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KARYA ILMIAH : JURNAL ILMIAH

Judul karya ilmiah (artikel) : Creative Urban Kampung Based on Local Culture, A Case of Kampung Bustaman Semarang

Jumlah Penulis : 2 penulis

Status Pengusul : Nany Yulistuti, Annisa Mu'awanah S

Identitas Jurnal Ilmiah :

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- b. Nomor ISSN : 2029-7955 dan 2029-7947
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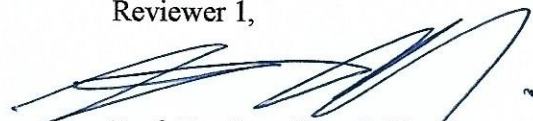
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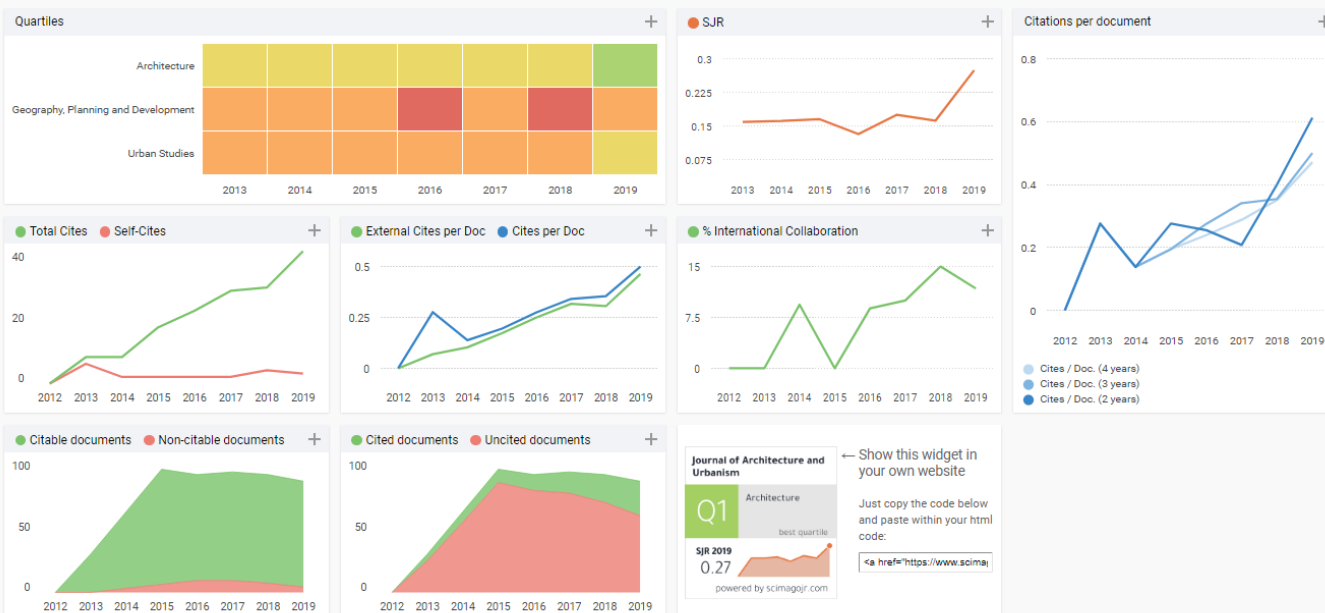
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


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Creative urban kampung based on local culture, a case of kampung bustaman Semarang (Article)

[\(Open Access\)](#)

Yuliastuti, N.^a  Sukmawati, A.M.^b 

^aUrban and Regional Planning Department, Diponegoro University, Semarang, Indonesia

^bDepartment of Urban and Regional Planning, University of Technology Yogyakarta, Yogyakarta, Indonesia


Abstract

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Urban kampung has the uniqueness and becomes the historical development of the city. Urban kampung has local culture, which potentially purposes to create a creative urban kampung. Kampung Bustaman in Semarang City allegedly has some local asset to develop towards a creative kampung by using its local culture. This study employed a qualitative method through a qualitative descriptive analysis to formulate the creative kampung concept on Kampung Bustaman. The findings show that Kampung Bustaman has local culture as local assets – goat processing and culinary related to goat. Local community assisted by the other parties and local institution should develop these local assets to enhance the local economy and strengthen social ties. It can be realized by food processing to be more valuable, kampung events, and art. A strong commitment of community is required to ensure the creative activities and promote creative urban kampung. It concludes that creative kampung is a kampung that can optimize its local assets for communities' welfare of through creative ideas. © 2020 The Author(s). Published by Vilnius Tech Press.

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CHALLENGES OF CIVIC ENGAGEMENT IN THE (POST-SOCIALIST) TRANSITIONAL SOCIETY: EXPERIENCES FROM WATERFRONT URBAN AREAS MEZAPARK IN RIGA AND KALARAND IN TALLINN

Viktorija PRILENSKA ^{*}, Katrin PAADAM , Roode LIIAS 

Tallinn University of Technology, Tallinn, Estonia

Received 09 March 2020; accepted 13 July 2020

Abstract. Current case studies examine the shortcomings of civic engagement strategies during the design process and ratification of detailed plans for urban areas of strategic importance – Mezapark in Riga and Kalarand in Tallinn. Detailed plans caused public outcries and led to long-lasting and distressful negotiations between local communities, developers, designers and municipalities over the future development and use of these areas. The debates about detailed plans raised an increasing public interest in planning related issues and growing demands for greater civic engagement in decisions shaping the city. At the same time, the debates demonstrated the inability of local planning frameworks to meet public expectations. There appears a salient need for changing the planning culture. This paper studies the shortcomings of civic engagement strategies and the desirable changes through a series of semi-structured interviews with key stakeholders involved and the analysis of planning related documentation.

