

Forms and Spaces of the Colonial Settlement of the Former Plantation Slaves: Depok Lama, Indonesia

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Abstract

Colonial settlements designed by the colonial government were inhabited by the Europeans who settled in Indonesia. They applied colonial concepts in the ancient cities which influenced the planning of urban settlements. The grid concept and the completeness of facilities in settlements built during the colonial period became a general setting for the construction of colonial settlements at that time.

The Depok Lama settlement which has been around for 307 years was built during the colonial period and was inhabited by the former plantation slaves belonging to the colonial officials. Their activities created unique forms in this former colonial plantation slave settlement space.

This study aims to identify the form and space of the ex-colonial settlements in Depok Lama, Indonesia. The research used descriptive qualitative analysis method, in order to find the form and space of the ex-colonial settlements in Depok Lama by analyzing the physical changes of the area through a figure-ground analysis.

The paper concludes that the pattern of the void space that occurred was in the form of a spine and the pattern of solid play was random. This was different from the general grid of the colonial settlements in the form of solid and void spaces.

Keywords: Former Slave Settlement, Spatial Pattern, Spinal Pattern, Urban Area.

Introduction

In the discussion of colonial cities, much is talked about the relationship between the colonizer and the colonized in the context of determining the territory of a region. The colonial power generally dominates the colonized. The most dominant influence is reflected in the application of the city patterns and the most prominent form of the colonial influence is in urban pattern planning in the form of a grid (Wu, 2010; Živković, 2020; Jordan, Sherlia and Syafitri, 2021). This pattern refers to the Law of Indies document of 1573, which shows the use of a grid pattern to divide plots into equal sizes to delimit the settlement areas from one another (Kwanda, 2011a; Kasmi, 2019; Minchom, 2019).

Wihardyanto and Ikaputra (2019) divides the development of colonial settlements in Indonesia into the VOC period and the period of the Dutch Colonial Government. The grid pattern is the character used in these two periods. During the VOC period (1602-1799 AD), colonial settlements were developed within the fort, and the grid pattern was designed to further maximize the safety factor caused by the surveillance and mobilization of troops. During the Dutch Colonial Administration (1800-1942M), the development of the housing network mode area and the grid pattern were considered very effective and efficient for the development of infrastructure supporting settlements.

Colonial settlements intended to make an area a permanent home for the migrants while continuing to enjoy the metropolitan standards of living and political rights creating a very different dynamic. This was in contrast to the colonial expansion which was usually carried out for the military or commercial gain. They worked through reliable customary partners or chartered companies. However, they were then replaced with land grabbing or were taken over by the internal governments (Elkins and Pedersen, 2005; Widgren, 2012). In contrast to what was stated (Lukito, 2017) that it was the regent, local aristocrats, or customs officials who were given the power by the Dutch to make Dutch practice successful, in Depok Lama, it was the plantation slaves who led the management of the colonial plantations themselves.

The Depok Lama settlement in the Depok city was formed from the settlement of the plantation slave community during the colonial period which was required for a system of tradition and ideology in the 17th century. The Depok Lama settlement is located between *Batavia* and *Buitenzorg* and was originally a plantation slave settlement owned by Cornelis Chastelein, a high-ranking official from the Netherlands. He brought slaves from Sulawesi, Kalimantan, Bali and Betawi to open the plantations (Prasidha, Martokusumo and Lubis, 2016). On June 28, 1714, when Cornelis Chastelein died, all his land was bequeathed to his slaves who had previously been freed from the slave status and embraced Christianity like the Chastelein's religion (Perwata, 2018). Status changes occurred. People were initially only slaves, then immediately became free people and subsequently became land owners. However, once they also had a leader, they chose them from among the fellow slave workers.

The Depok Lama settlement then developed from a community settlement of plantation workers. They grew organically into a resting village for the Dutch and European communities. The construction of settlement facilities is known to have originated from the Chastelein's orders to regulate the lives of his slaves as slaves were required to worship, had to learn to read and write, had to work, and also had to live to protect the Chastelein's inheritance, eventually creating religious facilities, schools, workplaces, and housing. In short, Depok Lama was formed because of the need and without any structured planning (Rakhmanita *et al.*, 2022). Symbols that became important icons in the colonial cities, such as the regularity for sanitation facilities and regularity in spatial patterns were not visible in Depok. In the 19th century, the Depok Lama Settlement area began to develop rapidly and began to have interactions with the surrounding area.

Fig. 1 shows the delineation of the Depok Lama settlement during the colonial period which was flanked by the indigenous villages, namely Parung Malela and Parung Belimbing.



