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Visual Character of the Area Support Corridor: Case Study of the Great Mosque of Palembang

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Abstract
The Great Mosque of Palembang is one of the city centers, which visually is accessed by a corridor that gives value to the quality of the area, so it has the title, "Palembang City Center". By looking at the evaluation between the visual components of the mass composition in the corridor leading to an area, it can be seen the description of its character in supporting a regional center. Seeing visual signs through the arrangement and relationships between elements for each corridor, how to adjust the components of the visual system to one another, and what signs can appear in the visuals that will determine these components to be part of a system, so that they can manage character visually in support of a central area.
Keywords: Visual Characters; Corridors; City Center.

1. Introduction

The existence of a city consists of physical formations that function to comfortably accommodate the activities of its citizens. The physical form will fill every part of the city which as a whole will complement each other and will form a unity. The harmony of the physical composition is something that must be considered in order to create a visible environment that will present a pleasant atmosphere. The specific character of each urban environment will occur when the physical elements of the city together with the support of its attractive and exclusive surroundings. The composition of these physical formations will form a hierarchical city structure that fosters city life specifically and naturally so that there will be city poles / centers supported by elements of the city system in accordance with its function. The importance of the role of regional corridors in supporting the urban space will be interesting to know about its visual character in order to be able to clearly determine that the roads that support the area are regional corridors. Regional corridors and urban spaces are the main elements of a city that will depict the image of a city through the quality of its mass composition characteristics. The importance of the role of regional corridors in supporting the urban space will be interesting to know about its visual character in order to be able to clearly determine that the roads that support the area are regional corridors. Regional corridors and urban spaces are the main elements of a city that will depict the image of a city through the quality of its mass composition characteristics. The importance of the role of regional corridors in supporting the urban space will be interesting to know about its visual character in order to be able to clearly determine that the roads that support the area are regional corridors. Regional corridors and urban spaces are the main elements of a city that will depict the image of a city through the quality of its mass composition characteristics.

The visual condor character of the area is part of the elements to reveal the urban image in shaping the overall urban character. The area of the Great Mosque of Palembang with its Panca Sila monument and its Great Mosque is the main urban space of the city which is a type of node element, its existence can be reached from the existence of roads which are corridors which are the paths of these corridors, namely Jl. Pasar 16 Ilir, Jalan Lintas Ujung and Jl. Independent. The three road corridors lead to the Grand Mosque roundabout area with each character that occurs visually by the composition of mass blocks on either side of the road.

The composition of the open space in the corridors of each of the roads has different comparisons of enclosures will reveal the visual character which can then reflect the degree of visual gradation value of the corridors from each of these roads in supporting the quality of the Grand Mosque roundabout which is the major urban space.

