

Strategic Urban Planning and Design Tools for Inner City Regeneration

Towards a Strategic Approach of Sustainable Urban Form Future
The Case of Bandung City, Indonesia

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Introduction

The recent debate in developed countries on environmental degradation is focusing on the impact of urban development to global environment. Even though the urban problems are generally known, there are still complexities and differences of urban experience from each cities contributing to the environmental issues. Many scholars argued that a sustainable urban form is a key to achieving a sustainable development. Cities appear as important locations for setting up actions to help the goals of sustainable development (Jenks *et al*, 1996). Developed countries have elaborated regeneration policies to tackle the decline of their inner city areas. These policies may include tax and financial incentives, loans, grants and land use regulations to promote development and attract new economic activities or to reinforce existing ones; new housing schemes and the rehabilitation of existing ones; environmental improvements and policies to promote the conservation of historic buildings (Nobre Cuce, 1994). In general regeneration takes place in the inner city area where the economic activities are concentrated. The study of inner city regeneration had been recognized in Europe from the late 1960s and gradually the western European cities moved from tackling the problem of obsolete housing through policies of mass slum clearance and replacement to more sensitive programs of housing renovation and area improvement (Couch et al, 2003). Jenks *et al* (1996) mentioned the significance of the developed countries efforts to find solution should also be concentrated in developing countries which have such overwhelming problems. As one of the most populous developing and one of newly industrializing countries in Asia, big cities in Indonesia are facing many urban problems such as rapid growth. The consequences are that Indonesia's local government has to deliberate the urban issues such as an increasing demand on urban space for housing facility as the basic human needs and also open spaces. Related to all these issues, there is still limited capacity from the local government to manage the urban problems. One of the challenges and problems due to the rapid urbanization are the social problems in the inner city whilst the social exclusion of the middle and low-income community for housing facilities in the inner city is occurring. Bandung, as one of Indonesian's major and metropolitan city is affected by the issues mentioned above. The case of Bandung's urban problems depicted situation such as the homogeneity use of land for offices and commercial development leads to increasing high value of land and gentrification in the inner city. This situation poses a challenge to strategic urban planning and design as development tools.

Urban Problems in Developed and Developing Countries

The successions of urban problems between developed and developing countries might show similarity. As Lloyd Jones (2000) mentioned in large cities in developed countries the sprawl settlement dominated with the middle-income homeowners while in developing countries consist relatively isolated and poorly service low-income settlement. The problems between both countries show likely result. The extensive use of urban land resulting growing ecological footprint they are using. The increasing of extension development to the outer city

area caused by the pressure that number of people who cannot afford to live within in the inner city.

Inner City Problem Characteristic

The Inner city problems emerged due to the process of growing urbanization. In developed countries, inner city was developed in the 19th and the early part of the 20th century while in the developing countries the development continued up to the 1960s and in some places is continuing as empty spaces occupied with illegal settlers, which have been redeveloped or consolidated (Lloyd Jones, 2000). In addition to that, the development of inner city district began on the continued the ring around form of the historic district, and predominantly characterized by service and manufacturing activities as well as concentration of high-density residential development of relatively poor people. The major activities of industrial and commercial centers were developed in the inner city and led to the development in the periphery areas in which resulting to the inner city depopulation. On consequence, it leads to the problems in the inner city district such as abandoned areas from the former industrial sites and deprived situation in the city centers. Lloyd Jones (2000) added that the developing countries are increasingly facing the similar problems, the heavy concentrations of traditional manufacturing and transport-related activities in the inner cities now being decentralized through planned relocation dispersed to outer area or nearby towns. This process gives impact to the socio-economic situation in the inner city area. The significant problems in developing countries are the pressure of this regeneration approaches create mono functional land use zone in the inner city (e.g. commercial areas and offices). The effect of this upgrading of physical fabrics for the best area in the inner city is the social segregations for the low-income community, increase land and property values where in some degree brings to gentrification. This action may well preserve and revitalize the existing physical fabrics but can as well destroy the existing social fabric.

