

Webapplicaties 1

HTML5 – Layout – Position -Float

Inhoud

- Layout
 - Floating: Left - Right
 - Clear
 - Enkele veel voorkomende layouts
 - Oefening
 - Position: Relative
 - Position: Absolute
 - Position: Fixed
 - Z-index
 - Oefening

Layout

Layout

- De layout van een webpagina is het positioneren van de elementen van een pagina.
- De **normale flow (position: static)** van een pagina stapelt alle block elementen op elkaar. Elk block element begint op een nieuwe lijn. Zelfs als de breedte van een element wordt aangepast (verminderd) zal een onderliggend element niet deze ruimte innemen, tenzij men ingrijpt in de normale flow.



Layout

- De normal flow (**position: static**) is duidelijk niet de meest sexy layout.
- Om de normal flow te doorbreken heeft men de volgende mogelijkheden:
 - float layout: **float**
 - **relatieve** positionering
 - **absolute** positionering
 - **fixed** positionering
 - **flex** layout: zie later
 - **grid** layout: zie later

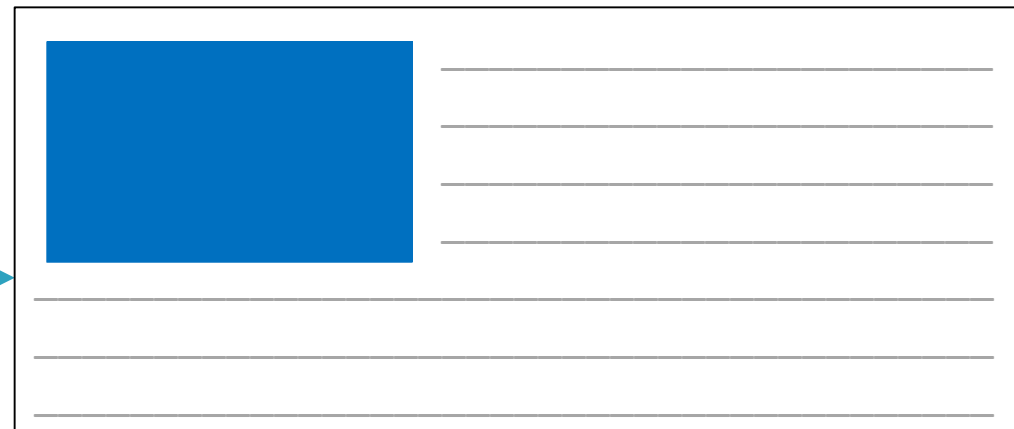
Floating elements (vlotten)

- float : **left** / **right** / **none**
 - Elementen worden uit de normale flow gehaald. Men kan dan meegeven in welke richting (**right** – **left**) ze zullen vlotten binnen hun bevattende container (parent block). Elementen worden tegen de opgegeven rand geplaatst.
 - De overige elementen binnen deze container (parent block) zullen dan de vrijgekomen plaats proberen op te vullen en zullen zich rond het element plaatsen.
 - Het is duidelijk dat voor het vlottende element een breedte zal moeten worden ingesteld (een block element neemt altijd de maximale breedte in van de bevattende container)

Floating left en right

```
<section>
  
  <p>Lorem ipsum dolor sit amet, consectetur adipiscing elit. Vivamus faucibus risus sed eros fringilla, vitae dapibus
    nunc volutpat. Aenean sollicitudin velit ante, ac tristique metus commodo a. In fringilla facilisis ligula,
    at pharetra orci vulputate vitae. Suspendisse congue purus ac aliquet consequat. Vivamus ut gravida eros.
    Nunc accumsan lobortis cursus. Mauris posuere molestie enim. Quisque interdum, diam quis condimentum tincidunt,
    ex lacus suscipit eros, non mollis tellus felis at libero.</p>
  <p>Aenean nibh enim, convallis vel cursus vitae, pretium vitae elit. Cras in rhoncus est. Etiam at sapien ut nulla
    euismod sollicitudin vel nec lectus. In accumsan, turpis et eleifend aliquam, neque nisl eleifend sapien,
    sed venenatis velit enim quis nunc. Nullam et massa urna. Nullam ac vulputate urna, auctor feugiat ligula.
    Aenean diam turpis, aliquam eu nisl quis, laoreet efficitur tortor. Vivamus porttitor imperdiet interdum.
    Mauris et ultrices orci. Nullam a lorem magna. Duis sapien orci, fermentum efficitur metus vel, vehicula
    placerat leo. Vestibulum ac dolor vitae ligula interdum ultricies.</p>
</section>
```

```
img{
  float:left;
  width : 300px; |
}
```