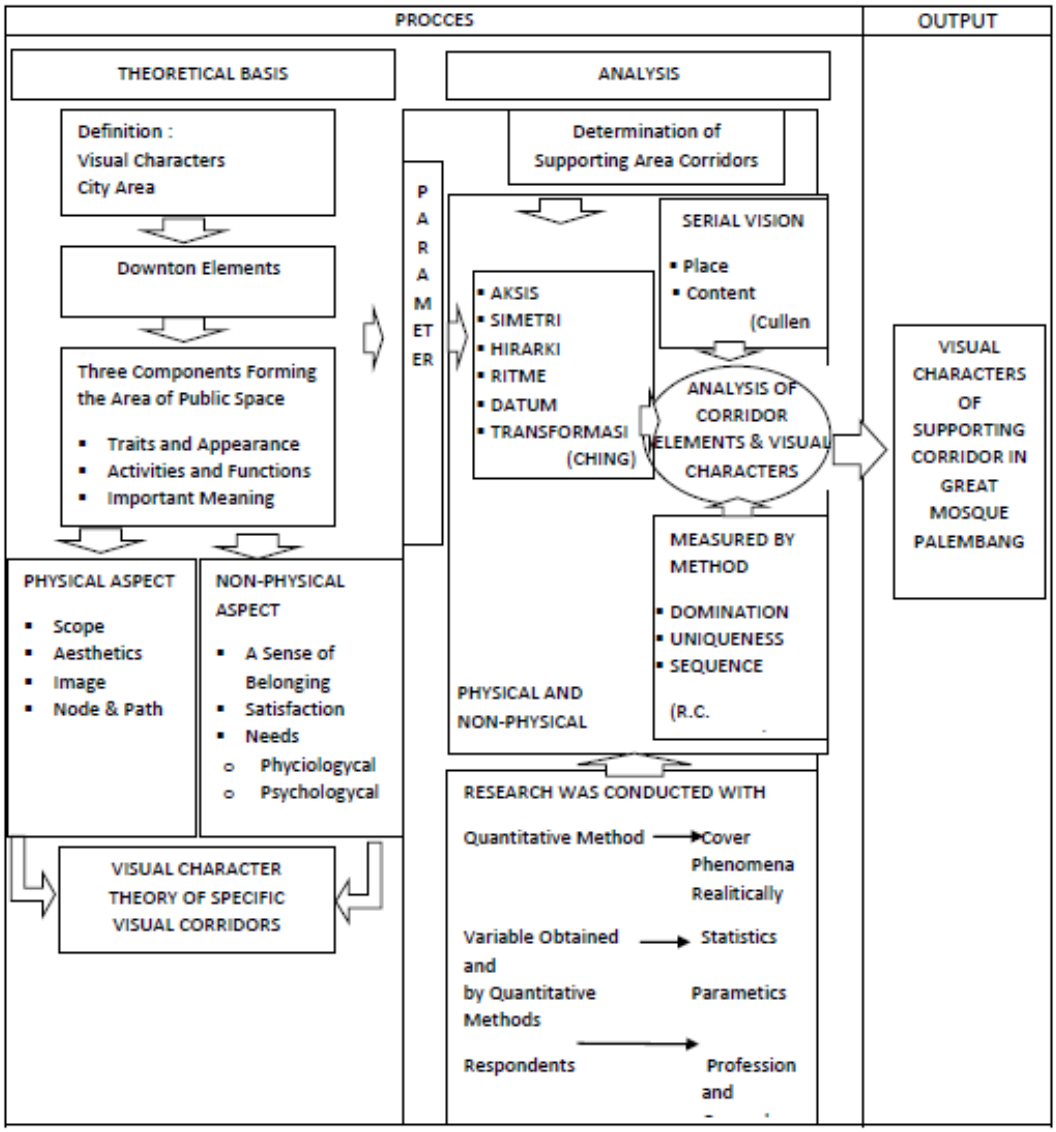

Figure 1. Structure of the Study (Developed by Author).

Figure 2. The Great Mosque Area.