Research Framework

The case study of this paper is located in the Inner city area of Bandung city, Indonesia. The study area of observation is the housing, commercial area and the open space condition in the inner city. In general, the performance quality of living condition in part of Bandung's inner city is the main area of the study. The significance of this paper to the problems mentioned above is geared towards the strategic urban planning and design for inner city regeneration that can be adopted and applied in developing countries particularly for the case of Bandung city in Indonesia. Thus, developing countries can contribute a sustainable urban form future. This research approach is using secondary data such as library references, official reports, previous research and internet database. Munich city development report 'Munich Perspective' is used as an example of the inner city development in the developed countries with a consideration that Munich has a development concept for its inner city. The review pointed out the strategic urban planning and design for Munich inner city and how the plans were implemented. The method of data analysis is base on the qualitative analysis and data interpretation from the secondary data such as research report from the previous empirical research.

Objectives

The research objectives are:

- To give an overview on the current trends of urban regeneration in developed countries
- To highlight the importance of urban regeneration for inner city development

- To investigate the present condition, problems, challenges, and potentials of Bandung Inner city development
- To identify a concept of strategic urban planning and design for the case of Bandung inner city regeneration, towards sustainable urban form and development
- To give a recommendation of concept and strategic action plan for Bandung Inner city regeneration, so Bandung can contribute a sustainable urban future

Urban Planning and Design Strategy for Regenerating Inner City

Nowadays many of developed countries are implementing strategy to make a sustainable urban form. One of the strategies on making the sustainable urban form is the urban regeneration. The urban regeneration process requires the three pillars of sustainability analysis (economic, social, environmental) as driving inputs and resulting outputs as strategies like neighbourhood strategies, training and education, economic development, physical improvements, and environmental action. The physical improvement is focusing on city-centre improvement, estates action, housing improvement, enhanced urban design and quality, heritage preservation. In this manner, the inner-city physical improvements shaped thorough urban planning and design strategy. According to Newman and Kenworthy (2000) in order to achieve the sustainable city for a city that highly automobile dependent there are key ways in which land use pattern could be changed, the steps are; Revitalize the inner city; Focus development around the existing rail system; Discourage further urban sprawl; Extend the public transport system and build new urban villages in the suburbs. Once inner city is regenerating, a city can then begin to take its 'inner city' qualities to the suburbs; include the traffic calming of neighbourhoods as well as include a process of beginning to provide sub centers with 'inner city' characteristics and linking them with good public transport system.

Urban Planning and Design Strategy from 'The Munich Perspective' Experience

According to Harris, 1992, Lloyd Jones, 2000, the spatial development pattern of metropolitan city in developing countries is following the pattern in the developed countries. *'The largest cities are, with a few exceptions not growing especially quickly (small ones are, and so become large ones), but their inhabitants are spreading out over much larger metropolitan regions (so as population size increases, densities decline). The region absorbs smaller cities and towns'*. In accord to that pattern, European Union (EU) countries have strong intention to deliberate the issues in their metropolitan region; one of the binding agreements is the EU 1990 Green Paper about the compact city concept. In Germany, the Bavaria state (Land) has one of the growing cities, which becomes one of metro pole in Germany. It is Munich (München) the capital city of Bavaria State. Munich is one of fast growing cities in Germany and it has the lowest unemployment rates amongst the big cities in Germany. This makes Munich as and attractive city in Germany as well as attracts foreign nationals living in Munich, representing 23 percent of the population (City of Munich development Report, 2005). It is forecasted the number of persons living in Munich (inhabitants with their principals or secondary place residence in the city) is likely to continue to rise slightly as a result inward migration from 1.42 million in 2004 to 1.43 million in 2015. Munich emerged as Monocle's livable city in the world. A winning combination of investment in infrastructure, high-quality housing, low crime, liberal politics, strong media, and general feeling of *Gemütlichkeit* (coziness) make it a city that should inspire other (Monocle Magazine, 2008). It is interesting to look further insight to Munich urban development strategies. Munich has a long tradition of planning for urban development. The three master

development plans adopted by the municipal authority in 1963, 1975 and 1983 reflect three different approaches to shaping the evolution of a city.