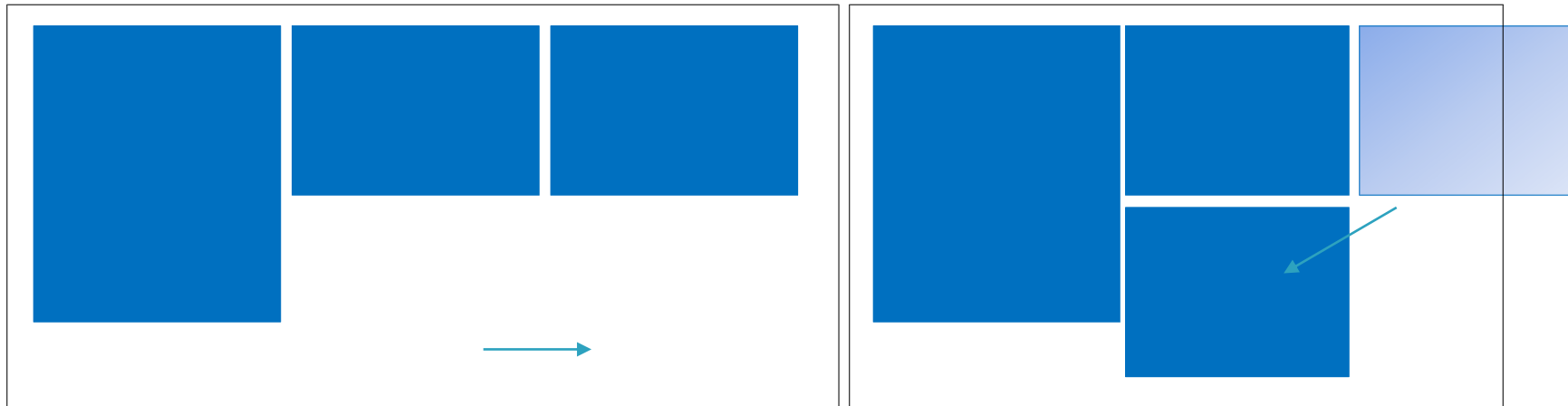
Floating left en right

- Stacking order : meerdere vlottende elementen
 - Floating elements worden vaak gebruikt om block elementen naast elkaar te plaatsen. Dit kan soms voor problemen zorgen.
 - Floating elements vlotten eerst tegen de bovenrand van de parent en dan tegen de volgende beschikbare rand