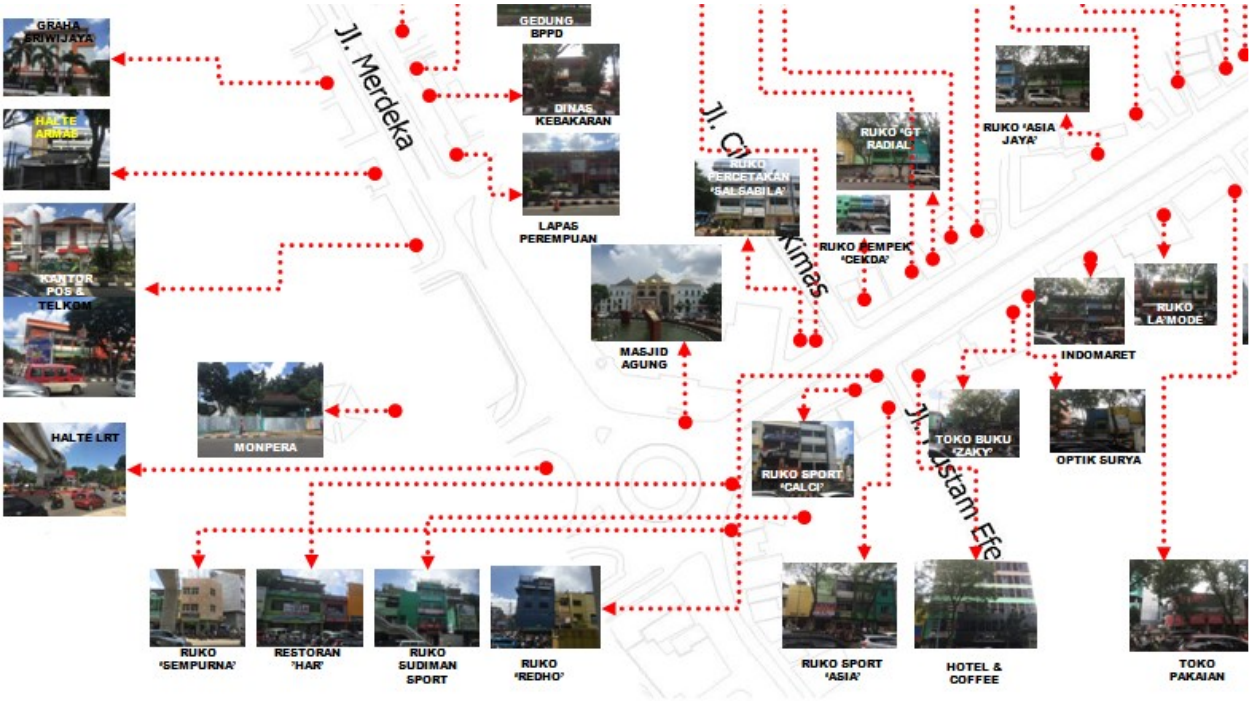

Figure 3. Map of The Grand Mosque Area (Developed by Author).

2. Material and Methods

Urban planning is the result of a combination of activities between the urban planning professions, architecture, landscaping, civil engineering and transportation. (Catanese, 1986. Budiharjo & Suyarto, 1998) Urban planning is a bridge between the urban planning profession and architecture whose attention is prioritized on the physical city. Sirvani H (1985) in Urban Planning defines that Urban Design is part of the urban planning process that is related to the quality of the city's physical environment. Therefore, Amos Rappoport in Cataness (1986) explains that cities do not suddenly appear, cities grow gradually in accordance with the culture of the people. This is due to the fact that the city architecture is an artifact (man-made) and an artifact that needs to be well known first, as well as in the city. a good city must be well built. And what is well built must be well thought out and designed in advance, whether formally or informally. (Zaliad, 1999). So, the urban design activities are carried out in stages and as artifacts have a complex and complex design process. The history of urban development will prove that cities grew gradually by looking at two categories of urban design. Firstly, the design category which is not self-aware and the second category is design which is not self-aware. The history of urban development will prove that cities grew gradually by looking at two categories of urban design. The first is the design category which is not self-aware and the second is the design category which is not self-aware. The history of urban development will prove that cities grew gradually by looking at two categories of urban design. The first is the design category which is not self-aware and the second is the design category which is not self-aware.

In the history of the city, it has been proven that every viewpoint and culture of the people is capable of shaping a city and arranging its pattern properly according to universal principles that are applied contextually even though the forms of each are often very different from the others. It is clear that the process of implementing the city is very complicated and does not happen immediately. In the city structure in order to describe the role of the city system into a clear concept and can be used as a new in designing or designing a quality city. One of the diagrammatic depictions of the Tenochtitian city plan is that this city area illustrates idealistically to produce an area that is in urban areas. This region has spaces that are arranged and arranged hierarchically. The main hierarchy is given to a certain area that functions as a center with in the macro scale, namely the whole. Then the second hierarchy is given to the shape and arrangement of each region and its center. Finally, the third hierarchy focuses on the scale, the micro within the respective region. In urban reality the three hierarchies do not always exist directly or can be seen as clearly as the things mentioned above.

3. Results

The spatial pattern of the Grand Mosque Area with a round shape arranged with the impression of an enclosure can emphasize the presence of public spaces that make the main center of Palembang City. The existence of several roads connected to the Grand Mosque Area makes the mass composition setting open and some which close harmoniously, strengthening the character and orientation of the public area.

So, the three roads associated with the Grand Mosque of Palembang roundabout have a very important role in supporting the center of the area. The visual form of each of these road sections has a different layout, which will describe the quality of the corridor character of each of the roads so that it is appropriate for the road segment to be categorized as a corridor supporting the center of the area.

Land use around the Grand Mosque roundabout and the four roads are fixed, but the presence of the informal sector will change land use according to the time the informal sector was in the area.

The rhythm of activities in the Grand Mosque area is due to the push and pull factors that cause them to choose a pattern they like which is related to their needs in getting "satisfying human needs" so as to result in being able to determine the pattern of public space arrangement in the Grand Mosque area with the four roads associated with it.

The composition of the rows of buildings that surround each road corridor associated with the Grand Mosque roundabout has a vasade that will give a visual character quality. The gradation of the visual character quality can be identified by analyzing whether the mass composition has support for the occurrence of road corridors that support the center of the area or not. Each of the four corridors has a different mass structure.

