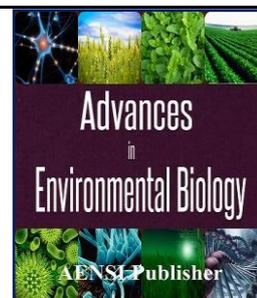




AENSI Journals

## Advances in Environmental Biology

ISSN-1995-0756 EISSN-1998-1066

Journal home page: <http://www.aensiweb.com/AEB/>

## Interpretation the Element of Streetscape at Historic Waterfront in Roles to Amplify the Impression of Place: Case of Amsterdam Waterfront

<sup>1</sup>Mohd Amirul Hussain, <sup>1</sup>Mohd Yazid Mohd Yunos, <sup>2</sup>Sumarni Ismail, <sup>2</sup>Nangkula Utaberta, <sup>1</sup>Nor Atiah Ismail, <sup>1</sup>Noor fazamimah Mohd Arifin, <sup>2</sup>Rahayu Intan, <sup>2</sup>Muhammad Lutfi Daud

<sup>1</sup>Department of Landscape Architecture, Faculty of Design and Architecture, 43400 University Putra Malaysia, Malaysia

<sup>2</sup>Department of Architecture, Faculty of Design and Architecture, 43400 University Putra Malaysia, Malaysia.

### ARTICLE INFO

#### Article history:

Received 28 September 2015

Accepted 15 November 2015

Available online 24 November 2015

#### Keywords:

historic waterfront, function of street  
scape in design, impression of place,  
Amsterdam

### ABSTRACT

**Background:** In many waterfront developments, particularly in historic waterfront, most of the developments were abandoned about the role of landscape elements in how to create an impression of place. Supposedly, street scape provided along the waterfront has designed to be a great function for people living, working, shopping, sharing, walking and motoring in through the townscapes. This paper examines on street scape as a landscape element at the famous historic waterfront, as a result, to understand the function of the street scape in a role to enhance the impression of places. Hence, the observation method has been used specifically in this revision. The observation was conducted by some evidence such as picture observation, news; magazine and other document are related to the case study. This outcome can be helpful for developer, policy makers, and master planner to facilitate in documenting the function of the street scape in environment development, as well as help designer and city planners to have a deeper perspective of street scape perceptions and opinions in tropical climate.

© 2015 AENSI Publisher All rights reserved.

**To Cite This Article:** Mohd Amirul Hussain, Mohd Yazid Mohd Yunos, Sumarni Ismail, Nangkula Utaberta, Nor Atiah Ismail, Noor fazamimah Mohd Arifin, Rahayu Intan, Muhammad Lutfi Daud., Interpretation the Element of Streetscape at Historic Waterfront in Roles to Amplify the Impression of Place: Case of Amsterdam Waterfront. *Adv. Environ. Biol.*, 9(23), 124-128, 2015

## INTRODUCTION

Most of the people take it for granted that street scape is only for essential part to the cities throughout this country and not less more than that. According to Anthony, when street scape as part of landscape elements, we seem to have more ambiances towards juxtaposed of place and its function for society. There are several types of street scape element along the waterfront that support the waterfront to become a successful waterfront development namely as Pavements (Footway paving), Steps, Drainage channels & tactile surface, Road Marking, Including Yellow 'No waiting' Signs, Lamp Columns, Traffic signals & Service boxes, Traffic Signs, Posts & Frames, Guard Rails and Bollards, Shelters, Benches, Parking Ticket Machines, Litter and Grit Bins, and Polices Boxes, Post Boxes and Telephone Kiosks. Supposedly, street scape provided along the waterfront has designed to be a great function for people living, working, shopping, sharing, walking and motoring in through the townscapes. This paper examines on street scape as a landscape element at the successful cultural and heritage waterfront, as a result, to understand the function of the street scape in a role to enhance the characteristic of places. Hence, the observation method has been used specifically in this revision. Analysis indicated that user was more concerns about functionality rather than safety, aesthetics and characteristic. The observation was conducted by some evidence such as picture observation, news; magazine and other document are related to the case study. This outcome can be helpful for developer, policy makers, and master planner to facilitate in documenting the function of the street scape in environment development, as well as help designer and city planners to have a deeper perspective of street scape perceptions and opinions in tropical climate.

### 1.0 Literature Review:

#### 1.1 Streetscape a parts of landscape elements:

Streetscape, in the practice of landscaping, refers to the built environment it was including paved areas like streets & sidewalks, structures, walls, street amenities, pools and fountains, and fireplaces and firepits. Also,

**Corresponding Author:** Mohd Yazid Mohd Yunos, Department of Landscape Architecture, Faculty of Design and Architecture, 43400 University Putra Malaysia, Malaysia.