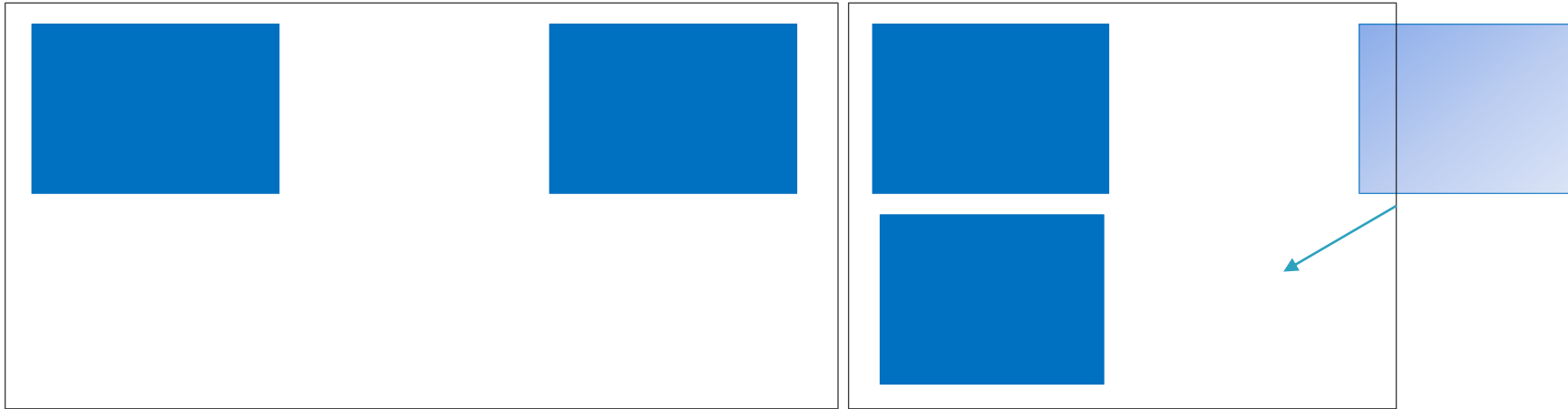
Floating left en right

- Stacking order : meerdere vlottende elementen
 - Maar als de hoogte van de elementen verschilt – is de eerste beschikbare rand niet altijd de volgende rij



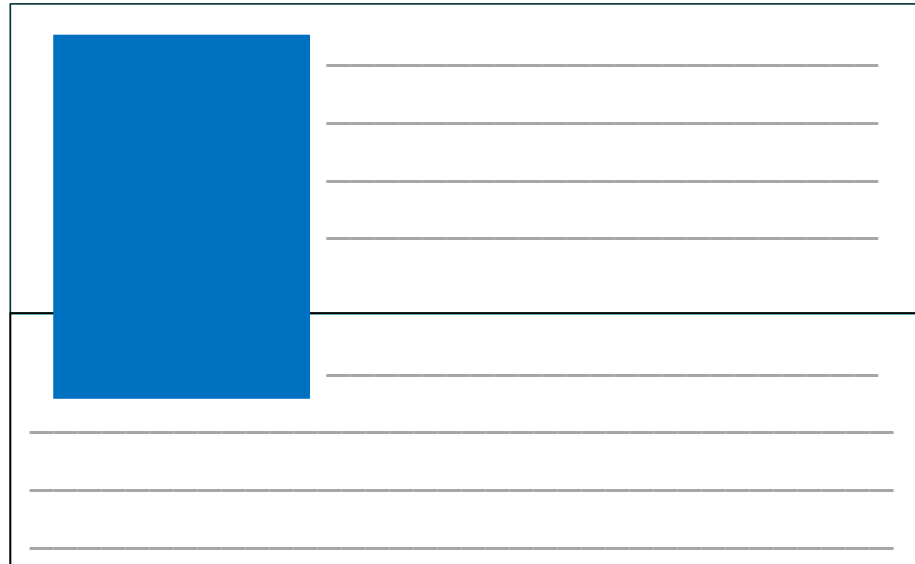
Floating left en right

- Floating left en right: hier ontstaat hetzelfde probleem.



Clearing floats

- Vlottende elementen kunnen groter zijn dan de niet-vlottende elementen. De overige blokken nemen de vrije ruimte in.

