time embracing all types of opportunities to suit the varying outdoor needs of human beings and needs of plant and animal species.

Nowadays, the concept of "open space" in complex urban matrix is not limited only to the urban parks and preserves but also non park-non natural places. Ecologically sound planning and design of such spaces aids in establishing ecological networks (Cook, 2000) in the urban matrix. Chiesura suggests taking into account the variability in the open space types to fulfil the needs and expectation of all the segments of the population (Chiesura, 2004).

Public spaces are formed by at least two different processes. Some have developed naturally, without deliberate planning, by repeated use in a particular

way, or by the concentration of people because of an attraction (Carr et al, 1992). Each of these results in a place that accommodates people for specific purposes and becomes, overtime, a site that people rely on to meet, relax, protest, or market. Every city has a different public space. Specific places acquire meanings through their functions, further deepening their role in people's lives. Successful public spaces are characterised by the presence of people, in an often self-reinforcing process.

Public space generally has physical and functional conditions which influence social interaction, comfort and security which attract people to the settings (Carmona et al., 2004). The physical and functional qualities of public spaces are related to physical amenities, the activities the accessibility conditions, and the surrounding land-use that support the activities there. Public spaces are essentially flexible environments, people should be able to reach and access it easily.

STAKEHOLDER'S PARTICIPATION IN DEVELOPING PUBLIC SPACE

THE IMPORTANCE OF STAKE HOLDERS' PARTICIPATION

Over the past years, the idea of 'participation' has been increasingly important in planning and design process. Participatory approaches have been shown to enhance project quality, ownership and sustainability; to empower targeted beneficiaries and to contribute to long-term capacity building and self-sufficiency (AFDB, 2001). Stakeholders are people or communities who may affect or be affected, either direct or indirect, by the outcomes of a project.

The central issue of people's participation is that of control or of the power to decide. Who actually does what follows from and is therefore secondary to the initial directives. This is what citizen participation is really all about: whose participation in whose decision? (Turner, 1982: 127-128 in Panudju, 1999: 70)

Participation of stakeholders can be formed in several ways. The fundamental idea of participation lies on the equality of input given by each stakeholder; meaning, everyone has the right to express their interests regarding the project. That way win-win solution can be expected as the outcome. Based on a report by African Development Bank (2001), some benefits from stakeholder participation are:

1. Improved project design by drawing on local knowledge and expertise to ensure that designs accurately reflects stakeholder priorities and needs;
2. Means of verifying the relevance and appropriateness of proposed interventions;
3. Strengthened stakeholder commitment to, and ownership of, policies and projects – leading to increased uptake of project services and greater willingness to share costs;
4. Opportunity to foresee and/or resolve potential obstacles, constraints and conflicts;
5. Means to identify and address potential negative social and environmental impacts;
6. Opportunity to generate social learning and innovations based on field experience;

7. Means of ensuring that project benefits are distributed equitably.

In other words, stakeholder participation can generate improvement for both environment (social, cultural, and physical) and economic aspects. A project or a program needs particular source of funding to run. It usually comes from the government, independent source from local community, private sector (the most common funding source), or public-private partnership.

TYPES OF STAKEHOLDERS

In creating urban public space, a good process of participation must balance the interests of different group and communities that involve various stakeholders as follow: Government as initiator and decision maker, Property owners, Planner and Designer as conceptor, Private sector, Local community, Heritage society, Environment society, and others.

COOPERATION AMONG STAKEHOLDERS

Stakeholder engagement can also be seen from the perspective of an opportunity for social learning. Meaning, a social process where diverse stakeholders share a common forum, learn about each other's values, reflect upon their own values and create a shared vision and shared objectives (Mathur et al, 2008). Dialogue is useful in increasing awareness, changing attitudes and affecting behaviours among stakeholders. It could also bridge the gap between their different interests and provide a win-win solution. Once each stakeholder hold a strong commitment and determined to engage in planning and development process, it will enhance their sense of belonging to the site project.