To visualize the mass arrangement along each road segment, it can be seen from:

1. The arrangement of the mass rows that will show the sky line
2. Figure ground along the road which will show the spatial structure
3. The proportion of the mass of the building height to the position of the observer which will show the spatial quality of each observation position.
4. The variety of architectural patterns of each corridor will show the visual quality of the façade of the area.
5. The function of each building mass will show the dominance of the function of the road corridor area.

Analysis of building typology will show the classification of the diversity of building patterns into certain types, both form and function so that the character and architectural elements will be known because the appearance will give a certain character to the area. From the existing building functions, each of the road corridors under study can be classified into four groups of buildings, namely office buildings, commercial and commercial buildings, public buildings, and residential buildings.

The function of each building mass will show the dominance of the function of the road corridor area. So the grouping of similar buildings is the tendency of building structures in urban areas which underlies the determination of area planning and the designation of functions within the city. The transition from one area to another is usually characterized by mixed areas or limitations due to natural conditions.

Based on the dominance of the location of each building function, the area of an area can be determined. So to determine the area of the Grand Mosque area and its influence on each road corridor associated with it.

The activities of each road section of the four corridors are determined by the functions of each existing building along the area and the density of the roads at any time as well as potential land use patterns for economic and recreational activities.

1. Jalan Jenderal Sudirman has the main function of accessing provincial-scale office areas by connecting the Cinde Market Area to the Grand Mosque Area. So, the activities that occur on Jalan Pahlawan are in the form of vehicle and pedestrian traffic activities, and at certain times are used for activities related to special activities that exist in each office in the area.
2. Jalan Merdeka has the main function of accessing the central area of the Kambang Iwak area to the Grand Mosque Area. So, the activities that occur on Jalan Pandanaran are in the form of vehicle and pedestrian traffic activities, and at certain times are used for activities related to special city-scale activities.
3. Jalan Lintas Ujung has the main function of accessing areas that are equivalent to other main city centers to the Grand Mosque area. Then the activities that occur in these are in the form of vehicle and pedestrian traffic activities.
4. Jalan Masjid Lama has the main function of accessing the Pasar 16 Ilir area to the Masjid Agung area. So, the activities that occur on the Jalan Masjid Lama Street are in the form of environmental scale vehicle and pedestrian traffic activities.

The main steps in this research can be broadly divided into two stages, namely:

1. The literature review is studied to obtain a framework which in this study is based on theory or literature, among others:
    - Research methods
    - Regional aesthetic theories, Town scape
    - Spatial theories, enclosure
    - Imegeability, nonde, and path theories.
2. Research in the field to obtain data on the phenomenon of the research area carried out, among others:
    - Observation

- Excavation of the research object field
- Primary data collection, questionnaires, interviews with respondents
- Observation of images / photos which are visual data
- Mapping of research environment activities

Of the two main steps of the research process, for the feasibility of the research process, the analysis is described in detail with the basic theories as well as the theories built through literature review. The approach in the analysis of this research uses a method that is based on research objectives that emphasize different perceptions of respondents about the observation of the object under study which is then quantified.

So, the appropriate research method is a qualitative rationalistic method, which is based on understanding through holistic and thorough observation of the object of research. As for the variables obtained quantitatively to obtain significance in assessing research (Muhadjir, 1989).

Based on the description above, there are two kinds of use of the following partial research methods:

- Rationalistic qualitative method, to obtain descriptive, in-depth and detailed facts about character congestion, as well
- Non perametnic statistical methods, to get a ranking of the criteria for the variables / factors that form significant characters.

As for the retrieval of respondents on the rationalistic qualitative method above as follows:

- Taken in a directional manner, not random (random) that fits the context
- Not based on the amount / amount so that the validity of the data is maintained
- Samples were taken based on certain criteria so that respondents could represent representatively and responsively.

Respondents' responses that will be used in this study are based on representative respondents so that they will truly reflect the population.

In scientific research, the aim is to get information from the sample, not on the population. However, the research conclusions regarding this sample will be imposed or generalized on the population.

The four parameters that are commonly thought to determine the representativeness of a sample are:

a) Population variable,
b) Great sempel,
c) The technique of determining the sempel,
d) And the accuracy of including the characteristics of the population in the sample (Suryabrata, Sumadi, Research Methodology, 1983).

In research with this case study, according to Sudjana, Statics Method, 1989, using purposive sampling (Consideration) with the intention that the sample taken is representative, namely sampling taken based on the consideration of the researcher by considering the direction of the experts (in this case the mentor and co mentor.

