

Original Research Article

Landscape Approach in the Realization of Culture Tourism with the Agency Factoring of the Cultural Phenomenon of the Road As a Cultural Phenomenon *

Saeed Gholampour¹, Seyed Amir Mansouri^{2*}, Azadeh Shahcheraghi³

1. Ph.D. Candidate, Department of Architecture, Science and Research Branch, Islamic Azad University, Tehran, Iran.
2. Assistant Professor, Department of Landscape Architecture, College of Fine Arts, University of Tehran, Tehran, Iran.
3. Associate Professor, Department of Architecture, Science and Research Branch, Islamic Azad University, Tehran, Iran.

Received: 30/11/2020

Accepted: 10/12/2020

Available online: 21/07/2021

Abstract | Tourism is the result of the desire to know other different cultures from the tourist culture. Culture is a general reaction to life and tourism in direct relation to human issues. In the meantime, in a more superficial sense, the road only plays the role of communication between the origin and destination of the tourist. Although paths sometimes establish a deep connection with human life, they can be selected as a destination for travelers. Roads cover a significant area of the country; thus, it is necessary to take more effective steps to understand and improve their quality. However, studies conducted in the modern era indicate that with the acceleration of the flow of life, speed of movement, consequently road safety has become the first priority of planners, designers, and road engineers. This kind of physical view of the road is one of the main characteristics of engineering sciences. Apart from the measures taken by the engineering sciences in order to facilitate and accelerate as much as possible, the purpose of the road study can be exceeded. Landscape knowledge has come with the help of engineering techniques and with a holistic view of the concept of road phenomenon and simultaneous attention to all tangible and intangible dimensions of the road, take effective steps to improve its quality with the aim of achieving cultural tourism. This is a qualitative research based on qualitative content analysis that tries to examine the impact and role of landscape approach at different levels Phenomenon studies by examining library documents, reviewing previous theories of experts, as well as observing and analyzing conditions while emphasizing the need for quality roads.

Keywords | *Landscape, Road landscape, Culture tourism, Culture, Road.*

Introduction and problem statement | The concepts of outing and tourism are closely related to travel and the

* This article is extracted from "architecture"'s doctoral dissertation thesis entitled "Road Landscape Architecture Conceptual Model in Iran with emphasis on Passengers Perception is in progress under supervision of Dr. "S.A. Mansouri" and advisement of Dr. "A. Shahcheraghi" at the Faculty of "Architecture and Art", "Science and Research Branch, Islamic Azad" University in "Tehran, Iran".

**Corresponding author: amansoor@ut.ac.ir, +989123342986

same category of movement and relocation. A movement that initially begins with the goal of discovering, touring, and objectively understanding the destination and path ahead can lead to a deeper understanding of the journey. Understanding travel is rooted in the traveler's mind on the one hand, and on the other hand, it is affected by the road. In expressing the passenger's understanding of the route, can be cited to a poem by "Hossein Panahi" (Rahimi, 2013). Looking for an effective road to change the needs of human society. Looking at the road is also affected by

the changing needs of human society. One day, human connection with the road is in experiencing concepts such as pilgrimage, recreation, outing and exploration. Another day, with the advancement of technology and the desire to move fast, it needs to increase the speed and safety of cars. This is also the reason for the decline of aesthetic values in the limited sense of means of transportation. Transportation roads become high-speed suburban roads. Researchers believe that in the modern era, all the aesthetic elements of the road were affected by the increase in speed in transportation, and thus all the appropriate considerations with slower forms of traffic on these roads gradually faded (Razavi & Mofrad, 2017). With the increase in speed on the road and the need to provide safety and essential services to passengers based on engineering knowledge, the increasing expansion of transportation networks was achieved. Of course, with the development of the network of communication roads, especially in recent times, to some extent, the aesthetic aspects of human needs today were addressed. But the latter view of the road focuses on increasing safety and developing services, and it is not enough to pay attention to the aesthetic dimensions of the road. Decision-making in the field of the road today requires special attention to the social dimension of the road. Roads, like other human living spaces such as cities and homes, are important for recording collective memories. Certainly, the mere entry of service functions, although necessary and the promotion of safety, does not turn the road into a desirable cultural space. According to statistics published by the Roads and Transportation Organization of the Ministry of Roads and Urban Development, the total number of passengers-kilometers transported in the country during a year is about sixty milliards. This statistic shows a high volume of road trips and emphasizes the amount of human presence on the roads. Also, with a simple calculation and multiplication of the length of the only main, secondary, and rural roads in the country within the legal boundaries of roads in accordance with the governing laws of the Ministry of Roads and Urban Development, an approximate area of about forty thousand square kilometers as a direct area of the country's roads and it is remarkable. This is about twice the residential area. Therefore, the importance of studying and planning for this significant level of human life and presence becomes more and more necessary. Often, the path of a goal is more important than the goal itself, and that is why organizing how to build a road is extremely important (Grutter, 2009, 422). The increasing expansion of the road network, especially with the concern of technology and the acceleration of movement, in addition to destroying the landscape, will also not