PUBLIC SPACE PROBLEMS IN INDONESIAN BIG CITIES

In general, there are several problems faced by most of big cities in Indonesia, such as:

1. Many public open spaces have been converted into commercial buildings;
2. Too many street vendors, stalls and kiosks that mostly occupied public space as well as pedestrian walkway. It gives the city unpleasant image, unsafe, and also uncomfortable feeling for users;
3. Lack of development control that mostly creates haphazard grows in the important part of the city. In many cities, the public space, city townscape and heritage building are almost neglected.

All these factors make many cities less livable and enjoyable for the inhabitant. On the other hand, new additional livable public spaces in the cities, due to economic reason and land availability, are almost none compare to the need. A serious thinking, concept, and actions need to be done in most of Indonesian big cities to make them more livable and enjoyable.

JEBRES RAIL WAY STATION IN SURAKARTA

SURAKARTA POSITION IN JAVA

As a city, Surakarta has a long connection with Mataram Kingdom that founded in

1586. The capital of Mataram Kingdom was moved from time to time started in KuthoGedhe in 1586, Kartosuro in 1677, and finally Solo or Surakarta. Surakarta was founded in 17th of February 1745.

It was started with a simple King Pakubuwono II palace compound in a green field area with only a few village houses around. Slowly the city is growing, become a big city of 44.03 Km² and 555,061 local populations. Surakarta is rather densely populated city with density of 11,811 people/km².

From a King Pakubuwono II palace compound, Surakarta was slowly growing into an economic centre of its hinterland become a city. Due to limited land which is mostly has been developed; Surakarta does not have the opportunity to make new settlement and livable public space around the existing city.

Surakarta tries to provide several livablegreen spaces around the city and has also planned to revitalise historical places such as Bale Kambangpark, Sriwedari Park, and Jebres Railway Station and its surrounding. At the same time these activities are also to plant trees as many as possible in the revitalised location to make an oasis in the city to create eco-green city.

In the last decade, Surakarta or usually called Solo City government is trying very hard to make the city more beautiful and livable for the inhabitant and also to enhance tourism. Solo is one of the premium tourist destinations in Indonesia. To achieve the goal, she is creating “Beautiful Kota Solo” program and using “Solo’s Past as Solo’s Future” concept in redeveloping the city.

JEBRES RAILWAY STATION (JRS) AND ITS SURROUNDING

JRS is one of the first stations built by KratonKesunanan Surakarta in 1912 with unique Neo-Classical architectural style. However, its current physical and environmental conditions are slums, overcrowded, unsafe, and unhealthy. It is hard to highlight Jebres Station as a cultural heritage under those undesirable circumstances. In order to appreciate JebresStation as cultural heritage there should be a thorough revitalisation of the site, particularly forthe station environment, Jebres market, Ledoksari, Rejosari and surrounding streets. See Figure 1.



Figure 1. Existing Site Plan. Source: Google Maps

Based on our discussion with Solo Municipal Government and stakeholders, there are several problems to be solved:

1. To restructurize the road corridor – The arrangement includes Corridor Jl. Prof. John, Jl. Sindutan corridor, and part of Jl. UripSumoharjo. The surrounding Jl. Prof. John that already occupied by slums,
2. To improve JebresRailway Station and Market function – Jebres station current function as inter-station activities between villages is not worth visiting
3. To solve insecure environment due to criminal activity in the evening
4. To solve congestion at railway crossing on Jl. UripSumoharjo
5. Create a tourist attraction so that people interested in getting into the area of the Solo - JebresRailwayStation.
6. To control and clean up illegal and rundown buildings to create Eco-Cultural atmosphere and make it comfortable and beautiful.
7. To provide employment opportunities for the local community.
8. To solve drainage and garbage problems.

JRS REVITALISATION APPROACH

THE AIM OF JEBRES RAILWAY STATION REVITALISATION

According to Surakarta municipal government, JRS revitalisation intended to improve the vitality of the site and buildings while taking into account the socio-cultural aspects and characteristics of JRS surrounding, through: 1) a physical intervention, 2) economic rehabilitation, and 3) social revitalisation. JRSstation building and severalcolonial-style houses are focused to be conserved while the redevelopment is aimed forreshaping Ledok Sari Market, Jebres Market, and

surrounding neighbourhood.