Keywords: civic engagement, conflict, Kalarand, Mezapark, planning, public space.

Introduction to the problem and theoretical considerations

It was only at the end of the 1990s when Latvian and Estonian legislations introduced the principle of democratic planning practice by the requirement for public display and involvement of citizens into discussions of urban plans. The actual activities, however, emerged towards the end of the first decade of the 2000s when two plans of public waterfront redevelopment were launched, respectively for Mezapark in Riga (2010–2013) and Kalarand in Tallinn (2003–2016). Both attracted public attention and were followed by protests from the part of the residents of adjacent neighborhoods. The debates about detailed plans demonstrated an increasing public interest in planning related issues, growing awareness of civil rights and a wish to be engaged in decisions shaping the city. The residents' voice highlighted deficiencies in the newly formed local planning frameworks and local engagement strategies, which left but limited space for consensus building. There appeared a salient need for a change in the planning tradition which, undoubtedly, is a long-term process assuming advancement of skills of all parties involved.

The discussion about the importance of civic involvement in planning can be traced back to the 1960s in clas-

sical essays of Davidoff (1965), Arnstein (1969) and Friedmann (1973). Davidoff and Friedmann advocated the need for co-planning with citizens, as the citizens provide experiential knowledge of places under planning and are the end users of places (re)created along the plans implemented. Arnstein, in turn, classified citizen engagement into levels by the degree of citizen influence on decision-making. Since the 1960s, participatory planning thought has been extensively discussed and further advanced (Forester, 1987; Healey, 1996; Innes, 1998; Huxley & Yiftachel, 2000; Hoch, 2007; Sager, 2012). The concept of “communicative turn” introduced to planning discourse (Healey, 1996) has gained support among civic leaders and firmly established itself in the planning practice (Faehnle & Tyrvaenen, 2013; Shipley & Utz, 2012). As asserted, civic engagement legitimates planning decisions and promotes public support of plans, thus, facilitating plan ratification and implementation (Sager, 2012; Irvin & Stansbury, 2004). According to Irvin and Stansbury (2004, p. 56), the question of whether or not to involve the public is outdated and replaced by a new question about the best strategy for this purpose.

Civic engagement in the planning process is, however, a subject for continuous debates. The advocates claim that participation leads to balanced (and hence better) policy

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CASE STUDY ON HOLISTIC ASSESSMENT OF THE RELATIONSHIP BETWEEN CITY AND SQUARE

Duygu TURGUT 

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Received 11 October 2019; accepted 13 July 2020

Abstract. While the squares have been in the network of relations with the political, social and religious structure of the society since the early days of history, today, they have been associated with the cars, speed and technology in the process formed with the modernization movement. In some squares, there are tramways, public transportation routes and stops, and there are also motor vehicles. The squares have turned into places where there is a continuous flow with fast traffic except for waiting at the bus stops and railway station. With this change, our needs also changed, and with the introduction of motor vehicles in our lives, the squares remained as neglected urban spaces in an effort to create a transportation network. The use of the squares belongs to the period in which people have habit of being together, but now squares use belongs to a period in which we are not together even if we are side by side. Within the scope of this study, nowadays, approaches and practices for the squares that is an urban space in the world have been investigated. According to the results of sections, the criteria for evaluating the completeness of the city-square relationship in today's conditions are set out in a table. The selected from the Trafalgar Square, Bryant Park and Taksim Square samples consecutively examined in the context of these criteria.

Keywords: square, urban landscape, public space, urban public space, square analysis, city-square relationship, Trafalgar Square, Bryant Park, Taksim Square.

Introduction

The present study begins with analyzing the place and meaning of the squares as public spaces in today's cities. It was wondered how a process the squares have passed through and gained their current position. The physical, social, spatial, and functional characteristics of squares as urban public space were questioned. The squares have been related to the markets, commerce, religion, politics, and social life in the past, whereas they are now related to the traffic, transportation, and speed. The change in needs and the introduction of motor vehicles in our lives turned squares into neglected urban spaces due to the efforts aiming to create the transportation network. First of all, in order to discuss the problems related with the "square", the relationship between square and city should be considered from a holistic perspective. The keywords were determined making use of the theoretical studies and the approaches to square throughout the world, and the criteria enabling the analysis of holism of city-square relationship in today's world are presented in the table (Table 1). Making use of the criteria set in this study, the analyses were conducted over a square chosen as example and the current position of the phenomenon "square" was questioned.

1. Theoretical studies

In examining the square as an urban public space, it is important to define the concepts of space, urban space, city, successful city, urban design, private spaces, and public spaces. Thus, in order to define the city-square relationship, these conceptual contexts were systematically analyzed here. Urry (1999) has related the space to the society by stating that "The spatial one shall not be separated from the social one in the way creating a series of different general rules. This is because space solely has no effect. The importance of spatial relationships depends on the private character of relevant *social* objects". The author considers the space as a living organism harmonized with the meaning, intellectual power, and the marks of its background. Yücesoy (1999) aimed to reveal the conjunction points between the methods of "understanding", "examining", and "interpreting" the city and urban space, and defined the space by thinking that it has an identity: "Five axes can be specified for analyzing the processes and relationships between elements of spatial identity: *The formal axis* includes all the physical structures (topography, constructed environment, landscaping elements, and

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