E-mail: [mohdyazid@upm.edu.my](mailto:mohdyazid@upm.edu.my) (60389464043)

large business complexes, housing developments, highways, and other industrial areas where the upper soil profile is no longer exposed to the air but is covered with durable materials. The term is especially used in heavily urbanized or suburban areas with little bare soil [1]. Classically minimal scale of streetscape includes courtyards and pavements. Retentive partitions are often used to make a boundary between streetscape and ground landscaping features, or the other landscape features. According to urban planning perspective, streetscape has been including a very large feature, namely as paved roads and traffic circles or traffic islands. There are several types of streetscape element along the waterfront that support the waterfront to become a successful waterfront development namely as Pavements (Footway paving), Steps, Drainages channels & tactile surface, Road Marking Including Yellow 'No waiting' Signs, Lamp Columns, Traffic signals & Service boxes, Traffic Signs, Posts & Frames, Guard Rails and Bollards, Shelters, Benches, Parking Ticket Machines, Litter and Grit Bins, and Polices Boxes, Post Boxes and Telephone Kiosks [2]. The sense of variety and uniqueness within uniformity is one of its strong features that make the cultural & historic waterfront townscapes are differences than its counterparts and having a stronger sense of place and sense of memory.

#### *1.1.1 Pavements (Footway paving):*

According to the Desmond Hodges [3] he was mentioned the design and workmanship of pavements often set the tone for an area, meanwhile that in some locations high-quality natural stone is justified. But high standards of layout and construction are important throughout the whole city. As we can see a natural stone paving slabs have an uninterrupted smooth surface which complements the intricate design of building when the huge stone slab are shaped and laid with the same precision as the stone course of adjacent house. Desmond Hodges [3] also express the slabs are aligned to the pavement direction in random width course across the pavement, some odd sizes are cut to give the impact of uniqueness. As a result where the use of natural stone cannot be justified, meanwhile modern concrete paving normally continues this tradition and it must need some passion to care is taken to shapes and fit the slabs. However, if the vehicle is likely to cause damage, the slabs are strengthened with a base of in situ concrete.

#### *1.1.2 Steps, Drainages channels & tactile surface:*

According to Desmond Hodges and Mark T [3,4] in Edinburgh is renowned for its wealth of sett-paved streets with robust granite, whinstone or sandstone kerbs. For the example, there are different designs of wide stone drainage channels and many of these historic streets are retained and they need to be maintained correctly by following the original patterns. In fact of that, kerbs are a strong image statement in a street and road meanwhile that they clearly define the limit of the pavement and emphasize the width and direction of the whole street.

#### *1.1.3 Road Marking Including Yellow 'No waiting' Signs:*

White and yellow lines, necessary to give drivers warning and information can be reduced so that their impact on the overall scene is not too intrusive. Road marking is legal requirements besides they give drivers essential information. However, within the constraints of the traffic regulations, there are scopes to reduce visual intrusion and clutter. For the example, the Yellow 'no waiting' lines are normally 100mm wide beside of that the white lines road markings are legal traffic signs, their position and shape are fixed by national regulation [2].

#### *1.1.4 Lamp Columns, Traffic signals & Service boxes:*

Lamps posts can be selected and positioned to fit the architectural style of a neighborhood. Traffic signals can be combined with lamp columns and some of equipment boxes are the sort of street furniture that ideally should be hidden away out of sight. Most of the types of street equipment can be made to enhance the streetscapes, according to the Short *et al.* [6] there are several approaches such as;

##### *1.1.4.1 Lamp Columns:*

Some of lamp posts and columns have been designed and positioned to enhance a particular locality of townscapes. He also said, wall mounted lamps in the old town and elsewhere help to reduce clutter and obstruction on pavements. However Colin Davis *et al* [2] was mentioned the new town has many o historic lamp posts in full working order, they are an integral part of the railings of private houses. Never lost more these lamps contribute to the architectural heritage of building yet are a public service. As a result, we can simply say some off street have their own style of lamp and railing to represent their identity.

##### *1.1.4.2 Traffic signals:*

According to the Colin Davis *et al* [2] the position of traffic signals can seldom be changed. However its is sometimes possible to reduce the clutter of post and supports by combining traffic signals with lamp columns.