JRS REVITALIZATION APPROACH

Although the first idea of the revitalisation is coming from the Surakarta municipal government but implementation of this activity needs support or participation from some stake holders, as has been mentioned in point 3. In this case, there are some stakeholders that should be involved such as the municipal government itself, PT KAI and Pakubuwono Kingdom as the owner of the railway station, architect and planner as the expert, local community, private sector s financial support, heritage society, environment society and others.

All these stakeholders should agree on some aspects of the revitalisation program, such as compensation, ownership, complex management, operation and maintenance, heritage preservation, environment improvement, and last but not least planning and design aspect.

To satisfy all stakeholders, step-by-step revitalisation approach is implemented as can be seen in diagram 1.

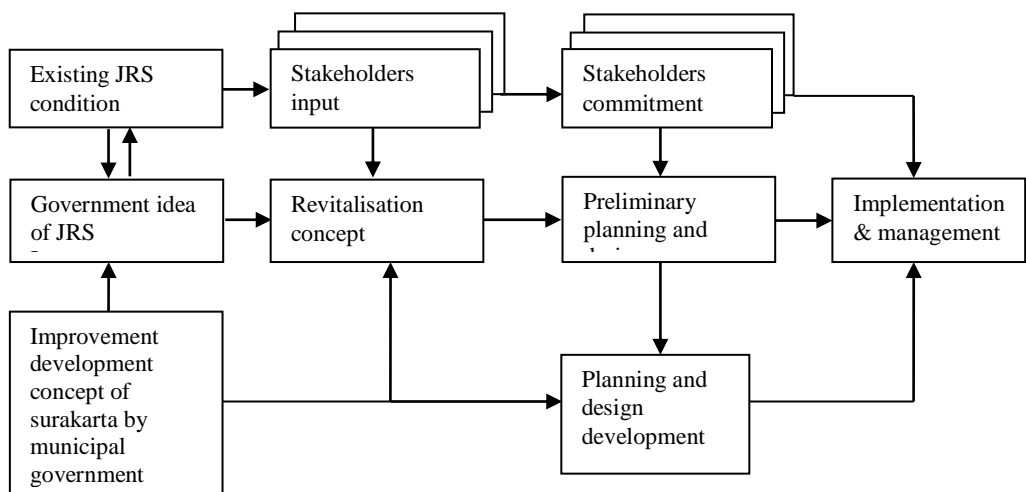


Diagram 1. Revitalisation Framework

STAKEHOLDERS INPUT

Since all stakeholders have different interests, their input for the revitalisation varies as described below.

- a. The municipal government wants to improve traffic system around the JRS as an integrated part of city traffic system. The municipal government also want to improve JRS and surrounding area physically as well as environment condition and improve land utilisation. The main goal is to make this area an attractive historical area that can attract local people and tourist to visit this area and finally will make this place alive for 24 hours. To increase condition of the people.
- b. The Indonesian Rail Company (PT KAI) and the Pakubuwono Kingdom want to maintain the physical condition and the function of the station. The main goal is to improve the building and surrounding area as a

heritage complex.

- c. The local community, especially the local inhabitant, due to their jobs, do not want to be resettled from their current settlement. They wish that the revitalisation will create jobs opportunity for them to improve their income. They demand a fair compensation for their lands and houses.
- d. The private sectors that already have properties or do not have any in this area, basically they wish the revitalisation will be beneficial for them. They expect that this activity will create new business opportunity with moderate space price or rent. Physically they expect an attractive environment, easy access, enough parking space, and secure environment.
- e. The heritage society stressed the existing condition of JRS and old buildings are preserved according to the heritage preservation regulation, beside the previous open space in front of JRS to be activated. The main idea is that visitor can feel the atmosphere of the JRS and its environment during the old days.
- f. The environment society is very concern about air quality, bad drainage condition, foul odour, overcrowded houses and hostile environment. They suggest to increase open space and the number of trees, to improve road and drainage system as well as over all environment condition.