leave any opportunity for the traveler to experience life. With a holistic approach to phenomena, while emphasizing the importance of the role of roads in the lives of human societies today, landscape can improve the quality of roads and the prosperity of tourism by relying on the culture of societies. However, the realization of this requires knowledge and emphasis on all aspects of the road and the specific hypothesis of this research. This research also seeks to answer the question of how landscape knowledge can help engineering sciences and, while increasing the quality of roads and protection of the landscape treasure, turn the road into a livable space?

Research background

Excessive development of network infrastructure of roads in accordance with engineering approaches and the importance of preserving the territorial landscape, especially in recent years, have prompted many concerned groups to think and take effective steps in this regard. This issue has been the reason for holding numerous scientific meetings, compiling rules, and publishing scientific journals. Of course, studying the documents and their output shows that some have chosen the correct path, and others have gone astray. Among the existing valid scientific documents that have specifically addressed and studied the issue of road landscape in recent years, we can refer to the scientific journal of landscape No. 36. In this research, while carefully examining the principles and approaches of the articles in this special issue, the specific position of this research is expressed. By denying the focus on the shortness of the route, Mansouri considers the road as a landscape and destination of travel and emphasizes the need to pay attention to the mental memories of travelers (Mansouri, 2016, 3). Ghavampour tries to identify the position of the landscape at the level of road planning and design and, while denying the focus on road engineering sciences, introduces the lack of attention to the nature of the roadside and residential areas around the road from the existing challenges on road design (Ghavampour, 2016, 36). In some places, Lesan considers the strong presence of roads as the reason for the destruction of natural habitats and a threat to wildlife (Lesan, 2016, 42). Rahmdel, referring to the historical course of the formation of the road landscape, according to the book *Rah-e-Rabat*, mentions the lateral structures formed in connection with the road as the road landscape (Rahmdel, 2016, 52). Talebian also considers the road as a place to live, and while emphasizing the interactive relationship of man with the path, he has introduced and used the interpretations of tangible heritage elements and intangible heritage elements (Talebian, 2016, 72).

It is clear from the reviewed articles that these concepts have caused numerous damage to the modern sciences at the micro and macro levels, and it seems necessary to continue its deeper study. The idea of a modern road has its drawbacks, and the road cannot be the only route to the origin and destination. At different levels of road planning and design, the least amount of attention is paid to the bed and this is the reason for the destruction of the territorial landscape. On the other hand, when the path interacts with the environment around the subject under study, only objective and sometimes physical dimensions have been considered. This research is a continuation of these studies and its innovative aspect is in more comprehensive attention to the issue of road landscape. In addition to presenting a conceptual model to identify and emphasize the cultural context of the road is considered, which will be discussed below.

Methodology

The present study is applied in terms of purpose and descriptive-analytical in terms of method. In order to collect data, bibliographic and field methods were used. The research strategy is also phenomenological; what is needed today more than anything else is a better awareness and understanding of the world. Understanding in its original meaning and this way of understanding can be called phenomenological understanding. The visual, tactility, olfactory, and auditory senses are components of the instinctual organs of perception and perception of the environment and landscape. The study of the road phenomenon requires a holistic view, and regardless of the attention to detail, one must again pay attention to the sensory qualities of all its constituent elements. Phenomenology claims the need to understand and receive meaning in a metaphysical dimension. This dimension "reveals the presence of existence and the presence of the invisible in the daily world." The purpose of phenomenological research is to explicitly describe and identify phenomena. As perceived by people in a particular situation Which are perceived by people in certain situation. In fact, phenomenology describes the meanings of a concept or phenomenon from the point of view of some people and in terms of their lived experiences in it.