Munich City Development Plans

The 1963 and 1975 Munich development plans were passed by the city council as the main guidelines for Munich urban development called the Town Development Plan. It was aimed to encompass all aspects of urban life such as culture; economic, traffic and appearance contain analysis of existing situation and set trends and target data for the next 10 years. According to Jäger (1979), the further aim of the '63 and '75, Town Development Plans is to retain the residential quarters adjacent to the inner city area; slowing down growth rate of the city; re-orientation of its traffic; extensive investments for rapid transit and underground system. It must remain possible in future to reach the inner city on foot from adjacent residential area and thus to keep the inner city alive. The development plans focused on the importance to reconstruct the inner city area and overcome problems from traffic caused by the influx of car ownership. In order to keep the center of old city free of wheel-traffic a ring road of approximately 1500 m diameter was built around the periphery. After the inner city had been freed from the wheel-traffic, they established the creation of pedestrian zone. The plan of pedestrian precinct in the inner city was taken from the competition for pedestrian zone. The competition was opened in 1972. The plan of pedestrian malls in the inner city contributed considerably to the general improvement in appearance and value of the Old City area (Figure 1). Jäger (1979) noted that the urban townscape of Munich has been influenced intensively by the construction developments in its inner city. The people of Munich identify themselves with this general image of their hometown and they love their city.



Figure 1. Before and after Munich's main square, Marienplatz, was pedestrianized in the 1950s

Source: Landeshauptstadt München

The Munich Perspective 1998 emerged as a new approach to urban development planning after which Munich city council acknowledged its responsibility to take action on Agenda 21, adopted at the Rio Conference, calls on states to engage in a social dialogue aimed at promoting sustainable development. As

a new strategy for urban development, the Munich Perspective aims instead to create flexible framework providing orientation while city continues to evolve and it is more closely attuned to implementation and action (Thalgott, 1998). In early 1992, Munich council instructed its Planning Department to draw up a new urban development plan with four thematic focuses; (1) Perspective for economic development, (2) Perspective for social development, (3) Perspective for spatial development, (4) Perspective for regional development. Urban planning and design strategy of the City of Munich embedded in its Spatial Development perspective. Afterwards Munich passed the 2005 urban development report, Perspective Munich, consists of strategies, principles, and projects. It is a concrete follow up from the 1998 Munich Perspective of urban development strategy.

‘Compact-Urban-Green’: Munich Inner City Concept

The 1998 spatial development perspective in Munich compiled guiding principles for upgrading the city called ‘compact-urban-green’ strategy.

Compact because dense development within well-packed sites saves unnecessary land take-up and uses available resources efficiently.

Urban because the aim is a vital mix of homes, jobs, shops and leisure facilities.

Green because an attractive arrangement of open spaces and vegetation improves the natural balance and enhances the quality of urban recreation (City of Munich Development Report, 1998).