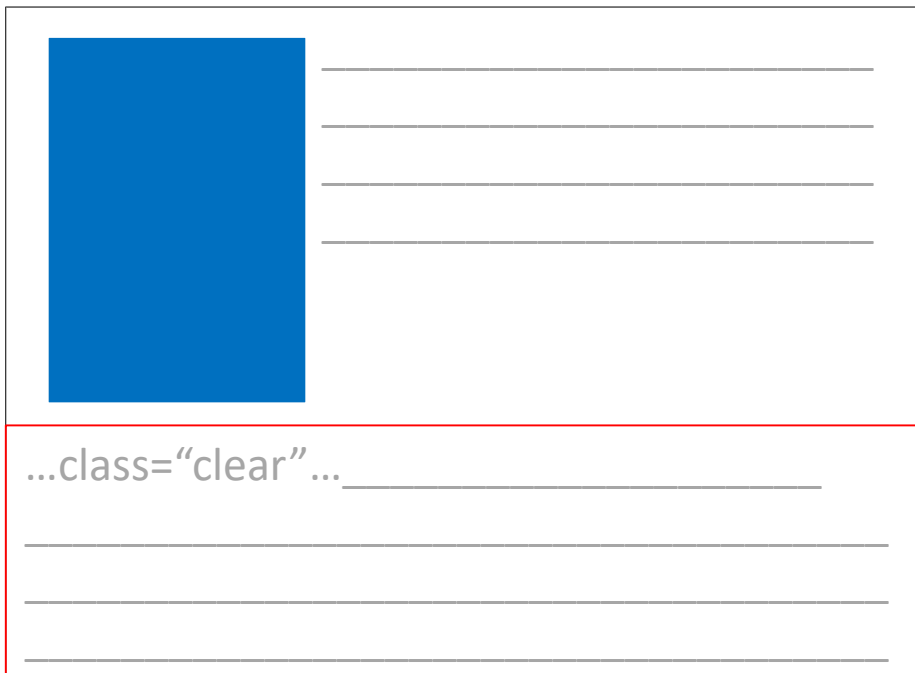


```
img {float:left;}
```

```
<div>  
      
    <p>....</p>  
</div>  
<div class="clear">  
....  
</div>
```

Clearing floats

- Maar wat als je een einde wil maken aan de floating en de elementen gewoon verder wil stapelen?
 - Om terug te keren naar de normale flow van de pagina moeten we de **floatende elementen clearen**. De **clear** eigenschap kan volgende waarden hebben: **left** – **right** – **both** – **none**.

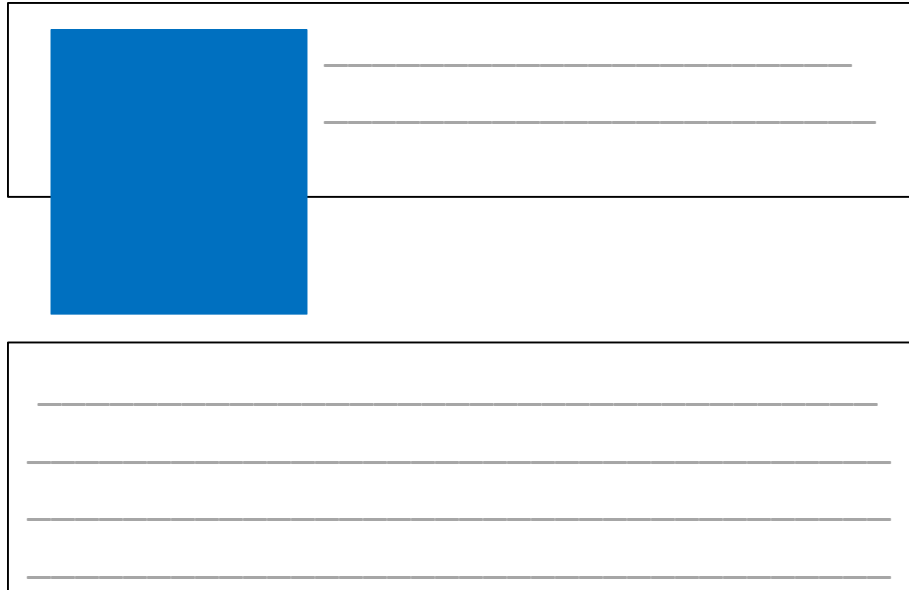


```
.img {float:left;}  
.clear {clear:both;}
```

```
<div>  
    <img src=“...”  
....>  
    <p>....</p>  
</div>  
<div class=“clear”>  
....  
</div>
```