The above inputs need to be analysed carefully, since some of the inputs are contradiction one to the other and not all of their inputs are implementable.

THE CONCEPT

This planning concept was prepared based on the framework as shown in Diagram 1 above. The concept was developed into two-scale thinking, which are macro-scale and micro-scale. **Macro scale** is a city scale concept, that the planned area is an integral part of the city of Solo (Surakarta).

Macro concepts is emphasizing on three main aspects as follow:

1. Looking at the history of Solo, with the approach of *Solo Past is Solo Future*.
Solo (also known as Surakarta) is a town on the island Java, which located at central Java is a heart of Java. Solo is originally an ancient city which has been growing into a modern city. Solo must be maintaining with its originality based on Solo cultural heritage. Morphology of Solo urban space, as one of the Kingdom area, has been developed with Solo hierarchy. Road, statue, gate, pedestrian, plants, etc must be concepting with Solo hierarchy, which showing it's identity. With strengthening identity through the local area and building conservation and revitalization based on its original function and historic, and also creating Solo cultural tourism.
2. Creating a sustainable city, with *Eco Green City* approach:
Existing green area in Solo is only 18%, that must increasing to 30%. With creating eco green city for improving and reforming green open space for recreational, sport, and cultural function, percentage of Green Urban Space will be increasing to 30%. The concept is to add the green public

space and reduce building foot print. The creation of new facilities to improve the physical condition, to facilitate social interaction and to provide job opportunities, such as: market, social and cultural open space, housing, etc.

The micro aspect, perceives the site and the surrounding environment as the base for the plan. The micro aspect strive to beautify Solo, preserve its history and culture, organize street vendors without harming the community and creating facilities - a new facility that is economically beneficial to the city government and Surakarta society.

THE RESULT

The designs shown below are based on the above mentioned concept. Each part designed in detail and deliberates the old and new design integration. JRS building and the surrounding environment were meant to be conserved without eliminating the presence of people and existing activities within and around the site. The proposed site plan is presented in figure 2. The revitalized site plan contain some new function such as: public open space for social interaction especially in the evening, 2-stories handy craft market, new road system, and parking space, low cost 4-stories housing, playgrounds, and small parks.

Jl. Urip Sumoharjo serves as the main access to the site, which is one of the main roads in Solo. Arrangement should be made in this way, especially for pedestrian that is accessible to all users. See Figure 3.

The cross section railway and road vehicles (Jl. Urip Sumoharjo) generate a variety of problems, such as congestion and accidents. Pedestrian access is also very limited, so it needs to be made accessible to all. The solution given elevated road but the railway lines remain below, and the space below can be used for pedestrian circulation. Here is a picture of the expected outcome. See Figure 4.

To provide a focal point, a Solo traditional design gateway (with a curved shape, writing Java and other support ornaments) is placed at the entrance of Jl. Prof. Yohanes, which are also equipped with landscape sculptures. See Figure 5.

The green space areas located along Jl. Yohanes that was a slum and squatter areas restored its function as a green open space with the arrangement of landscape elements to connect it with Jebres Railway Station. The expected ambience is shown in Figure 6.

As public space area, street sign and furniture should be applied. The existence of scattered street vendors at Jl. Yohanes was placed together on Jebres Market renovated building. This market is located in front of the Jebres Railway Station, so that the design is following the shape of the Neoclassical Jebres Railway Station. The front area used as open space that can also serves for performing arts/culture. The garden and street furniture landscape were planned by planting local trees and batik patterns for pavement. See Figure 7.



Figure 2. New Site Plan. Source: Design Analysis



Figure 3. Proposed Design for Pedestrian and Bus Stop Arrangement at Jl. Urip Sumoharjo. Source: Design Analysis



Figure 4. Proposed Design for Elevated Road at Jl. Urip Sumoharjo. Source: Design Analysis



Figure 5. Proposed Design on Main Gate at Jl. Yohanes. Source: Design Analysis



Figure 6. Previous Slums Revitalised as Green Space. Source: Design Analysis



Figure 7. Proposed Design for Public Space and Jebres Market. Source: Design Analysis

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