Fig. 1: Map of Depok Lama Settlement in 1917.
Source: Kwisthout, 2015

The Depok Lama area was passed by the construction of a railroad line connecting *Batavia* to *Buitenzorg* at the end of the 18th century. The installation of this railroad was an attempt by the colonial government to prepare the city infrastructure which indirectly encouraged the Depok Lama area to grow and develop (Rukayah, Juwono and Etenia, 2022). Thus, it becomes the center of activity for the surrounding area. There are many educational facilities and religious and supporting facilities such as churches and priests' houses, government facilities in the form of management offices and storage warehouses for the production of the Depok Lama community. There are also electrical substations and markets as supporting facilities for this environment. A rest house/villa for the Dutch officials who work in *Batavia* also exist. These activities were concentrated in *Pasarstraat* (now Kartini Street) and in *Kerkstraat* (now Pemuda Street).

Many aspects affect the development of urban space, such as the population growth, and political, economic, social, cultural, and technological advances in urban areas, which will encourage an increase in the living standards and levels of mobility, as well as the addition of new buildings as a result of these changes (Buffel, Phillipson and Scharf, 2012; Neirotti *et al.*, 2014; Marzuki, 2018). Over the past 307 years, these aspects have greatly influenced the Depok Lama Settlement Area.

Its strategic location is directly adjacent to Jakarta (formerly *Batavia*), making the Depok city included in the *Jabo(de)tabek* development plan. Depok city was designed as a satellite city of Jakarta and was used as a settlement town (dormitory town) for the Jakarta residents (Santosa and Noviyanti, 2020; Rustiadi *et al.*, 2021). The development of *Perumnas* in 1973 triggered the emergence of new housing in the form of apartments, real estate, clusters, or townhouses. It was the impact of making the Depok city a settlement town. In 1975, university campuses in Indonesia were moved from *Rawamangun* and *Salemba* to the Depok city. The development of private universities such as the *Gunadarma University* has transformed it from a small agricultural town on the outskirts of Jakarta into a city of learning, housing and shopping (Irsyam, 2017).

Fig. 2 shows a change in the forms of the Depok Lama settlement as seen from its land cover, which is increasingly dense with buildings but still has the same main road pattern. The location of several old buildings that have become regional icons still stand in the same location. The position of the buildings and settlements remain the same, but some of the functions of the

buildings have changed. Some areas have the same function as the location of the old market, cemeteries, churches and priests' houses, school buildings and the old train station.

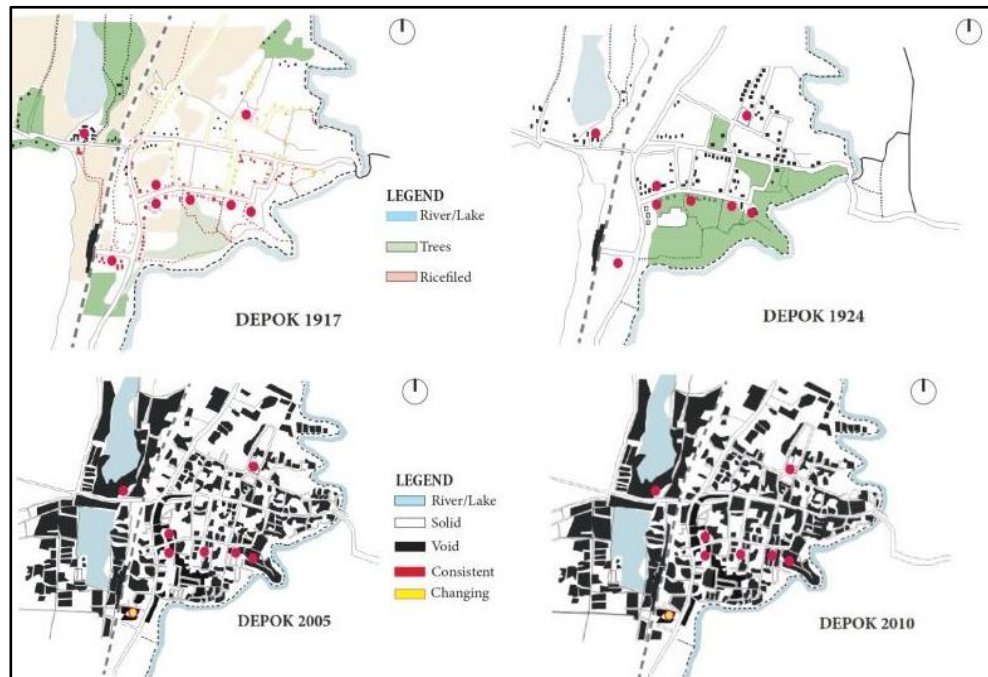


Fig. 2: Changes in the Forms of Space in the Depok Lama Settlement in 1917 – 2010.
Source: Author, 2022

The Depok city became a municipality in 1999. It is a city located on the southern border of DKI Jakarta, and is one of the supporting cities for DKI Jakarta, in growth and dynamics both in terms of geography and the population. It is bordered by the DKI Jakarta Province in the North; Bogor Regency in the South; West Tangerang City in the South and the Bogor Regency in the East. It has an area of only 1,244 hectares: 200.29 square km. Currently, it consists of 11-lane sections and 63 urban villages. In 2019, the population of the Depok City was 2,406,826 people (Kwisthout, 2015; BPS Depok, 2020)