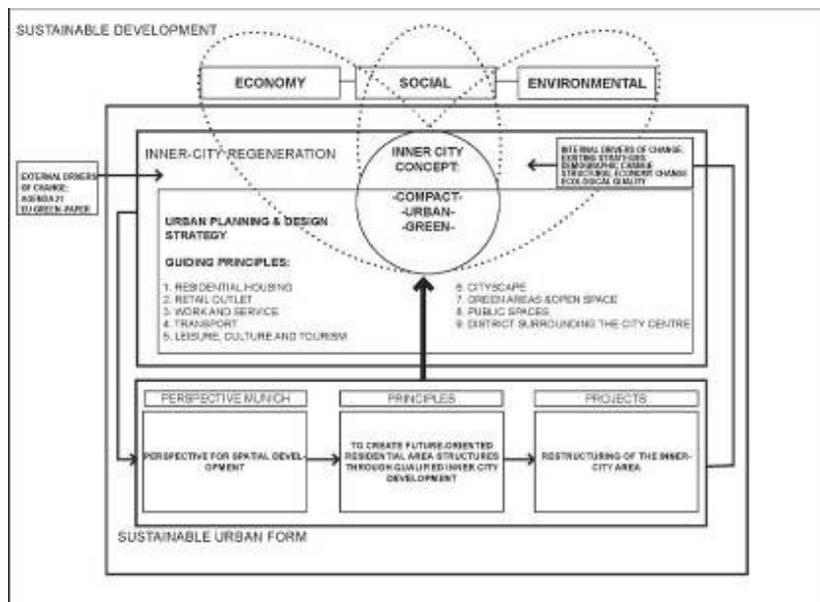


Figure 2. Munich’s Inner city development process
 Source: Author’s construct

The Munich “Innenstadt Konzept” (Inner City Concept) is one of the sectoral concepts of the Perspective Munich principles. The inner city development as one of the focus of the principles is representing the sustainable urban form. The guiding principle for the Inner city concept is to create future oriented residential area structures through qualified inner city development – the ‘compact-urban-green’ Through inner city regeneration process with strategic urban planning and

design as tools, The Inner city concept formulates guidelines and measures designed to ameliorate and upgrade Munich’s inner city. The strategic approach of inner city development concept, a central aim of the concept is to retain the established diversity of inner city utilization, consisting of retail, commerce, gastronomy, and culture as well as private and public administrative establishment. In particular, the regeneration process is to promote residential use of the inner city in order to preserve the traditional residential location and ensure that the inner city remains full of life and diversity.

The strategic urban planning and design represented by the “Innenstadt Konzept” as the specialized concept of Perspective Munich has given a clear approach on how a city can formulate a framework for its urban development. The strategic approach embodied in Perspective Munich function as a tool for the inner city regeneration in order to achieve the sustainable urban form in sustainable development framework (Figure 2). Above that, its strategic not only gives an implication merely to the inner city but also gives holistic development to its surrounding district as well as contribute to its regional development.

Case Study: Bandung Inner City

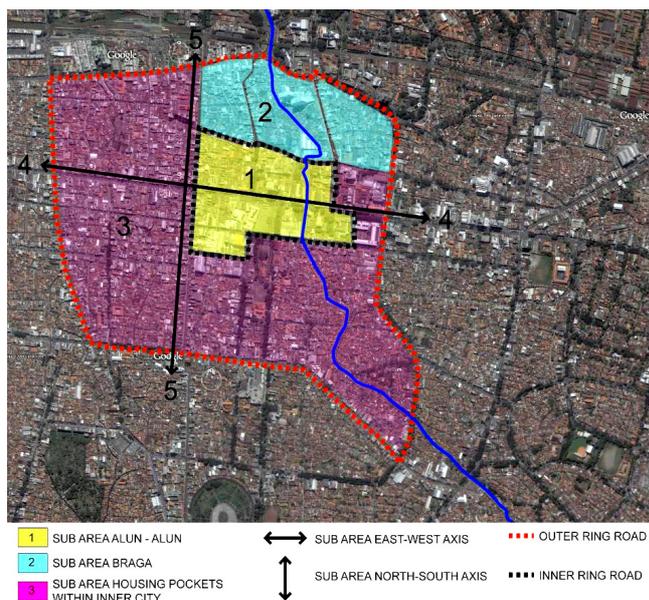


Figure 3. Delineation of development structure core center area of Bandung city

Source: Google aerial image with author's construct

Bandung is the provincial capital of West Java and Indonesia's third largest city with population 2.2 million inhabitants in 2003 and density 13.367 persons/ km². Bandung is one of fast growing cities in Indonesia. Based on the 2003-2013 Urban-Spatial Development Plan (USDP) report the city of Bandung passed by Bandung City Planning Department (CPD) office, it is projected by 2013 Bandung population will increase to 2.95 million inhabitants with an assumption of average natural growth rate and migration is 2.5%. Bandung has a strategic geographic location. As the

central place of Bandung city, the inner city area plays an important role for its people like a place for social meeting,