#### *1.1.4.3 Equipment's Boxers:*

Colin Davis et al [2] was express the essential equipment boxes such as cable TV, telephone and signal control boxes which are usually positioned on pavements may be painted to be less obtrusive and have a textured surface to defer fly-posting. In my opinion is, I personally will suggest where possible they should be located at the hidden area, or the back recessed behind the pavement or ideally, be completely out of sight for user safety.

#### *1.1.5 Traffic Signs, Posts & Frames, Guard Rails and Bollards:*

According to the Colin Davis et al [2] the traffic signs are necessary for driver and pedestrian safety and convenience, but they are often visually intrusive, from the streetscape viewpoints there should be a few as possible. However Short et al [6] mentioned Signs, their support and other street equipment's can even contribute to a street scene and some of lamps post showed how one structure could elegantly serve several functions. Several studies have shown that, in the future new technologies switch-gear in illuminated sign supports and the wider use of reflective surfaced signs may help reduce clutter even more, the result of studies will create more appropriate settings for townscapes impressive streetscape and fine monuments. In addition of that, Short et al [6,7] was express many traffic signs, such as waiting and loading restriction sign, and need not have separate support posts. They can be fixed neatly to walls so that they fit exactly the bonding pattern of stonework. Short et al [6] also give an idea, several styles of stone, concrete, cast iron and steel bollard are used and it is sensible to reduce clutter by restricting the number of designs. As a result from these sentences, street lamps with combine the function of safety bollards and 'Keep left' signs. Hence, the clutter can also be reduced by combining and co-ordinating the design of separate types of street furniture and the other suggestions is, some standard no waiting 'at any time' sign can be fixed directly to bollard or guard rails to give more impact of dramatic.

#### *1.1.6 Shelters, Benches, Parking Ticket Machines, Litter and Grit Bins:*

In many townscapes of the city, there are groups of street furniture consisting of a bus shelter, shelter, benches, lamp column, traffic sign post, guard rail and litter bin. On the other hand, it may not be practical to co-ordinate their design, but it might be possible to co-ordinate their colour and pattern. According to the Short et al [6] A common colour and pattern theme can help to unify a group of individual pieces of street furniture. This is valuable when similar groups, comprising the same pieces, are seen many times across the townscapes [8,9]. He also said, alternatively a colour theme can help to relate a group of assorted street furniture to a particular setting. As a results, where the appearances of individual pieces of street furniture cannot be designed or chosen especially to fit their location, it may be possible for their colour and pattern to conform to a coordinated colour theme or relate to the predominant colour of the area.

#### *1.1.7 Street Name Signs, Signs for Pedestrians, Flag Poles, Trees & Benches:*

Much of the streetscape quality of townscapes derives from the care with which building and spaces have been laid out. There are consciously designed relationships between the position of one and another. In a book written by Jim Clark [4] Street name signs in the Old and New Towns usually relate to the architecture. It because, people on foot have more time to look than drivers, direction signs for pedestrians can be fitted into the street scene with great care and create added interest. However Colin Davis [2] was noted, information and direction signs can be set into the pavements or be designed to fit into the architectural features of a building. Colin Davis [2] also add on, flag poles, traditionally painted white, are usually welcome when being used to fly flags, but when it not in use they are removed. Hence, fixing the poles directly into recess, rather than separate concrete block on the pavements reduces visual clutter and obstruction. According to the Shuhana Shamsuddin [12], Trees can add life to a street although not all streets appropriate for trees, particularly those with a strong formal character and no traditional of planting. There are recognized theories concerning the grouping of trees in order to achieve an overall effect. Meanwhile that Shuhana Shamsuddin [10,12] also noted that litter bins and street benches are easily moved and they can be put exactly where they add to the quality of the street scene. Concluding this section, we can say that, the information signs, festival flags, street trees and benches add to the sense of pleasure for townscapes user. These sort of street furniture have an advantage, they can be designed and positioned to form part of the visual composition of the Townscapes streetscapes.

#### *1.1.8 Polices Boxes, Post Boxes and Telephone Kiosks:*

According to the Short et al [6,9], some of street furniture such as those which the public need to find and use: phone boxes and post boxes, should be noticeable. However, post boxes are possible the oldest types of streets furniture still in continuous use, the traditional red phone boxes and oval pillar boxes add to the interest of the central areas of the townscapes. As a result, some types of street furniture provide essential service to the user. Never less many the uniqueness of traditional telephone kiosks and post boxes are often the focus of attention in the foreground of the scene, this scenery is justified by their important function.