The location of the Depok village is on the main road axis of the Depok city, with an area of 4.3 square kilometers and a population of 55,931 people. It has 23 community units and 116 neighborhood units. The increase in the population will have an impact on increasing buildings and also in changing land. The form of settlement space can only be understood historically because the elements are constantly undergoing transformation and replacement. A suitable approach is to use morphology (Gunawan *et al.*, 2014), in understanding the development of the Depok Lama settlement. It is always changing during the development process, as can be seen through the forms of the pattern and the layout. Settlements are areas that have a lot of potentials to develop, both in terms of economics and in terms of historical preservation. Settlements are interesting areas that need to be preserved. In terms of regional development, the spatial conditions of the Depok Lama area have changed. From the land used for settlement functions, the existence of building lots changes with the function of new buildings and the circulation of areas that often cannot meet the needs of users.

Based on this phenomenon, this study aims to determine the form and space of the ex-colonial settlements in Depok Lama, Indonesia. However, they are inadequate and there exists a need to thoroughly investigate these dimensions.

Review of Literature

Settlements are formed because of the existence of community groups that have a need for habitation. According to Turner (1967), settlements are formed due to the existence of a

group of houses / dwellings that have supporting facilities both public and social facilities that support settlement activities in a community group for a long period of time. Wiraprama, Zakaria and Purwantiasning (2015) added that in addition to the activities of settling and living in a community group, in a settlement, there are also social activities that support each other in the community group.

Ignasia (2008) states that colonial settlements are settlements built for the residence of the Dutch and have the form of houses and supporting facilities that characterize the Dutch architecture. The most dominant form and pattern of colonial cities is the grid pattern (Wu, 2010; Živković, 2020; Jordan, Sherlia and Syafitri, 2021). This pattern refers to the 1573 Law of Indies document, which shows the use of a grid pattern to divide plots into equal sizes to demarcate settlement areas from each other (Kwanda, 2011a; Kasmi, 2019; Minchom, 2019).

The colonial period was a defining period, as it was the beginning of the characterization of cities & urban spaces in Indonesia (Gunawan *et al.*, 2013). The development of urban space that continuously changes during its development process can be understood through the shape of the pattern, spatial layout and history of its urban space (Gunawan *et al.*, 2014; Amsamsyum, 2018).

Moudun (1997) and dalam (2011b) discuss the development of three urban morphologies developed in the UK by M.R.G Conzen in 1960, in Italy by Saverio Muratori in 1959, and in France by Philippe Panerai in the 1960s. The common ground of these schools is that firstly, cities can be 'read' and analyzed through the medium of physical form; secondly there are three principles of morphological analysis such as the urban form defined by three fundamental physical elements such as buildings, lots or plots and streets; thirdly, urban form can be understood at different levels of resolution such as buildings/plots, streets/blocks, cities, regions; and finally urban form can only be understood historically as its elements are constantly undergoing transformation and replacement. Gill (1995), Nas (1997) and Widodo (2004) say that for the structure of urban form and space in Indonesia, elements of cosmic and dualistic traditions must be added.

Theoretical studies related to this research often focus on the form and space of the Depok Lama residential area which has the influence of the Dutch.

2. The Location and the Research Method

2.1 Research sites

The Depok Lama settlement is located in the Depok village, Pancoran Mas District. The research location can be easily reached because it is located in the southern part of the main road corridor of the Depok city.

It is a settlement area for the community of plantation workers belonging to Chastelein and in its development became the center of government for the Depok area during the colonial period. Many large buildings are standing in the area and are located in the strategic locations that are traversed by rivers and roads.

2.2. Research Methods

This study uses descriptive qualitative method, aiming to analyze the physical factors that have affected the living space as a place of activity and the physical form of the non-physical environment based on the characteristics of the activity space and the factors that forms the spatial morphology of a settlement.

The morphology was identified in this study through three approaches, namely:

- 1). Satellite imagery to determine the physical changes of the area. With the help of google maps, google earth pro, and cad mapper, the researchers obtained time series maps to see the physical changes in the area.
- 2). Observations and interviews with key-figures and residents who occupy the area to find out the morphological formations and population movements that affect the development of the city as well as the relationships between the settlements that are interrelated or not and the land use in Depok Lama.

- 3). Area mapping. By using Autocad and Sketchup, the researchers compiled a map of the area and made an analysis related to the changes in the settlement morphology (Rachman, 2010; Suriani and Anwar, 2019).

To find these outputs, several analyses are needed, including analysis of the land use, spatial patterns, and road network patterns. These analysis will be used to identify the morphological patterns of the Depok Lama settlement space.

3. Findings and the Discussion

3.1. Findings

Based on the 2012-2032 RTRW in article 16, it is reported that Depok Kelurahan is included as a City Service Center (PPK) with its main activities: a). government offices; b). Higher education, research, and technological innovation; c). regional-scale trade and services; d). integrated terminal; e). high-density housing (vertical); f). cultural conservation; and (g). city green space.