cultural meeting, and economy activities. In a way, those activities create vibrant urban life for Bandung's inner city. Since the economic crisis 1997, the inner city is characterized by the growth of informal street vendors in a significant way from time to time. This situation shows that inner city plays an important role for the economic activities especially for the middle-low income community. In 2013 Urban Spatial Plan (USP), inner city area is being planned as a core centre area of Bandung city, which accommodates mixed-use activities. The land use such as, commercial centre, offices, cultural heritage, and housing are already existing. Based on the detailed urban plan 2010 report, the development structure is divided into five sub-areas (Figure 3), (1) Sub-area *Alun-alun* as the city centre, (2) Sub-area *Jalan Braga* is the commercial, cultural heritage buildings and low-income housing along the Cikapundung riverside, (3) Sub-area housing pockets within the inner city, (4) Sub-area east-west axis is services and offices area along *Jalan Sudirman* and *Jalan Asia Afrika* and, (5) Sub-area north-south axis mainly commercial area. According to the detailed urban plan 2010 report, the focus point of the *urban renewal* plan took place at the sub-area Braga with the housing pockets within the area as well as the plan of ring road to overcome traffic congestions and manage traffic flows within the inner city of Bandung. The revitalization program is planned as a strategy in order to reduce the automobile dependence with making a walking distance oriented characteristic, due to the traffic congestions that happen nearly every day within the inner city area, the local government plans to make a ring road around the core center area for Bandung inner city. It seems promising to make a traffic calming inside the inner city with applying pedestrian movement system. However, the development structure passed by the city planning department (CPD) office does not give a specific guideline and concept for the inner city regeneration plan.

Bandung Inner City Development Problems, Challenges and Potentials

Problems

At the moment, the primary centre *Alun Alun* Bandung or Bandung city centre has had a decrease in service functions due to the presence of traffic congestions in nearly every road

within the city centre. Firstly, the reason is due to most of middle-income class who lives in the outer skirt of Bandung is car dependence, and they have to travel with the car to their workplace or doing some business activities in the inner city. In addition, the means of public transport from the outer skirt to inner city is not properly organize and comfortable. Secondly, the low-income class set up their housing on the marginal land in the inner city and most of them work in the informal sector activities, such as street vendors and traders. The numbers of informal street vendors, which occupied the public spaces and street also cause traffic congestions in the inner city. These phenomenons give a tendency to a decrease of quality in commercial activities in the inner city (Figure 4). The decrease of quality in these area is an indication of a decline in the function of a city centre that could be caused by an overflowing economy activity where the commerce activities are decentralized into the city outskirts area (Berry and Pradoto 1999, Andita, 2008) (Figure 5). Cuthbert (2006) also noted, "Historic areas such as *Alun Alun* Square and Braga, the old heart of the city, have become isolated and have lost their value as nodal public spaces ..."



Figure 4. Traffic congestions and numbers of informal street vendors and trades in Bandung's inner city
Source: The Author



Figure 5. Left: Shops and former mall in the city center which no longer used and maintained
Right: New pedestrian malls concept in outer skirt of city center, attract more people
Source: The Author

Challenges

As the CPD office passed the policies of inner city development plan shall be sustained in the primary centre *Alun-alun*, there are certain issues that should be taken into account for the regeneration process. The needs of spaces that can accommodate the informal sectors such as the street traders or vendors are a significant issue. Suharto (2003) in his fieldwork result shows reasons for the street traders select the location to operate their business. The reasons show that the best location to attract customer appears to be the most important factor influencing their location for business activities. This is followed equally by availability of access road and lack of alternative sites. The result also shows that avoiding harassment from security, security of tenure or plot, and proximity to house are important for street traders' decision in selecting their workplaces. This proximity to their house complies with the

low-income housing that emerges in the pockets of inner city area. Another study shows a relation to this reason, the low-income households located in inner city sub-area Braga, they work within the proximity of their house in informal sector as traders; the result 'works as traders' (26%) is the highest percentage among others employment sector (Maria, 2005). This situation challenge inner city area to integrate and accommodate this community to live within the inner city as well as facilitate them to the source of their lively hoods. In relation to those issues, such urban design form of Bandung inner city has not portrayed a performance quality as the center of the city.