Explain the conceptual model of the road based on landscape knowledge

In order to understand the road phenomenon as an important factor of tourism as much as possible, it is necessary to present a travel model in the general sense

and identify its dimensions. Inland tourism, which is one of the most common forms of travel; concept of travel consists of factors such as; travel destination, the route, means of travel and companion (Fig. 1). The role of these factors in defining travel is very important. The traveler intends to travel with the aim of knowing the destination culture, which is different from her own culture. Culture is a general reaction to life and tourism in direct relation to human issues. Meanwhile, although the traveler intends to travel with the aim of experiencing the culture of the destination, only in a more superficial perception of the trip, the final destination can be the end of the trip because the road itself can undoubtedly be part of the travel destination. Certainly, the perception of the traveler and the semantic dimensions of the road will play an important role in the identity of the road. The discovery of semantic layers at the individual and community level of travelers can increase the enjoyment of the travel experience and turn the communication path between origin and destination into a travel destination. As if paying attention to the semantic layers of the road, beauty, and pleasure of travel, regardless of the short distance, lead to improving the route's quality, more enjoyment of the travel experience, and finally concentration, increasing safety and reducing the mental distance between origin and destination. The concept of road is different from path. The path of reference is physically and ostensibly related to the concept and acts as a link between the origin and the destination. Hence, the path takes on a different image depending on the physical characteristics of the bed. Sometimes straight and sometimes helical; Sometimes it is flat and sometimes it has a slope. Most road studies, which are mostly based on safety, performance and speed; they have directly studied the path and they have paid less attention to the accurate assessment of the road phenomenon. Knowing the road requires a holistic and phenomenological view of this phenomenon. At the opposite of the path, the road contains the meaning and mental factor of the concept of communication. However, the interpretation of the road itself has deep meanings in the minds of the people. It can be cited to the lyric of the misguided witness of Shahriar" (Behjat Tabrizi, 2015). The contradiction between the way and the misguided refers to cognition.

Cognition that the result is a deep understanding of the path. This understanding also requires the presence of the audience. The three-dimensional perception of space is achieved by being present in space and establishing all aspects of the body in relation to the environment. My body is truly the center of my

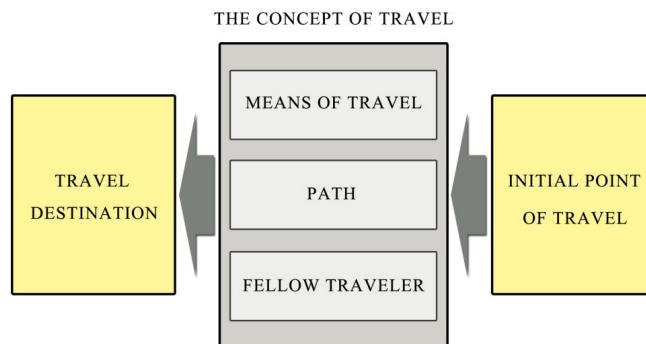


Fig. 1. Presenting an objective model of the factors that shape the concept of travel. Source: Authors.

perceptual world. The perception of the body and the image of the world becomes a continuous existential experience “(Pallasma, 2005, 12). Culture-based tourism is also a concept and a mental process. It starts from a mental desire in the traveler and leads to a mental perception resulting from the presence of man in space. In the beginning, man encounters a path and a destination through his body and measures different dimensions of space through his body. It can then send or receive messages based on its sensory and emotional states by changing the skin temperature. Body heat is a very personal phenomenon, and in human minds, like childhood experiences, it is closely related to the concept of intimacy and relationship (Holl, Pallasma, & Perez-gomes, 46). This change in temperature creates a completely personal and internal feature of the space. The transfer of ambient heat to the body is possible only through touch or presence in space (Shahcheraghi & Bandarabad, 2015, 486). In the analysis of other factors that shape travel and in relation to the route can be mentioned by means of travel. In today’s world of technology competition, cars are more likely to be selected with the least amount of passenger movement in motion, which means less contact with the road surface and awareness of the physical quality of the land. While what makes driving on nature and its rugged roads enjoyable is the feeling of being in touch with the road and receiving the natural qualities of the earth through it. The feeling that makes driving on narrow and winding organic roads into a difficult but pleasant experience (Ostadi, 2014). This feeling of driving on narrow, winding organic roads turns into a difficult but enjoyable experience.

In the presented conceptual model, an attempt has been made to briefly classify the components in the road phenomenon. As is clear; Apart from the physical dimensions (tangible elements) and physical characteristics that are the subject of the road

discussion, there are other components as the biological dimensions of the road (generally intangible elements) (Fig. 2). A deeper study and understanding of the road phenomenon requires a holistic view of all the existential dimensions of the road phenomenon. Road landscape knowledge also becomes relevant when these tangible (physical dimension) and intangible (biological dimension) elements are seen side by side.