The 2012-2032 Depok City Spatial and Regional Layout Plan (RTRW) shows that land use is dominated by the settlements, trade, services, fields, mixed gardens, and the industry (Fig 3). This strengthens the area's initial function as a settlement function for the working community since the Chastelein era.

In the spatial pattern map of the 2012-2032 RTRW, it can be seen that the trade and service areas are located along the primary and secondary arterial roads. In Fig. 4, it is described in purple. The area includes the Siliwangi Street, the Margonda Street and the Kartini Street. The construction and development of these roads affected the changes in the Depok Lama settlement (Prasidha, Martokusumo and Lubis, 2016).

The comparison between the open spaces and built spaces in this settlement is still balanced. It is because the dwelling in the Depok Lama settlement still has a green area in the form of a large yard and there is also an open space in the form of the garden. Therefore, the Depok Lama settlement is included in a medium-density settlement which is represented in light yellow in Fig. 4.

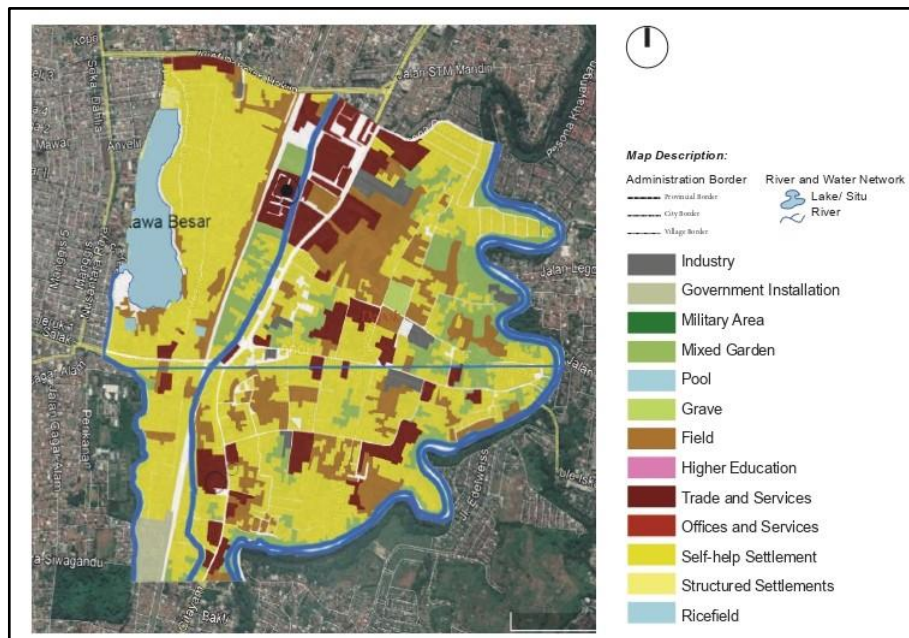


Fig. 3. Map of Land Use in Depok City.
Source : RTRW Depok City 2012-2032

Article 17 of the Depok City RTRW 2012-2032 describes the general infrastructure network system for the city area, where the main infrastructure network system for the city area is:

- a). Land transportation network system; with the construction of Jl. Margonda is the primary artery and also the Jl. Kartini is a secondary arterial road. and
- b). Rail transportation network system. It is marked by the existence of the Depok Lama Train Station which was built in the early 19th century and the new Depok railway station which was built due to the development of the Depok 1 housing development.

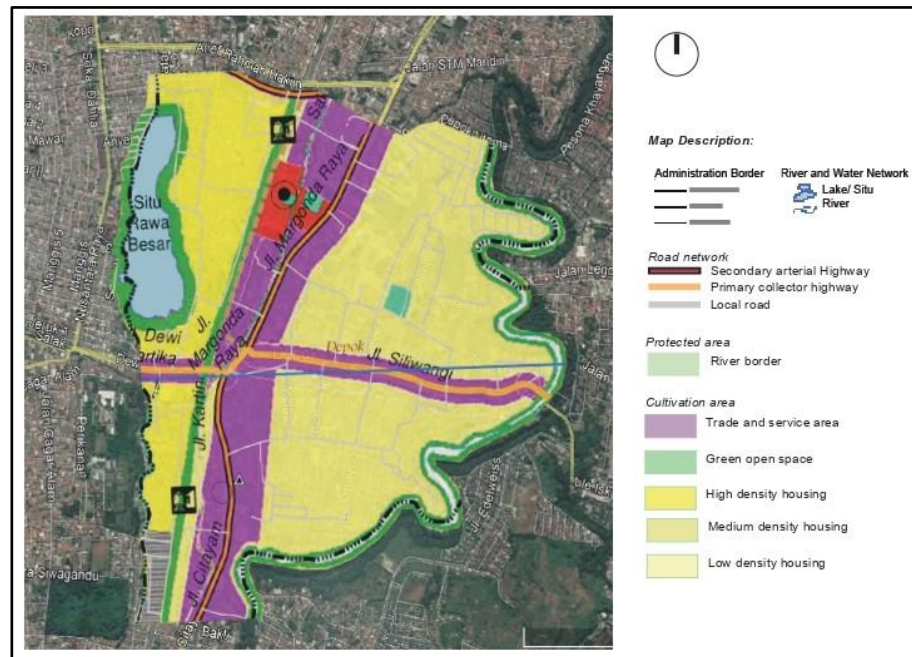


Fig. 4. Map of Depok Urban City Spatial Pattern.

