

unified neighbourhoods, and the third by adding to the passenger traffic on the river. Providing a coastal passenger-shipping terminal will augment the ferry services.

A major feature of the park is the Crescent (see Figure 5.19a). The width of the park varies in order to obtain some variety. The planting scheme is also varied with some areas left relatively open for active recreation while others have been designed for passive contemplation. On the landside, the park is proposed to be bounded by mid-rise (up to 12 stories in height), mixed-use, podium-based buildings and a boulevard. The buildings will give a strong definition and a sense of urbanity to the park. The boulevard has been purposefully designed to restrict its use as a major traffic artery. Its width has been kept down to two moving lanes in each direction and frequent pedestrian crossings have been introduced. The waterfront has an esplanade on the river's edge with lawns and trees between it and the boulevard. What is not clear from the sketch but is clear from the cross section is the use of a berm to control flooding. Inevitably it cuts off the visual link between the public pier walkway and the park inland to it (see Figure 5.19b).

The scheme, if completed as now specified, would really be an all-of-a-piece urban design with a major total landscape architectural element. Guidelines have been written for the buildings that will line the park. The goal is to obtain a consistency in façade design with local referents. The buildings will require the investments of a variety of property developers and be designed by different architects. Whether the park itself should be considered to be an urban design is another matter. The design integrates park space and buildings but we shall have to wait and see whether the scheme actually develops as stated here. Parcels of land are being released for competition up and down the river. The analysis of how it turns out will make a worthwhile case study!

### Major references

- Dixon, John Morris (1999). *Urban Spaces*. New York: Visual Reference Publications.
- Marshall, Richard (2001). *Waterfronts in Post-Industrial Cities*. London: Spon Press.
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## Some Notes on Detailing the Environment

Much of the detailing of the design of the public realm of cities is a problem of landscape architecture. The quality of the detailing, as displays and as behaviour settings, makes a major contribution to our feelings about places and about the cities of which they are a part. By detailing is meant the small-scale patterns – the kerbs and kerb cuts for making an environment barrier free, the grates and man-hole covers, the paving, the steps and staircases, and the seating designs. The architect Ludwig Mies van der Rohe is often quoted as saying ‘God is in the details’. Certainly the quality of the public realm is not simply a function of its overall design but its details. The quality of the 16th Street Mall in Denver, Colorado owes much to its detailing (see Figures 1.1 and 5.20).