

**URBAN WATERFRONT LANDSCAPE : THE SOCIAL IMPACT ON URBAN
WATERFRONT LANDSCAPE**



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ABSTRACT

Urban waterfronts began as commerce centers. They survived on trade. Whether a city or town was located on an inland river or an ocean port, its main focus was on the transportation of goods via water. In the 18th, 19th and early 20th centuries, as the industrial revolution began to take shape and shipping and manufacturing began to become powerful sectors in economic growth, waterfronts too moved forward. Urban waterfront redevelopment phenomena have been largely ignored in the developing world until recently. In the last decade, developing countries have been seeking to revive their historic port cities, in diverse contexts ranging from post-colonialism and globalization to culture revival and tourism development.

In Malaysia, waterfront landscape is still new and can be identified as a park for leisure entertainment. Waterfront in Malaysia has attracted attention from domestic and overseas researchers only recently. Studies of urban waterfront cases in Malaysia and the introduction of foreign experiences of successful urban waterfront redevelopment cases emerged in Malaysia in the 1990s.

This research addressed the social impact of urban Waterfront Landscape in Kuching Sarawak and Penang Waterfronts. While this type of research is well suited for assessing certain social impacts on waterfront environments, such as water quality and design layout, it does not go very far in explaining why people are attracted to these natural features in the first place. A more holistic approach would create a working definition of the waterfront corridor which includes human perceptions. Furthermore, if human motivations are ignored, there is little chance of protecting natural resources such as waterfront. There is an urgent need to examine the waterfront corridor through the eyes of urban residents.