Potentials

The potential characteristics of Bandung Inner city is described into three aspects, namely, (1) physical quality aspects, (2) socio-economy aspects, and (3) environmental aspects.

Physical Quality Aspect

Bandung city is famous by its Art Deco building style which is an inheritance left by the Dutch after the colonial time (Figure 6). Indeed, it is an asset for Bandung city to have these buildings as a commodity to attract tourists. Those Art Deco buildings mostly located within the inner city, thus it makes inner city rich with historical site. The existence has to be utilized and maintained considerably going along with a proper management system. At the moment, Bandung has a local organization that concern about the heritage buildings and pursues Bandung's local government to conserve and preserve it, the organization called *Bandung Heritage Society*.



Figure 6. Art Deco Buildings in Bandung's Inner City

Source: geocities.com

Socio-Economy Aspect

Bandung is nationally recognized as a heaven of 'food and clothing', and the flourished of street vendors which is emerging nearly in every streets since the economic crisis in Indonesia occurred in 1997. It is a reaction of low-income community due to the economic force to fulfill their basic needs. Suharto (2003) noted from his research finding, the majority of respondents perceived that they participate in street trading because of the difficulty of entry into the formal job sector or alternatively, due to the ease of entry into street trading. In order to obtain some incomes, it is relatively easy to start and operate the business. According to Gajaseni Harinasuta (2006), streets in developing countries become interface between two worlds, one belongs to cappuccino culture and the other belongs to those whose livelihood depends on streets as place to earn their livings through engagement in the informal sector. This concept can be reflected in the case of Bandung's streets. Based on figures of Bandung inner city, the commercial area and trade are activities likely occurring in the inner city, this economic sector is a high potential can be utilized for Bandung inner city development. According to Soegijoko (2006), majority of Bandung's people are employed in manufacturing (+225.000 – 27.3%), trade (+ 294.600 – 35.7%), and 139.600 (17%) in services, of a total employment of about 823.300. The highest percentage is in trade

(35.7%). Suharto (2003) found that majority the trade sector in Bandung inner city concentrated in the informal street traders, as elsewhere the popular image of street vendors in Bandung finds them agglomerating around potential business locations. The street enterprises surround the market (*pasar*), shopping area (*pertokoan*), and commercial complex trading food, commodities, and services to city dwellers. According to Suharto (2003), the vendor's daily average profits were about Rp. 53,686 (\$6.7) placed their revenues up to Rp.1,610,580 (\$201) per month. The findings appear to show that street traders make a reasonable profit from their trading. This earning is substantially higher than the poverty line established by the World Bank of \$1 per day per capita. On a monthly basis, this earning is also well above the standard minimum wage of formal employment, known as UMR or upah minimum regional (regional minimum wages) of nearly Rp.500,000 per month (\$62.5) Looking to those facts of Bandung's opportunities in socio-economy aspects, the presence of 'urban informal sector' (UIS) with the fast cash flow on their daily trade can give benefit for inner city income generation as well as for its development.

(3) Environmental Aspect

The environmental aspect opportunities of Bandung inner city can be defined through its geographical location. This is why the European people especially the Dutch, during the colonial time gave a big attention for Bandung development. It is because of the cool and mild temperature, and beautiful scenery of mountainous range surrounding Bandung city as well as the existence of *Cikapundung* River, which is passing through the inner city. Unfortunately, at the moment the river quality is in bad condition due to the existence of low-income housing along the riverside is not contributing to a good performance quality of the river. This is a result of inability Bandung's local government facilitating the low-income community residing on the riverbanks with proper solid waste management system and sanitation facilities. Nevertheless, recently there is strong effort from current major regarding to clean river issue; they are conducting the 'Clean *Cikapundung* River' 2010 program, together with self-help participation from the local community.