Source : RTRW Depok City 2012-2032

Fig. 5 on the map of the road network pattern sourced from the 2012-2032 RTRW, the Siliwangi-Tole Iskandar road section passing through the Pancoran Mas and Sukmajaya sub-districts are included in the primary collector road. This makes changes in the land use along the Siliwangi Street. The dominance of settlement turns into a trade and service function so that the function of the building which was originally a private residence has turned into a building with a commercial function. The same thing happened in the Kartini street.

The construction of Perumnas Depok 1 in 1974 contributed to the progress of the Depok City as a satellite city of the capital. Perumnas Depok 1 was the first public housing in Indonesia (Santosa and Noviyanti, 2020). This has an impact on the high demand for the provision of the land transportation services.

The Depok Lama settlement developed into a heterogeneous area with various functions. This is different from the initial formation of this area which started from the function of private housing with settlement facilities.

The largest land use and the use in the Depok Village based on the 2019 Depok Urban Village Profile is used for settlement housing covering an area of 230 hectares, comprised of public facilities/roads covering an area of 192.3 hectares, companies, and offices 3 hectares, worship facilities 2.7 hectares, sports facilities 1 hectare and for zero hectare farming.

Another term for this settlement is Depok Dalam. This term arose because the settlements of the Dutch and the former Chastelein workers were located mostly far from the main road. Their settlement is located at a distance of approximately five kilometers from the

main road. Regarding the location of their settlements that are far from the main road, they can be identified in yellow in Fig. 6 Map of the Depok Lama Settlement Patterns.

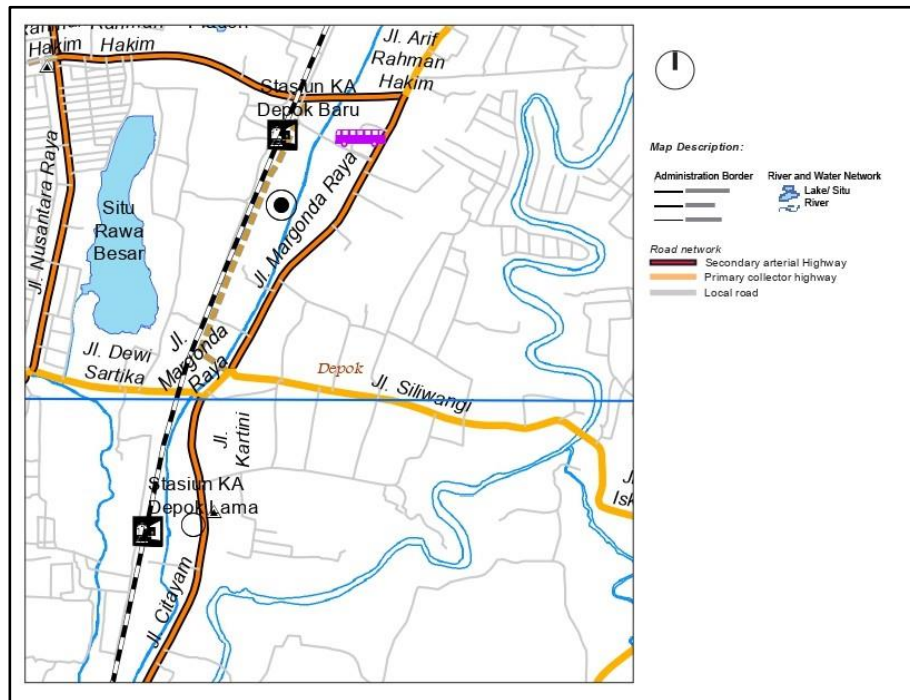


Fig. 5: Map of Depok Urban City Road Network Pattern.

Source : RTRW Depok City 2012-2032

Fig. 6 on the Depok Lama Settlement Pattern Map below shows the spatial layout of the Depok Village, which shows the settlement area on Jl. Dahlia is one of the settlements in the interior category. Another settlement which is located in the same area as Jl. Dahlia is a settlement on Jl. Kamboja and settlements on Jl. Bungur. The condition of the settlements that are not located on the main road is one of the reasons why the Chastelelin worker community is also known as the Depok Dalam community.

These inland settlements have built small roads as access to their homes.

The orientation of the buildings during the colonial period on average has led to the main road which is commonly used as building accessibility so that a linear settlement pattern was formed along the road.

However, along with the development of the area, the fronts of the houses along the road have turned into trading areas blocking the houses making the entrances to the settlement area farther away.

The pattern of the existing road network in the Depok Lama Settlement becomes natural branches to the settlement area that spreads. It can be said that the pattern of the road network for the Depok Lama Settlement is spinal with the building pattern spreading.