Clearing floats

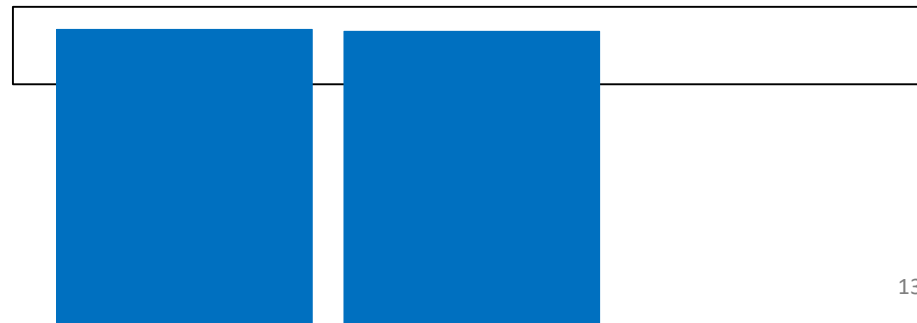
- **Probleem**: De background en border van parent loopt niet tot onder floating elementen



```
.img {float:left;}  
.clear {clear:both;}
```

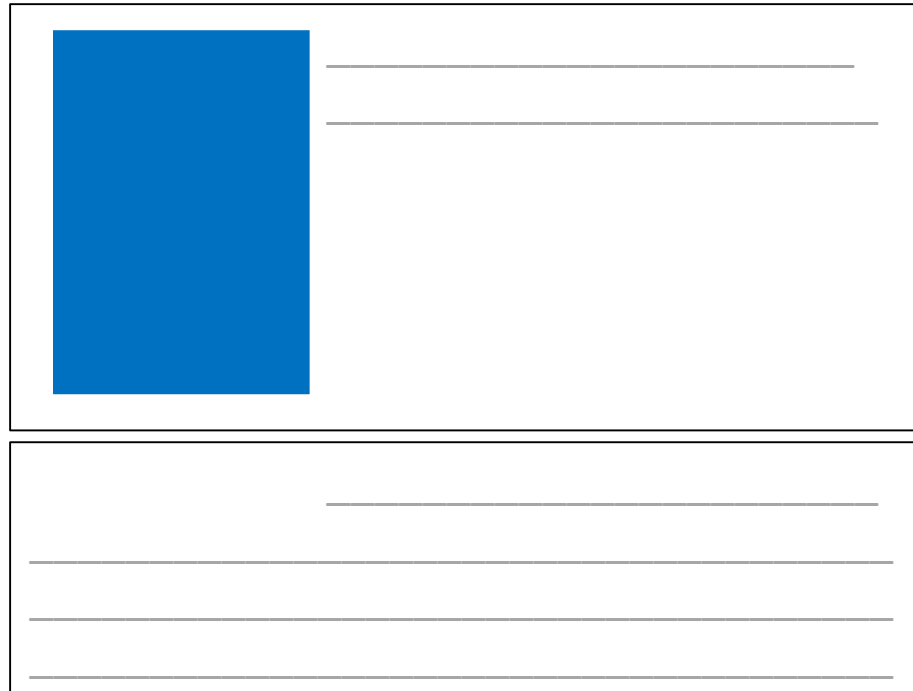
```
<div>  
      
    <p>....</p>  
</div>  
<div class="clear">  
....  
</div>
```

- **Probleem**: Of indien binnen een container alle elementen floated zijn, dan is het alsof de bevattende container geen hoogte of breedte meer heeft, dit is gekend onder de term: **container collapse**.



Clearing floats

- **Probleem:** De background en border van parent loopt niet tot onder floating elementen
 - **Oplossing 1 :** voeg extra leeg element toe



```
.img {float:left;}  
.clear {clear:both;}
```

```
<div>  
      
    <p>....</p>  
    <div class="clear"></div>  
</div>  
<div class="clear">  
....  
</div>
```

Clearing floats

- **Probleem:** De background en border van parent loopt niet tot onder floating elementen
- **Oplossing 2 :** clearfix toe te passen op parent element
 - Ontwikkeld door Tony Aslett
 - Verder verfijnd door Nicholas Gallagher
 - <https://css-tricks.com/snippets/css/clear-fix/>