Analysis of the road phenomenon with a landscape approach and emphasis on its effective components

In the proposed model of the effective components of the road phenomenon, two main dimensions of the road are mentioned; the physical dimension of the road and the biological and hidden dimension of the road (Fig. 3). The main components of the physical dimension of the road are all physical and tangible (Fig. 4). This is the reason why the technical and engineering component sciences pay more attention to the physical components of the physical dimension of the road. A deeper study of the concept of the road phenomenon requires a holistic look at it. Roads are considered as a cultural phenomenon and any planning and decision-making at the micro to macro levels requires simultaneous attention to its physical and biological dimensions. In stark contrast to the detailed approach of the technical and engineering sciences to the road, which focuses on the physical dimension of the road and the geometry of the road to achieve goals such as greater speed and safety. This attitude is contrary to the component approach of technical and engineering sciences to the road, which focuses on the physical dimension of the road and the geometry of the road to achieve goals such as greater speed and safety. In addition to focusing on the biological and cultural contexts of the road and the holistic approach to the road, the landscape approach tries to consider all aspects and effective components of the road. A holistic landscape considers various dimensions of human

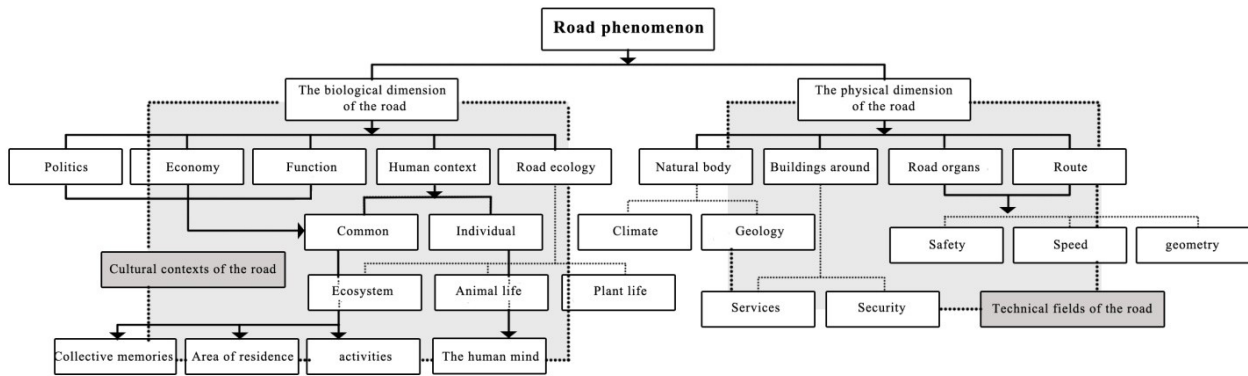


Fig. 2. Conceptual model of effective components in defining the road phenomenon. Source: Authors.

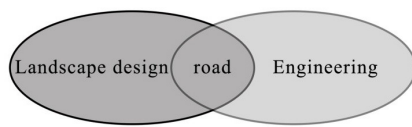


Fig. 3. The road in the best case; the intersection of technical sciences and landscape science. Source: Authors.

existence: mind, eyes, imagination, body, and hand (action) (quoted by Swafield Purdihimi & Seyed Kalal, 2012, 24). The landscape, with its commitment to the bed and its natural features, studies human beings and their relationship with the environment and seeks to establish an optimal relationship between the traveler and the context.

The human context of the road is one of the most important pillars of the biological dimension of the road. This metaphysical component of the road emphasizes the human relationship with the environment. Man's relationship with the environment at the grassroots level is based on the senses and the subject of science with a meticulous approach. But this connection contains meaning at its transcendent levels, which leads to a better understanding of the road. The landscape-to-road approach points to the need to pay attention to the semantic and perceptual dimensions of the traveler while experiencing the road, and the perception of space is possible only when man moves and every movement needs a way ... Roads allow the viewer to identify the environment step by step and get acquainted with its characteristics. The landscape approach to the road points to the need to pay attention to the semantic and perceptual dimensions of the traveler while experiencing the road. Thus, the perception of space is possible only when man moves and every movement needs a road. Roads allow the viewer to identify the environment step by step and

