

# Architectural Design Practice and Projects

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Dr. Srazali



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# **Architectural Design Practice and Projects**

*Srazali Aripin*



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# THE DECLINE OF THE FUNCTION OF RIVERS: TRACING THE EFFECTS ON THE WATERFRONT TREATMENTS

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## ABSTRACT

The river used to be the main transportation mode in the early days of many cities development. However, the function of rivers started to decline after the introduction of the motor system as an alternative of transportation. Kuala Lumpur is one of the cities which had gone through these changes in transportation mode. This paper traces the effects on the decline of the function of rivers to the waterfront treatment in Kuala Lumpur by using the morphological analysis developed by Conzen (1960). The finding highlighted eight main treatments of the waterfront as a result from the decline of the function of the rivers which can be a guide in developing future waterfront.

**Keywords:** Waterfront, Treatment, Decline of the Function of Rivers, Kuala Lumpur, Morphological Study

## INTRODUCTION

The introduction of railway system has both its advantages and disadvantages. Though it maximised the integration between water and in land networks in the late 19th and early 20th century, to some cities which relied on the river as the main transportation mode, this had reduced the role of the river. Unfortunately, this had only given advantages to ports that had undeveloped space within its boundary to accommodate the construction of the railway line. These ports continue to grow and allow the goods arrived by the vessels to be distributed by train inland to areas which are not serviceable by water and the waterfront continue to be a very strong link between land and sea but for ports which did not have enough space to allow the construction of railway line suffered (Rafferty and Holst, 2004). The railway line which many were built paralleled to the water edge had also kept the public from the waterfront. By the development of railroads, it brought with it other development such as heavy industry to the waterfront area not allowing other development to take place by '*acquiring waterfront rights and holding them so that others could not use them...*' (Keating, 2005).