Fig. 6. Map of Dutch Depok Settlement Patterns.
Source: Depok Lama Area RTBL (Irsyam, 2017).

3.2. Discussion

3.2.1 The Depok Lama Settlement Land Use

The Depok Lama settlement is a mixed land dominated by settlement land use. The dominance of settlement land use is by the function of the suburbs as runoff for the city of Jakarta. The use of land for this settlement with a low density can be seen from the wide yard of the house and the distance between the houses which is still approximately 3 meters.

The Depok Lama Settlement category is an inland settlement because the Depok Lama Settlement has a distance from the main road (Irsyam, 2017). Spatial planning that shows the inland settlements can be seen on the Dahlia street, the Kamboja street and the Bungur street. Another inland settlement is located on the Kenanga street, the Cempaka street, and the Melati street and the settlement complex on the Pemuda street which is in the city center in the Pancoran Mas District (Irsyam, 2017). The housing conditions consist of permanent houses with the colonial style mainly on the Pemuda Street and a little on the Siliwangi Street. The types of housing available are family residences and are also in the form of rented houses, boarding houses and townhouses.

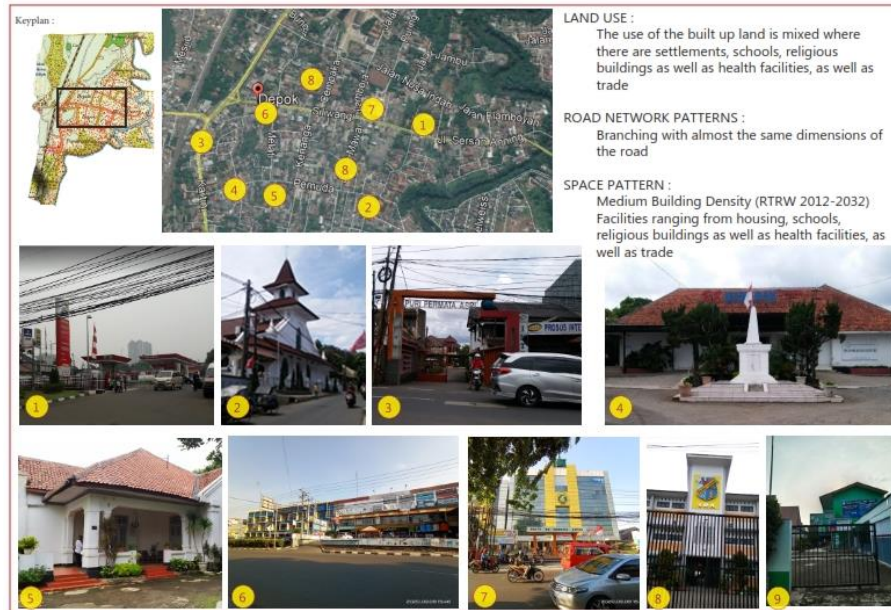


Fig. 7. Morphology of Depok Lama Space.

Source: Google Earth Pro (2020) Primary Survey (2020)

3.2.2. Other Land uses are for worship, health, schools, trade, and services.

There are two types of corridors in the urban areas, namely the commercial corridors and scenic corridors (Rukayah *et al.*, 2021). Commercial corridors are formed from the commercial areas such as trade activities in a linear form connecting the two areas.

On both sides of the Siliwangi Street, land use for trade and services is expanding, creating corridors and linear patterns. The use of the land for trade and services reflects the concentration of road activities carried out along the road with a primary collector function. Likewise, the Kartini Street, adds office functions and services. The increase in the use of the trade and service sector, and the increase in offices and services reflect the concentration of activities along the secondary arterial route, namely the Kartini Street.

This trade and service land use pattern follows the prevailing network pattern and the land use pattern used in the Depok Lama Settlement. The pattern of the undeveloped land use in the Depok Lama Settlement is in the form of sports fields and parking lots and bamboo or mixed gardens.