Bandung Inner City Regeneration Programs

Bandung's local government has been aware to the issues of inner city's role and its development. The goal of the urban development plan 2013 for the inner city of Bandung is to make it as primary service center and to sustain the existing development through *urban renewal* program. Before the 2013 urban development plan was passed, there were some inner city regeneration programs took place. One of the programs is the Braga revitalization that has had implemented several time. Braga is located in the sub-area Braga of the development structure of Bandung inner city. The area consists of the commercial area, low-income neighborhood *Kampung Braga* —most of them have individual land title and some are squatting on government land— and several colonial heritage buildings. The *urban renewal* project for Braga area has started since early 1930s in order to improve the quality of urban environment (Martokusumo, 2002). After a decade of the renewal project, Braga became a famous shopping street in the Netherlands East Indies. It served as a community and commercial centre for the Europeans in colonial Bandung (Kunto 1984, Martokusumo, 2002). The European style atmosphere can be seen in Braga Street at that year (Figure 7).



Figure 7. Braga Promenade and Streetscape, Bandung City 19th century

Source: <http://www.geocities.com/bandungcity>

The image of Braga is eventually replaced by building signage that covered the façade. In the 1980s an effort to revitalize Braga took place, it was the part of inner city district's revitalization scheme of the Bandung's City Planning Department with a co-operation of the Bandung Heritage Society. It is a group, formed by local initiative, including persons from diverse background and careers with the same interest in cultural activities and in preservation and conservation issues (Martokusumo, 2002). According to him, after 1980's, several schemes of revitalizing the Braga Quarter emerged again. Firstly, the 1996's scheme, it was based upon the public-private mechanism with two different forms of physical improvements. The first concentrated on the conservation of historic urban artifacts along Braga street and the second form focused on Kampong Braga that has a functional role as neighborhoods in which both working and living take place. In this scheme the plan of illegal settlement clearance along the Cikapundung riverside and to construct new promenade have been dropped without any follow up. Secondly, the 1998's scheme, where the local government tried to stimulate public interest with some bazaar activities program took place on the Braga Street. Martokusumo (2002) concluded, firstly, the scheme of Braga conservation actions were still dominated by economic activities and there were huge local problems, including the necessary social and ecological improvements that formed a part of revitalization scheme. Secondly, there have not been any follow-up actions defining a socio-cultural approach for the conservation of the Braga area. In 2004, another scheme of Braga revitalization project takes place. In the year 2004 the local government decided to work with private developer and investor to bring back again Braga as an attractive area. The first phase was the construction of 18 storey's apartment and hotel and it was finalized in year 2007. The local government hopes that after the project completely done, Braga will be an attractive and lively place for Bandung's people, it is also hoped that shops, which currently no longer used and closed will be active again. On the contrary, the Braga community does not feel the same way, the Kampong Braga community who lives behind the new apartment buildings feel disturb because the high-rise building will cover their houses from the sunlight and they were complaining that there was no representative from the developer who willing to make a dialogue with the community. According to the community, they will be disturbed by the noises from construction process. One of the old shop's owners on the Braga Street worried that the new apartment-hotel and retail will make the old shops in Braga Street will eventually close down due to failing to compete.

Discussion

This paper summarizes the findings into three discussions:

(1) Recent Trends on Urban Regeneration Strategy

The international experience on recent trends of urban regeneration major strategy and orientation is moving towards a more comprehensive form of policy and practice and emphasize on integrated treatments. Urban regeneration activity on the spatial level is reintroduction on strategic perspective and growth of regional activity. The EU communities stated the benefit of *compact city* concept as the sustainable urban form, in which it can

assist the process of urban regeneration. The concept emphasized on promoting urban development within the inner city to overcome the phenomenon of growing city that leads to urban sprawling and degraded the socio-economic and ecological balance. The current interest of most Western countries in the compact city and sustainability is the successful development-led inner city regeneration. From the city of Munich experience, the concept of compact city embodied as one of its development principles, which is to create future-oriented residential area structures through qualified inner-city development-“compact, urban, green”. The strategies focus on the physical improvement through urban planning and design projects which is attached as a framework and guidelines for its future development.