get acquainted with its characteristics (Grutter, 2009, 436). When one moves in the environment, one scene after another is seen; In the path of interpreting the outside world, the observer mentality plays a major role, which, taken from various sources of inspiration such as history, events, reflections, psychological characteristics and memories, reads space as a text and then lives in the space it understands. When one moves in the environment, one landscape after another is seen, and in the interpretation of the outside world, the observer mentality plays a major role. This mentality, which is derived from various sources of inspiration such as history, events, reflections, psychological characteristics and memories, deals with understanding space as reading a text. After that, one lives in the space that one realizes (Mansouri, 2020, 5). On the other hand, the shape of a road can convey a message. Of course, the landscape approach in dealing with the phenomenon of the road and understanding the path is a direct encounter with the road; That is, the places themselves, sounds, smells, colors, textures, views, communications, and spatial sequences, feeling the sun and wind (Spirn, 2005, 395). Perceptual aesthetics are also travelers' mental Imaginations of the value and importance of each component (Phillips, Wolf, Hodur & Leistriz, 2013). From this point of view, the evaluation of the beauty of tourist landscapes is based on the mentality of travelers. Perception of the beauty of a landscape, whether natural or human beauty, is attributed to the individual's mind and related factors. The individual mentality is also rooted in culture and collective mentality. Ecological psychology, instead of studying the individual's psyche, studies human behavior with all its environmental affiliations and mental and cultural background (Lang, 2011, 11). The damage of engineering sciences is affected by recent decision-making, apparent attitudes and lack of proper

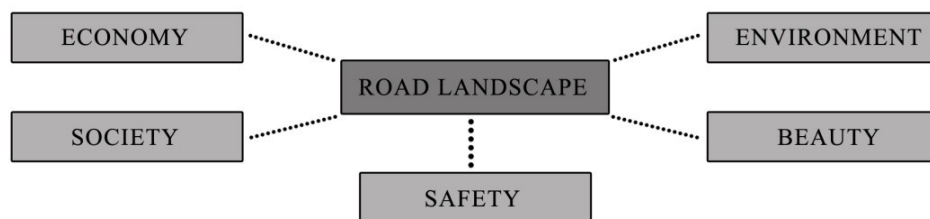


Fig. 4. Perspective with Holistic approach in the face of the road phenomenon, pays attention to various dimensions of human relationship with the environment. Source: Authors.

attention to collective culture and mind. This is why Heidegger says: The fundamental event of the modern age is the reduction of the universe to the essence of the image. The settlements that humans build are more than merely physical artifacts that can be measured and objectively regulated (Partovi, 2015, 67). According to Brentano, physical phenomena engage our “external perception”, while mental phenomena engage our “internal perception” (Holl, Pallasma & Perez-gomes, 2016, 40). Perception is influenced by culture and is related to the spirit of the place. Movement gives man the opportunity to analyze and review in mind. “Our body is truly the center of my perceptual world, not from the point of view of central vision, but as the real place of our references, imaginations, memories, and totality” (Pallasma, 2005, 21). Merleau-Ponty says: “My perception is not a collection of visual, tactility and auditory data, I understand myself in the collection with all my being” (Shahcheraghi & Bandarabad, 2015, 171).

Another aspect of the biological dimension of the road is the ecology of the road. Attention to plant, animal, and ecosystem life is a matter of road ecology. The road was once formed in peaceful interaction with nature. If today, especially with technology development, we are witnessing an increase in interventions in nature. Regarding the effects of road construction projects on the ecosystem, roads have problems such as lack of character or identity, being too gray in design, being too functional and monotonous, and are generally accepted as “man-made” elements that have a negative impact on the environment. Transportation infrastructure is essential for connecting human habitats but often results in divergence in natural habitats and wildlife. Today, the growing negative impact of road construction on wildlife is evident. These negative effects are the consequences of the one-dimensional technical sciences approach to the road phenomenon. Nature belongs to all its inhabitants, including humans, animals, plants, etc., and man is not the owner but

only a part of nature. While targeting human and natural values, it is a valuable way to provide the traveler with pleasure while experiencing the road and penetrates the passenger’s mind. In Peter Zomtor’s book *Phenomenological Approach*, he considers a pristine natural landscape like a mountain slope to be beautiful in itself. In his view, they are never ugly to him, even when the scenery is rough, rugged, distant, or waterless, or grassy, or even when he is frightened. In his view, cultural landscapes surround us. And when he imagines the old cultural landscapes, he sees the beautiful integration of human and nature work (Peterr, 2015, 76). With a phenomenological approach, the landscape consciously receives the messages sent by the environment and emphasizes the originality of the existence of environmental factors.

Although in terms of physical dimension, the functional aspect of the road has no purpose other than providing essential passenger services and increasing security, But as one of the pillars of the biological dimension, the road at any functional level is one of these examples of the cultural landscape. The path is a corridor of life and a living space. A living space in which all experiences, images, memories and recollections come together. Living space is an “existential space” that contrasts with physical and geometric space. This lived existential space is built on the basis of individual, group and social memory and experience (Shirazi, 2010, 53) (Fig. 5). Landscape is considered a mental and poetic manifestation in the observer’s mind and seeks the landscape in the thinking and mind of the viewer (Mahan & Mansouri, 2017, 20). Landscape is defined as the spatial nature and product of human experience in space. Comparing the participatory approaches of technical sciences and engineering in creating the direct geometry of fast and safe calligraphy and the approach of landscape scaling, in the study of the path can be said as an example of a cultural landscape; Solidarity, complexity, and mystery must be found in the reflection of the specific characteristics of each landscape.