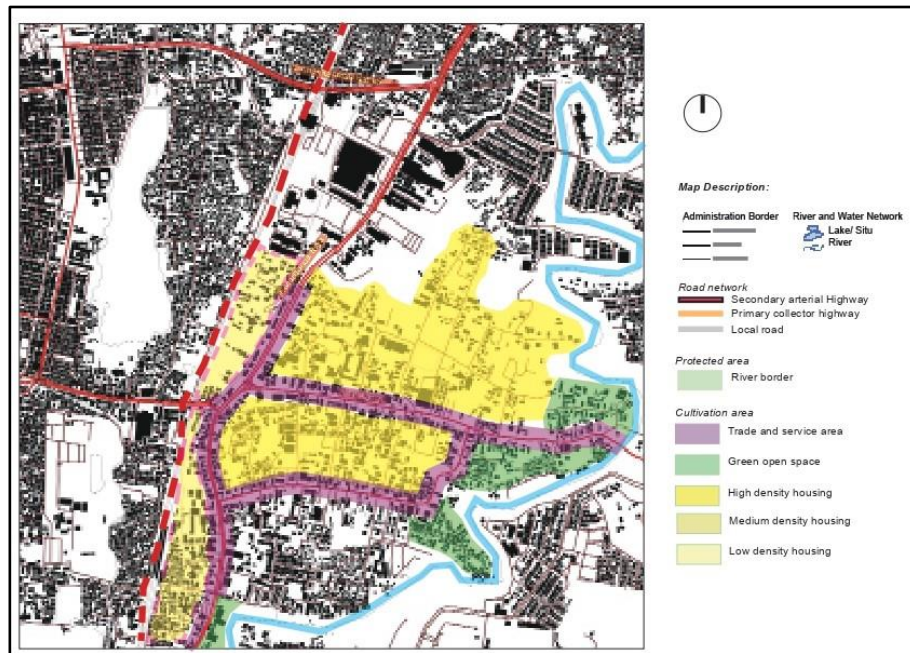


Fig. 8. Land Use Patterns for Depok Lama Settlements.

Source: Depok Lama Area RTBL (Irsyam, 2017), Cad Mapper (2019) & Primary Survey (2020)

3.2.3. Depok Lama Settlement Road Network Pattern

The road network pattern.

The road network pattern is the appearance of the road structure that forms a certain order. The road network pattern consists of the physical appearance or structure of the main road network and the size of the road (road width).

The width of the Depok Lama Settlement road network varies. This diversity is indicated by the dimensions of the secondary arterial road with a width of 25 m, the main collector 15 m with two lanes, and a local arterial road width of 3-5 m. The scale of the road network in this area presents a hierarchical level according to the function of the road. Road functions with higher roles have wider road dimensions than road functions with lower roles.

The pattern of the road network is seen from the forms and structure of the road, not only the dimensions of the path as described earlier.

In general, the network structure of the main line of this settlement has not changed much. The main road in this area is in the form of a primary collector road, a road that connects the regional activity centers with the local activity centers. This line is called the Siliwangi Line, the basic form of this primary collector network is linear.

In the Siliwangi Street, the basic form of the primary collector network is linear.

From the basic forms and the width of the main road, the road network in the Depok Lama settlement area has a spinal road pattern. The spinal pattern is determined from the main collector road in the settlement area as the main road (Fig. 9). This is because the road in the middle of the area has branches with lower road functions, namely primary local roads, such as the Melati Street, the Kenanga Street, the Mawar Street, the Bungur Street, the Cempaka Street, the Dahlia Street, the Kamboja Street, and the Nusa Indah Street. The Jambu Street and the Flamboyan Street are already paved.

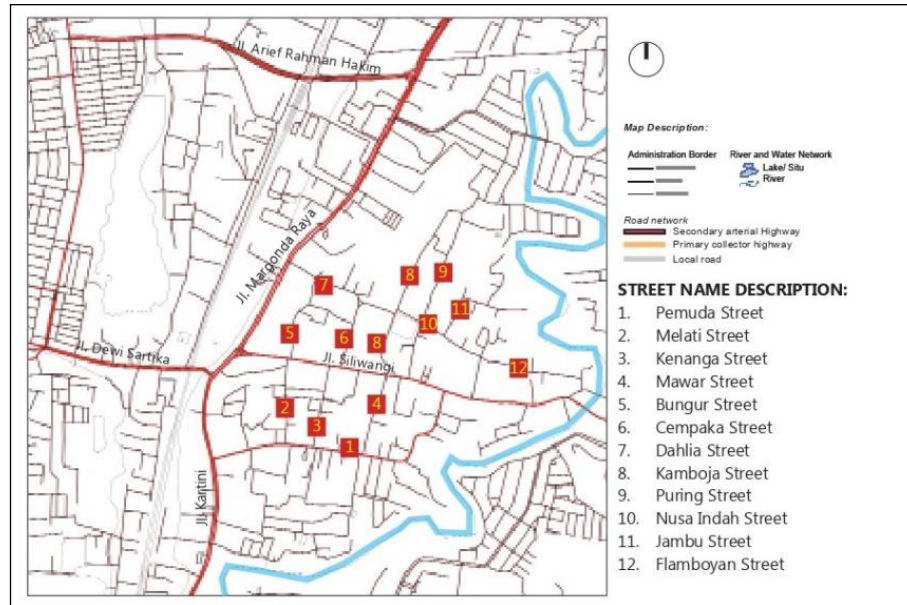


Fig. 9. Pattern of Spinal Road Network for Depok Lama Settlements in 2019.