(2) Aims and Implications of Urban Regeneration for Inner City Development Towards the Sustainable Urban Form

In general, the aims of urban regeneration for the inner city development are; firstly, to begin upgrading the inner city where it has a declining sense. Secondly, to retains mix incomes with the social housing development. Thirdly, to promotes investment by innovative entrepreneurs in new business. Fourthly, to creates better environment for the community such traffic calming and pedestrianisation with reducing parking lots. Therefore, once these aims are achieved through the urban regeneration with a good planning and design then it will bring back again the vitality of inner city in a regenerative development. Once the inner city is regenerating, it will engage the valuable aspects of sustainability for its development and ensures that it remains attractive and dynamic in the future. A city can begin to replicate its ‘inner city’ qualities to the suburbs and leads to a sustainable form for a city as a whole.

(3) Bandung’s Inner City Development

Albeit Bandung’ s local government concern about Bandung Inner city and stated urban renewal as a policy for its development and has taken several action programs, both the plans and the action programs still retain the inner city development in a decreasing condition. It is showed by myriad problems occurred in the inner city such as an extensive urban development beyond the city’s boundary, middle-income class could no longer afford to live within the inner city and dependence to automobile leads to traffic congestions, the presence of unregulated and crowded informal street vendors running their business in nearly every inner city’s street, presence of shops which no longer used and maintained and leads to an unattractive city center and failing to compete with newly commercial centers in the inner city’s outskirts. The Braga revitalization program showed the inability of the local government to incorporate the socio-cultural-economic approach in the inner city regeneration process led to social exclusion in the development. It also shows valuable insight that in development process, all the actors of inner city regeneration program need to participate and involve at all activities of the project phase, which it was not the case in all programs that Bandung’s local government had implemented. Regardless all the problems that Bandung’s inner city has, it should not hindering its future development. It challenges Bandung’s inner city development towards sustainable urban form as well as challenges the local government to achieve the plan of urban regeneration programs be implemented considerably. Nevertheless, Bandung’s inner city has numerous potentials from the presence conditions should be used for its development as well as nurturing its human assets from its people. That is, its people and the quality of their lives and livelihood (Friedmann 2006, Soegijoko, 2006), particularly from large numbers of the informal sectors, which can be utilized as city’s assets for its economic development and urban planning should seek to accommodate this important component of urban economies.

Conclusion

Inner city plays a vital role for city's development process as well as its identity. It will form an image of a city's region. Therefore, a city needs specialized concept for its inner city where economic-social-environment assets can be accommodated for its future development in a sustainable manner. Through Inner city regeneration, the best possible use of natural, economic, human and other resources can be made going along with a comprehensive and integrated vision and action plan that will leads to the resolution of urban problems, and bring about a lasting change in the economic, physical, social and environmental condition of a city that has been subject to change. Nevertheless, it is important to set up with a strategic approach of urban planning and design as guidance for inner city development in order to achieve the desirable condition, which is the sustainable urban form for the city of Bandung.

To learn from international experience which has evolved the urban regeneration process to a more comprehensive form of policies and practice, it is worthwhile for Bandung city to adopt the strategies in the urban regeneration process for its inner city. Therefore, learning from Munich experience, it is important to set up with concept and strategies in order to achieve the development vision. The city of Munich is developing special concept for its inner-city. The strategy of urban planning and design for Munich's inner city is guided by principles, and each principle has a direction to achieve the desire state.

In order to regenerate Bandung's inner city vitality and upgrade its performance quality as an attractive, vibrant with diverse of myriad urban activities that accommodates mixed of social class, Bandung's inner city needs to have a concept of development strategies for its physical improvement with a balance development in social, economy and environmental aspect, thus towards sustainable urban form. The potentials of Bandung's inner city need to be clustered based on to the presence conditions and can be used for its development based on its human assets, natural and environment assets, heritage of built environment and the distinctiveness and vibrancy of cultural life assets, and organized civil society assets.

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