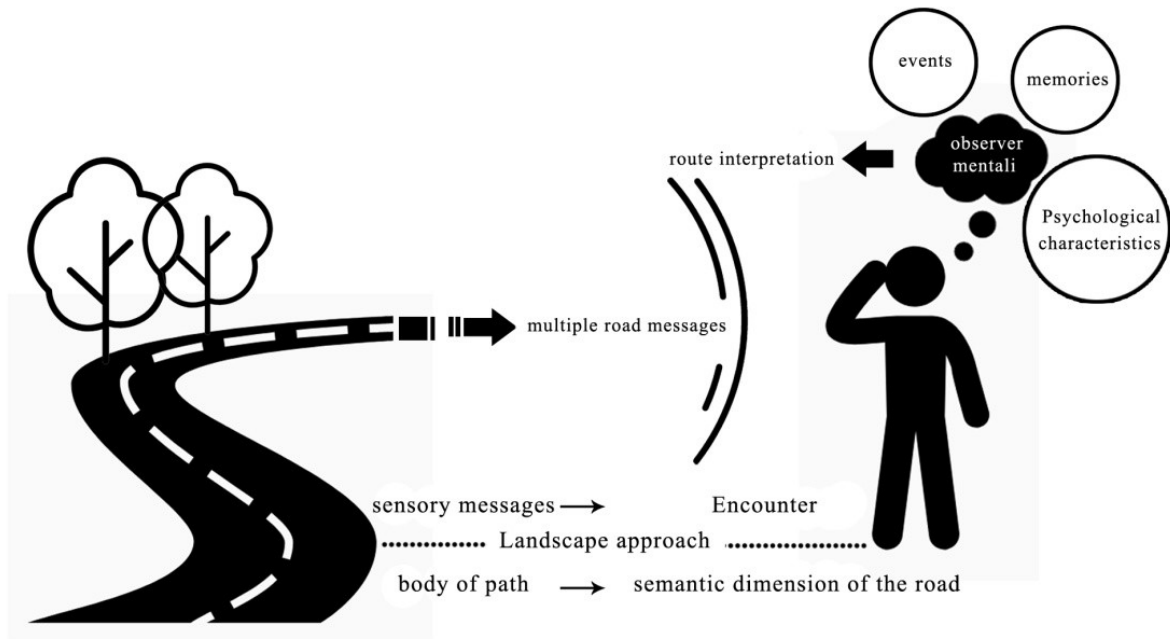


Fig. 5. The process of interpreting the route based on the passenger mentality and landscape approach in strengthening the direct encounter with the road. Source: Authors.

Winding roads are an opportunity to discover how to achieve a full sense of solidarity and landscape pattern that must be carefully considered. In contrast, checkered and geometric roads are predictable; We can see along the way, so there is no mystery (Bell, 2007, 120). The destruction of the collective mind marks today's world with the aim of developing machine life and accelerating movement. "The use of landscape should be recognized as a media and a strategic tool in cultural change," says James Corner in his book *Landscape Healing*. using landscape to focus on environmental issues; using landscape as a media to spread innovative responses to the effects of deindustrialization, using thinking as a way to shape the infrastructure of a modern metropolis, a form of resistance to the global homogenization of the environment by returning to the specificity of the site (Pourdeihimi & Seyedkalal, 2012)

24). Man today needs to face and discover the culture hidden in his mind. To understand oneself, human beings need a searching view of landscapes as the key to achieving culture (Khademi, Mahdavi Moghadam, 2014, 31). The landscape is the sensory center of our collective and individual memories; the landscape and the memory are inseparable.