In this study, every member of the population who has the same opportunity to be taken becomes a member of the sample. This means that the target sample is experts who have comparable knowledge, in this case the architects and final semester students of architecture (already have sufficient knowledge), as well as the general public who are expected to be able to bring out the reality in the field.

The method of sampling is random, because the population has members who are under the same or homogeneous causes (have mastered sufficient knowledge). So homogeneous here means qualitatively similar (Sudjana, 1989).

The number of respondents drawn so that the sample can be representative is based on the data needed for the statistical analysis to be carried out. Data collection depends on various factors, so for this study data collection was carried out by sampling.

For all model populations sampled the origin of the variance is that the sample mean will be close to the normal distribution. This approach to normal is better if the sample size n is larger. Usually for n> 30 and this approach has started to apply.

The sample size of n = 30 respondents is a large sample (Sudjana, 1989).

So, in this study, 30 expert respondents were taken, consisting of 15 architect / expert respondents and 15 general public respondents.

Another factor that must be fulfilled is that the respondents are familiar with the part of the city of Palembang which is centered in the Grand Mosque Area. This is so that in answering the questionnaire it is easy to respond appropriately.

4. Regional Corridors

4.1. Definition

City corridors are complex and intricate things, so urban development often tends to make people feel lost in moving in unfamiliar areas of the city. This often happens in areas that have no relationship (relationship system). Each city has city fragments, namely in the form of city areas that function as part of the inner city. Therefore, it is necessary to pay attention to the group of an urban theory that discusses the relationship (linkage) of a place to another place in terms of various aspects as an urban generator of a theater group that is called a linkage or liaison that pays attention to and the relationships and movements (the dynamics) of an urban spatial plan (urhan pubric) an urban linkage can be observed in different ways and approaches. According to Zahnd (1999), urban linkage uses three approaches, namely: visual linkage, structural linkage, and collective form linkage. For the discussion of research on the corridor area, according to Edmund Bacon in Zahnd (1999) that the term visual linkage can be summarized as follows: "In visual litikage two or more city fragments become one visually unified. Visual linkage is able to unite urban areas at various scales Basically, there are two main differences in visual linkage, one that is connected to two regions in a neutral way and that which is connected to two regions by prioritizing one area. Zahnd (1999) introduces five visual linkage elements that produce a visual relationship, namely: lines, corridors, sides, axes, and rhythms.

1) Line element, directly connected two places by one mass sequence.
2) Corridor element, formed by two rows of masses that form an elongated space.
3) The side element is the same as the line element, connecting the two regions with one mass Massive on the back, while in the field it is partial.
4) Axis elements are similar to corridors which are partial in nature but there are differences in the two areas served by that element, which often covers one of these areas:
5) Rhythm elements connect two places with variations in nasa and space

To clarify the visual linkage elements mentioned above, we can see several examples that can provide clarity on the differences between the five visual linkages:

a. Line (line)
b. Corridor (corridor)
c. Side (edge)
d. Axis (axis)
e. Rhythm (rhythm)

4.1.1. Corridor Space Typology

According to Rob Krier (1979), the character typology of urban space consists of two types, namely the typology of static space and the typology of dynamic space. According to the typology, the square is included in the typology of static space and the entrance or entrance to the typology of dynamic space. Spatial typology can characterize a place based on the shape typology of a place which is not always clear because it can be a mixture of static space typology and dynamic space typology.

The existence of a typology of statistical space is always supported by a typology of dynamic space. Dynamic space can be said to support the statistical space that occurs mutually supporting both quantity and quality. More about the typology of dynamic space which is often referred to as street or highway has a special interface between form and function so that the dynamic space called road is a platform. Its shape can be different because its location and function in the city are not always the same. Therefore, it is often given a name that matches its situation, for example a gate in a village with a shape and function that is very different from a corridor in the city.

4.1.2. Circulation

From the function of the corridor the road has two and strong visual influences on the structure and physical structure of the city. To compose the urban environment, the circulation element in the road descen is a tool to form, direct, and control every activity pattern within the urban development pattern. Memarut Ching Dk Francis (1979) states that circulation or terraces in terraced spaces can be interpreted as visible ropes connected to a series of deep spaces or wide spaces.The circulation system is closely related to the placement of activity and land use which is the penge penge (1979) in Site , Space, & Structure explains that circulation is the movement of people or objects through a change that can encourage the journey to continue, accelerate, slow down, or stop depending on the handling of the reinforcing element along the way so that it is the main factor for the comfort of an area. Rustam Hakiin (1986) says that the circulation balwa can be distinguished above. 1) human circulation, circulation in pedestrians which forms an important link in the activities in the site 2) Vehicle circulation.