### 2.0 Methodology:

Base on the research question and an objective, qualitative methods fits into this study. This section measures the function of the streetscape as a landscape element in the historic environment. Observation is the best method for social science research. An observation has two important advantages: 1. the reality- covers events in real time. 2. Contextual- a cover context of an event [5,11]. In this case study, direct observation has been used specifically to have the result whether, hence Amsterdam waterfront were be elected to finding the answer. Thus, these case study was selected according to the vote and review from many evidence that specific more to identity, sense of place, sense of memories, physical aspect and cultural and heritage aspect. Furthermore, this can involve observation of meetings, sidewalk activities, factory work and etc. Less formally, direct observation might be made throughout of field visit including those occasions during which other evidence, such as that from picture observation, news, journal and etc.

### 3.0 Discussion And Analysis:

We have stressed that coordinated design, the choice of materials and quality of workmanship all contribute to the quality of streetscape furniture. Although, the streets furniture and paving, the quality of the total street scene is also affected by appearance of temporary items for the example is: barriers for street processions, flags, advertising boards on pavements, even pavement chairs, table and umbrellas, skips, scaffolding as well as street vendors stall and vans. However we look at the streetscape as a whole, as a complete thought altering a picture, and as we move about, we see the townscapes as a series of vistas from changing viewpoints. Hence of that, the hardscape that provides shall be friendly to the user, besides it must safe for the user using. The sense of variety and uniqueness within uniformity is one of its strong features that make the cultural & historic waterfront townscapes are differences than its counterparts and having a stronger sense of place and sense of memory.

### 4.0 Conclusion:

The streetscapes in Amsterdam waterfront is considered as a unique to compare to their counterparts due to the significant differences in character qualities in term of the design, form, function, aesthetic, character, safety and etc. including the meaning attached to the area by the user. So that, what set Amsterdam waterfront to became unique from the other historical waterfront is, the sense of vitality through the user activities took streetscape elements along the waterfront on the real street and more closed relationship between the spaces and residents. The sense of variety and uniqueness of streetscape elements within uniformity is one of its strong features that make the historic waterfront are differences than its counterparts and having a stronger sense of place and sense of memory.

## ACKNOWLEDGMENT

Cannot express enough thanks to Ministry of Education for granting the fund of Trans-Research Grant Scheme (TRGS) and my role of supervisors in the research project for their continued support and encouragement: Dr. Mohd Yazid bin Mohd Yunos, Dr. Nangkula Utaberta and Dr. Nor Atiah Ismail, Dr Nor Fazahmima and Dr Sumarni. I offer my sincere appreciation for the learning opportunities provided by my committee.

## REFERENCES

- [1] Andrew Holmes, 2000. Lothian Regional Council, Transportation Department. Time Design Publishers
- [2] Colin McPhail, et al., 2009. Edinburgh Streetscape Manual. Time Design Publishers
- [3] Desmond Hodges, 2008. The Architectural Heritage Society of Scotland. Time Design Publishers
- [4] Mark Turnbull, 1996. Turnbull Jeffrey Partnership. Time Design Publishers
- [5] Yin, K., 2003. 'Case Study Research Design and Methods': 3rd Edition. London: SAGE Publications.
- [6] Short, John R., 1996. The Urban Order: An Introduction to Cities, Culture and Power, Blackwell Publishers
- [7] Tajuddin, M., M. Rasdi and N. Utaberta, 2010. "The Design of Mosques as Community Development Centers from the Perspective of the Sunna and Wright's Organic Architecture," J. Islam. Archit., 1: 1.
- [8] Ali, A., N. Utaberta, M. Surat and M. Qays Oleiwi, 2015. "Green Architecture and Islamic Architecture: The Islamic Arabic City and the Traditional Islamic House," Appl. Mech. Mater., 747: 24-27.
- [9] Ismail, N.A., N. Utaberta, M. Yazid, M. Yunos and S. Ismail, 2015. "Malaysia Going Greens: A Study on Community Commitment towards a Greener Urban Living Environment," Adv. Environ. Biol., 9(95): 498-503.
- [10] Ismail, N.A., N. Utaberta, M. Yazid, M. Yunos, S. Ismail and N. Ismail, 2015. "Environmental Awareness through Garden Festival in Malaysia: A Public Perspective," Adv. Environ. Biol., 9(5): 514-517.
- [11] Yazid, M., M. Yunos, N. Kalsum, M. Isa, N. Utaberta, N.A. Ismail and S. Ismail, 2015. "The Issues of Public Participation in Garden Design Process: An Analytical Discourse," Adv. Environ. Biol., 9(95): 404-409.

- [12] Shuhana, S., 2011. *Townscape Revisited: Unraveling the character of the Historic Townscape in Malaysia*. Universiti Teknologi Malaysia.