Both route and destination can provide tourism activities. Sometimes communities go astray and, in order to facilitate and expedite travel, destroy the traveler's understanding and encounter with the travel route. Accelerating travel means eliminating the time

factor for the cultural tourist. Facilitating the route also means eliminating the possibility of the passenger's sensory perception when facing the environment. This issue emphasizes the need to pay more attention to the road phenomenon. Certainly, the idea of modern thinking can not meet the need for cultural tourism. Modern thinking destroys the mentality of societies and cultural landscapes by adding a rejected attitude of generalizing wide and fast paths to the road. The way is a cultural phenomenon and needs more attention. The road is a means of communication and a platform for introducing cultures. In the meantime, the landscape is a facilitator. The landscape is the product of the cultural tourists experience in space and the road gives them the opportunity to experience it. The landscape is in the observer's mind. It is the self-knowledge and mental understanding of the tourist. The concept of road landscape is also an underlying dialectic for the experience of cultural tourism and the collective behavior of traffic between origin and destination. The landscape of the road is to unite the mind of the observer tourist and the bed with the conditions of reviewing memories and making memories (Fig. 6). Thus, in studying, planning and any road policy, it is not only helpful but also necessary to use the landscape approach as a criterion (Fig. 7 & 8).

Conclusion

For the cultural tourist, the process of tourism

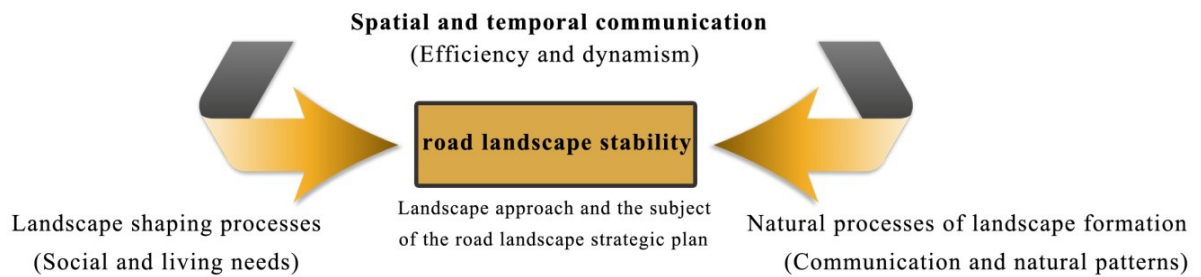


Fig. 6. Landscape approach in accepting natural patterns and strengthening the mental memories of travelers. Source: Authors.

Road landscape, a holistic approach in the study of road phenomenal. (simultaneous attention to physical and biological dimension of the road)			
The physical dimension of the road- The body of the road		The biological dimension of the way- Viability	
Route	Encounter- Sensory messages	Road ecology	Continuity of plant and animal life, respect for the ecosystem
Road organs	Why formation & A tangible view of the road	Human context	History, individual and collective memories, psychological characteristics, and mentality of travelers
Road buildings	Services, the excuse of presence, man-made the built environment and behavioral context of travelers	Function	Activity, the intangible heritage of the road
Natural body	Elements of nature and the form of the earth contain sensory messages	Economics and Politics	Resident participation and collective memory
↓		↓	
geometry	Natural maze, the secret of pollution, better touch and understanding of the route	Perception	Passenger encounter with the route and understanding the trip
Speed	Reduce speed, increase communication with the environment and enjoy the movement	Livability	Corridor of life and experience
Safety	Increased attention to the route and safety on the move	the memories	Self-knowledge and experience of cultural tourism
↓			
Road landscape, The passenger and the route are the same			

Fig. 7. Landscape approach in accepting natural patterns and strengthening the mental memories of travelers. Source: Authors.

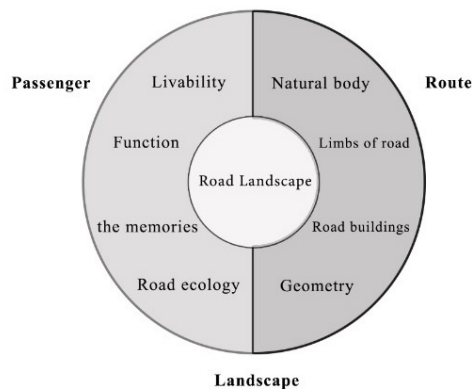


Fig. 8. The study of road phenomenon with a landscape approach as one of the factors in the realization of cultural tourism can be cited only when all its physical (referral to the route) and semantic (referral to the passenger) dimensions are considered simultaneously, Source: Authohrs, 2020.

and cognition starts from the path and ends at the destination. It may be more important to navigate the route to complete the process of preparing the tourist mentally for the destination. This cognition requires maximum communication, feeling, and complete perception of the environment. On the one hand, this path forms a connection between the traveler and the environment, and on the other hand, it provides the ground for recording collective memories. This issue doubles the importance of paying attention to the road phenomenon in planning and design. This is while modern foundations, relying on engineering sciences and a one-dimensional view, seek to increase speed, safety, to some extent visual beauty and distribution of services as much as possible; to be able to accelerate and facilitate the movement of passengers. By accepting the need to pay

attention to the route and destination at the same time, especially in cultural tourism, the road phenomenon should also be considered a spatial goal and become a cultural phenomenon. To turn the road into a cultural phenomenon with the aim of realizing cultural tourism, the landscape approach is appropriate and facilitator. In order to turn the road into a cultural phenomenon with the aim of realizing cultural tourism, the landscape approach is appropriate and facilitator. The landscape with a holistic approach emphasizes strengthening the mental aspects and cultural values of societies in interaction with the road. Road landscape with the simultaneous attention to the physical and biological aspects of the road provides the basis for improving the quality of the road, protection from the territorial landscape, and ultimately the realization of cultural tourism.