4.1.3. Sky Line Corridor

The main discussion regarding the visual arrangement of the masses along the road sections in each corridor is one of which is observed from the arrangement of the rows of masses which will show the sky line which can be seen by

making shadows (shilhuete) the shape of the building juxtaposed in a row along the road section researched. The sky line will provide an overview of the composition of the building showing the visual hierarchy / appearance of the building.

So, the role of the sky line in the corridor of the road is to determine the quality of the space and the level of visual absoluteness of the environment. Sky lines are like handwritten balances that will convey very meaningful information about the description of the condition of the natural environment. (Hedman, in Lestariningsih DJ 2002) The sky line will be closely related to the spatial scale which will give an impression of the context of the place (Zahnd, 1999) The scale by observing the vertical will show the sky line (Mc Clusky, in Zahnd, 1999). So, the sky line is a meeting line where the masses standing on the ground or the land line itself with the sky lead (Moughtin, 1995). In line with the foregoing, Shirvani in his book (/ rhan Design Process suggests that the skyline of a city is close) with and the mass of buildings, setbacks, building height and topographic conditions. Then it was made clear by Spreiregen (1979) that the sky line is a physical presentation of the control of urban life patterns and is a potential in the form of vista-vista which sometimes is a visual phenomenon that covers the maximum of the form of the city.

4.1.4. Figure Ground

The ground figure along the road that will show the two-dimensional spatial structure is by looking at the pattern of the built-up and non-constructed areas. The basic theory is implemented from urban planning as a textural relationship between the constructed form (mass building) and open space (open space). The deterioration of the building and the protrusion of the building in the mass order in each corridor that is drawn in solid and empty form from the mass placement configuration will show the quality of the outer space (Figure ground theory, Roger Trancik). According to Trancik, there are three basic elements that are solid and four basic elements that are void. So, an analysis with land theory can identify a picture of urban textures and patterns and the identity space problem of urban mass regularity through two dimensions.

4.2. Visual Character

4.2.1. Understanding Visual Character

The Visual Character of Corridors is based on the research objectives, namely this research is to determine the visual character of the potential of several points in the form of supporting corridors at one node, with a case study of the Grand Mosque area, then the literature review step is to get a formulation of the visual character of the path and nodes that synergize in forming urban spaces so as to direct the analysis process.

4.2.2. Corridor Visual Character Forming Factors

According to Hamid Sirvani (1985) the factors forming the character of the visual condor:

- The height of the building, the visual factor between the height of the building and the open space of the city written on the city skyline which can provide the direction of the relationship between tall buildings and low buildings, between foreground and background buildings. Visual relationship will provide an environment that unifies growth between new buildings and existing buildings and maintains the character of a city area.
- Site closure (site coverage). Closure of site related to the control and placement of buildings on a site in a part of the city area, where the meaning includes:
    1) building density control
    2) control of air corridors and mass visuals
    3) environmental and building operations
    4) the task of operating activities in the building that can be accommodated in the site.) protect and protect the historical area of the city.

The cramming of the building. Clash control is intended for the masses to solve problems that lead to the right design. It was further stated by Lynch, that the image or mental image of people towards a place is related to three components, namely as follows: The identity of an object that can distinguish it from other objects, namely that people can understand the urban image, namely from the identification of objects, the differences between objects, and things that can be known 2 Structures, which include patterns of relationships between objects and observers, as well as objects with objects in a place, that is, people can see patterns of contact, namely by looking at object objects, the relationship between object and object, as well as patterns that can be see 3. Makina given by the obyok or the environment to the observer, that is, people can experience space, namely the meaning of obyck-subject-object, and the sense that is based on the notion of dentality is t Not in the sense of the similarity of an object to another object, but instead refers to an individual's nucleus that reflects its difference with other objects and its recognition as identity individual. The identity of a place in the city is a mental image that is formed from the biological rhythm of a certain place and space that reflects time, which is grown from within its roots by the socio-economic-cultural activities of the urban community itself (Lynch, 1960). instead, it refers to an individual's nucleus which reflects its difference with other objects and its recognition as an individual identity.