Source : Cad Mapper (2019) & Survey Primer (2020)

Table 1: Dimensions of the Width of the Depok Lama Settlement Road Network

Source: Depok City RTRW 2012-2023, Google Earth Pro (2021) & Primary Survey (2020)

Street name description	Road Function	Width
Kartini Street	Secondary arterial Highway	15m
Pemuda Street	Local road	5m
Melati Street	Local road	3m
Kenanga Street	Local road	3m
Mawar Street	Local road	3m
Siliwangi Street	Primary collector highway	12m
Bungur Street	Local road	3m
Cempaka Street	Local road	3m
Dahlia Street	Local road	3m
Margonda Boulevard	Secondary arterial Highway	25m
Kamboja Street	Local road	3m
Puring Street	Local road	3m
Nusa Indah Street	Local road	3m
Jambu Street	Local road	3m
Flamboya Street	Local road	3m

3.2.4. Depok Lama Settlement Space Pattern

The Depok Lama settlement area has a heterogeneous building pattern (Fig. 11). The building pattern is seen in every building form that has a basic form, namely a square or a rectangle.

The building pattern is centered along the street. The existing facilities in the Depok Lama Settlement consist of educational facilities for kindergartens, elementary, junior high, and high schools using both old and new buildings. Health facilities, trade and services as well as offices exist. There are many worship building facilities in the Depok Lama Settlement, especially churches. Other worship buildings such as the mosques are found only in the Depok Lama Settlement, namely the Al Qolam school. This area, when viewed from the forms of the

building can be said to be uneven and irregular, dominated by a square or rectangular forms. From this, it can be concluded that the building pattern in the Depok Lama Settlement area is a heterogeneous pattern.

From the various functions such as education, health, offices, worship, and housing to the existing building forms, it can be concluded that the building pattern created is heterogeneous as shown in Fig. 10.

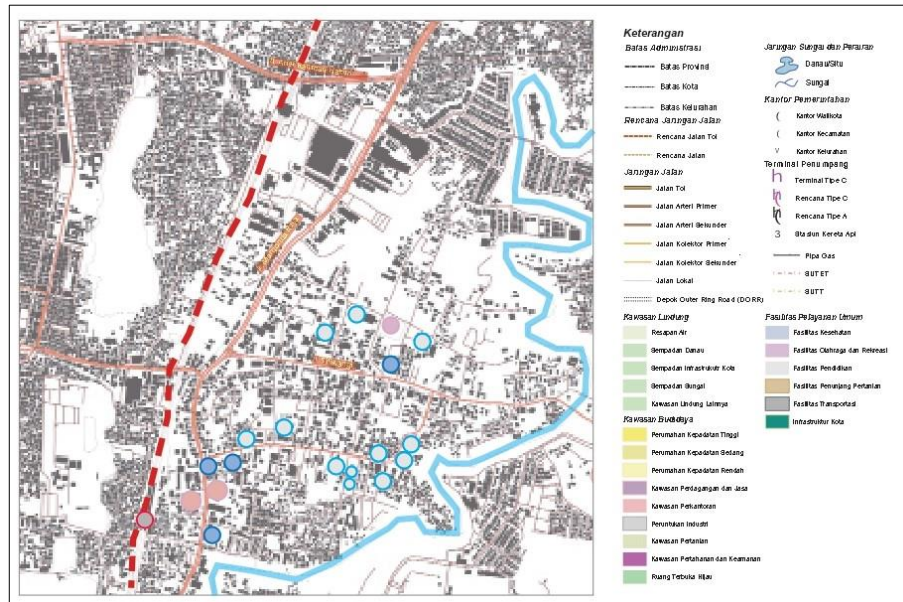


Fig. 10: Pattern of Depok Lama Settlements in 2019.
Source : Cad Mapper (2019) & Survey Primer (2020)

4. Conclusions

In the urban morphology, when there is an interaction between immigrants and natives, it will result in intermingling of immigrants and natives resulting in a new formation or also producing an imitation made by the natives of the immigrants (Stan, 2013).

According to Rakhmanita *et al* (2021) the Depok Lama settlement area which was built during the colonial period is indeed different from the form of the colonial settlements in general. One of the reasons is that the survival of its inhabitants involve duplicating from the colonial nation.

From the description that has been provided, it can be concluded that the changes in spatial patterns in the Depok Lama settlement occur in land use, road network patterns, and spatial patterns as follows:

The land use of the Depok Lama Settlement is mixed. Land use with the functions of education, health, offices, and worship has not changed much. Adjustments have occurred in the land use for settlement functions. The development of the Depok Lama settlement made the settlement function change from homogeneous to heterogeneous, and settlement typology developed with commercial housing such as boarding houses, rented houses and town houses.

The forms of the Depok Lama settlement buildings when viewed from the settlement structure is uneven and irregular. In contrast to the grid pattern commonly found in colonial settlements, each building period is randomly distributed and square or rectangular forms that follow the forms of the land is characteristic of this settlement form. The pattern of settlement buildings is formed based on the availability of the existing family land.

It can be concluded that the pattern of forms and spaces or morphology in Depok Lama is irregular with unplanned development and layout. This is different from the pattern of settlements that were built during the colonial period. This difference arises from people's natural habitations as opposed to an imposed structure.

5. Acknowledgement

In this study, the authors would like to thank Gunadarma University for funding this research. Mr. Mulya Utama accompanied the survey team during this research.

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