Reference list

- Behjat Tabrizi. M. H. (2015). *Poetical works of Shahriar*. Tehran: Negahe Ashna.
- Ghavampour, E. (2016). The position of landscape in planning and design of roads. *MANZAR*, 8(36), 36-41.
- Grutter, J.(2009). *Asthetik der Architektur*. Tehran: Shahid Beheshti University Press.
- Holl, S., Pallasma, J. & Perez-gomes, A. (2016). *Questions Of Perceotion Phenomenology Of Architecture*.Tehran: Fekre no Publications.
- Khademi, Sh. Mahdavi Moghadam. M. (2014). Dyfunctional Term in Oriental Culture: Concept of Cultural Landscape. *Manzar*, 6(28). 50-55.
- Lang, J. (2011). *Creating architectural theory: the role of the behavioral sciences in environmental design*.Tehran: University of Tehran Press.
- Lesan, M. (2016). Wildlife passages in road landscape. *Manzar*, 8(36), 42-51.
- Mahan, A. & Mansouri, S. A. (2017). The Study Of "Landscape" Concept with an Emphasis on the Views of Authorities of Various Disciplines. *Bagh- e Nazar*, 14(47), 17-30.
- Mansouri, A. (2016). Road" with the Landscape Approach. *Manzar*, 8(36), 3-3.
- Mansouri, A.(2020). Persian Landscape, The Sum of Truth and Imagery. *Manzar*, 12(50), 3.
- Ostadi, M. (2014). *Perception and mental image and its application in urban design*. Unpublished Ph.D. Thesis. science and research Branch, Azad University, Tehran, Iran.
- Pallasma, J. (2005). *The eyes of the skin : architecture and the senses*. (Translated from English to Persian by R. Ghods).Tehran: Parham Naghsh.
- Partovi, P. (2015). *Phenomenology of place*.Tehran: Farhangestan Honar.
- Philips, W. J., Wolfe, K., Hodur, N. & Leistriz, L. (2013) Tourist word of mouth and revisit intentions to rural tourism destination: A case of North Dakota. USA. *International journal of tourism research*, 15(1), 93-104.
- Rahimi, A. (2013). *Collection of poems of the Hossein Panahi*. Tehran: ketabe sabz.

- Rahmdel, S. (2016). Road and Ribat: Road Landscape in Geographical/ Historical Context of Iran. *Manzar*, 8(36), 43-47.
- Pourdeihimi, S. & Seyedkalal, S. (2012). Landscape Space: Integration of Culture and Nature. *Housing and Rural Environment*, 31(138), 17-28.
- Shahcheraghi, A. & Bandarabad, A. (2015). *Environed in Environment*. Tehran: Sazman Jahad Daneshgahi Publications.
- Shirazi, M. (2010). *Architecture of the senses And the phenomenology of Johannes Palasma*. Tehran: Rokhdade No.
- Spirn, A.(2005). *The Language Of Landscape*. (H. Bahreini, Trans.).Tehran: University of Tehran Press.
- Talebian, M. H. (2016). The Road Landscape in Iran. . *Manzar*, 8(36), 43-47.
- Zumthor, P. (2015). *Phenomenological approach in the thought of Peter Zumtor* (M. Nikfetrat. & S. Mirgozar, Trans.). Tehran: Elmehemar.

COPYRIGHTS

Copyright for this article is retained by the authors with publication rights granted to Tourism of Culture journal. This is an open access article distributed under the terms and conditions of the Creative Commons Attribution License (<http://creativecommons.org/licenses/by/4.0/>).



HOW TO CITE THIS ARTICLE

Gholampour, S., Mansouri, S.A., Shahcheraghi, A. (2021). Landscape Approach In The Realization Of Culture Tourism With The agency Factoring Of The cultural phenomenon of the road Road As a Cultural Phenomenon .*Tourism of Culture*, 2(5), 21-30.

DOI: 10.22034/toc.2021.261857.1034

URL: http://www.toc-sj.com/article_134108.html?lang=en