The identity of a place in the city is a mental image that is formed from the biological rhythm of a certain place and space that reflects time, which is grown from within its roots by the socio-economic-cultural activities of the urban community itself (Lynch, 1960). instead, it refers to an individual's nucleus which reflects its difference with other objects and its recognition as an individual identity. The identity of a place in the city is a mental image that is formed from the biological rhythm of a certain place and space that reflects time, which is grown from within its roots by the socio-economic-cultural activities of the urban community itself (Lynch, 1960).

4.2.3. Visual Aesthetic Factors

Visual Aesthetic Factors Beauty (aesthetics) in architecture is a visual art that has values pleasing to the mind's eye, and the ear, so the terms of its beauty will be values that can please the eye and mind, or in other words, the values of form and pleasant expression. (Ishar, 1993). Spreiregen (1978) and John Lang (1995) say that the beauty of the shape is more about something that is more real, it can be measured or calculated. The need for beauty is the main human need, our need for fresh air. Meanwhile, Hubert (in Ishar, 1993) says that beauty is a harmonious relationship on each observed party. This relationship in the city scale is the relationship between cities and nature, or the relationship between the parts of the city and the daily life that occupies the quality of life of the citizens in general which is determined by the shape of the city. namely 1 Sensory aesthetics, a beauty that is associated with pleasant sensations in the environment (sounds, colors, textures and smells) b. Formal aesthetics, beauty that appreciates the appreciation of form, rhythm, complexity, and things related to visual squense. Symbolic aesthetics, including the appreciation of the meaning of the environment that makes you feel comfortable. The aesthetic factors in urban design according to Moughtin (1992) and Moughtin (1995) consist of 7 factors, namely: 1) Integrity (unity), create a visual unity of each component of the city and from different elements so as to make things that are less integrated into a unified visual organization. The important thing in the elements of the unity element is the representation of each mass composition which then forms the street image. 2) The mass proportion of the building height in the observer's position with the H / D closure formula (Spreiregen) which will show the spatial quality of each of them under observation. The proportional ratio of a ratio and the dimensions which produces a consistent visual relationship and visual impression based on the balance of the ratio is a permanent quality. The important thing in the elements of the unity element is the representation of each mass composition which then forms the street image. 2) The mass proportion of the building height in the observer's position with the H / D closure formula (Spreiregen) which will show the spatial quality of each of them under observation. The proportional ratio of a ratio and the dimensions which produces a consistent visual relationship and visual impression based on the balance of the ratio is a permanent quality. The important thing in the elements of the unity element is the representation of each mass composition which then forms the street image. 2) The mass proportion of the building height in the observer's position with the H / D closure formula (Spreiregen) which will show the spatial quality of each of them under observation. The proportional ratio of a ratio and the dimensions which produces a consistent visual relationship and visual impression based on the balance of the ratio is a permanent quality.

5. Conclusion

The results of a visual analysis of the visual character of the Area Support Corridor (Case Study of the Great Mosque of Palembang) can be concluded as follows:

1. The road that is categorized as supporting the Palembang Grand Mosque area is Jl. Jenderal Sudirman, Jl. Merdeka and JL. Lintas Ujung.
2. The quality of the visual characters in each supporting corridor for the selected area is based on visual aspects in the form of figute ground, sky line, setting, unity and linkage. It can be concluded that Jl. Jenderal Sudirman and Jl. Merdeka has the best visual quality.
3. It was found that the visual character gradations of each road corridor in support of the Great Mosque Area, namely in sequence as follows Jalan Jend Sudirman is the main visual support for the Grand Mosque roundabout and Jalan Merdeka is the second visual support for the Great Mosque of Palembang area.
4. The influence of visual quality by each of the regional corridors will form the Grand Mosque Area which has an urban area which is the main node of Palembang City so that it can also provide guidance to the city community in determining the orientation of its direction and position, namely by looking at the sky line and the function of the buildings. buildings along the edge of the corridor. In addition to the visual arrangement of the corridors mentioned above, the role of the building function that dominates each road corridor also affirms the level of safety of each regional corridor in supporting the center of the area. Likewise, the pattern of the corridor space arrangement from the dimensional aspect of each corridor forming element and the regularity / harmony of the mass composition can emphasize the visual quality of the supporting corridors of the Great Mosque Area as above.

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Conflict of Interests
The Authors declare no conflict of interest.

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