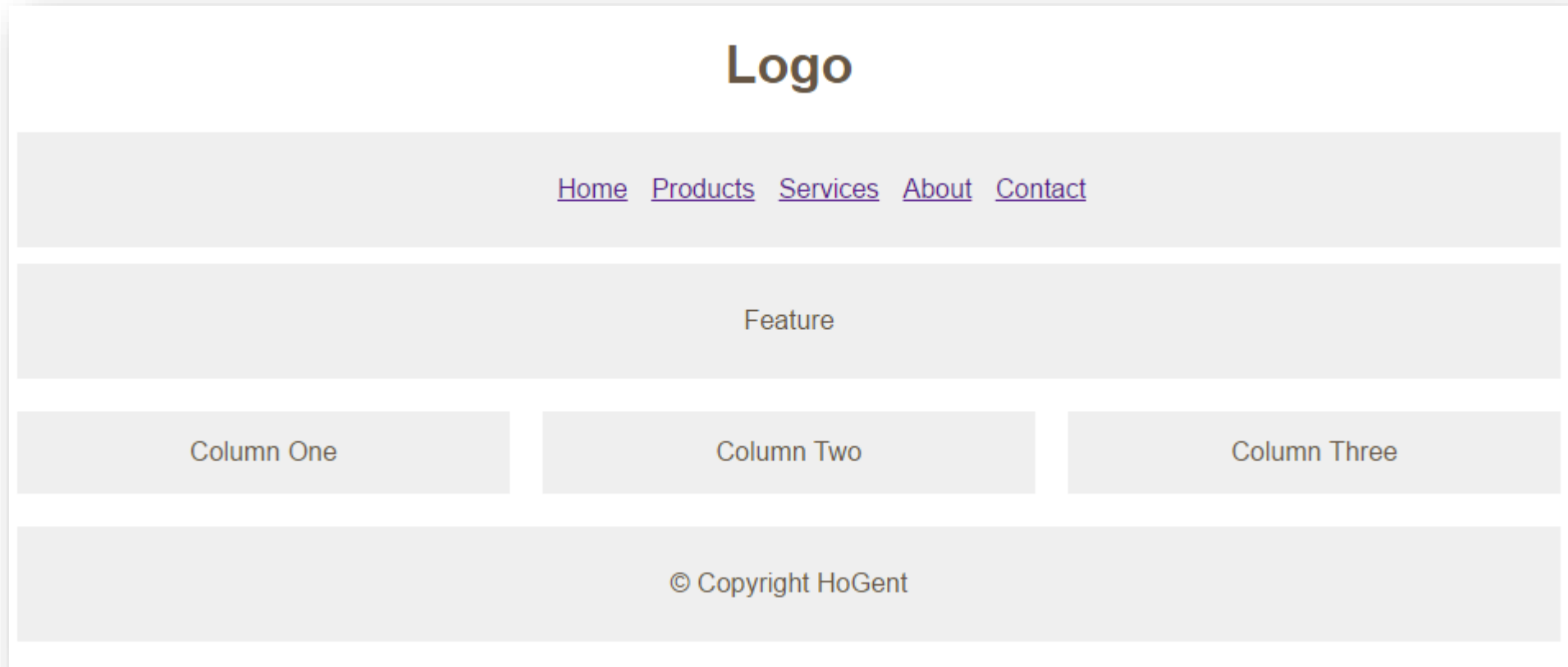
```
.img {  
  float:left;  
}  
.clearfix:after {  
  content: "";  
  display: table;  
  clear: both;  
}
```

```
<div class="clearfix">  
    
  <p>....</p>  
</div>  
<div class="clear">  
  ....  
</div>
```

Float: multi column layout

- De float eigenschap is heel erg geschikt om een meerdere kolommen layout te realiseren. Gebruik **margins** voor creatie witruimte
- 2 soorten
 - Layout met vaste breedte
 - Liquid layout

Layout met vaste breedte



Layout met vaste breedte

Eigenschappen:

- dimensies veranderen niet als het browservenster wordt gewijzigd.
- afmetingen in pixels (absoluut)

Voordelen:

- betere controle over de dimensies van de elementen
- afbeeldingen behouden hun dimensie

Nadelen

- hoge resoluties zal pagina kleiner lijken
- niet geschikt voor mobile devices
- meer verticale ruimte nodig dan liquid layout

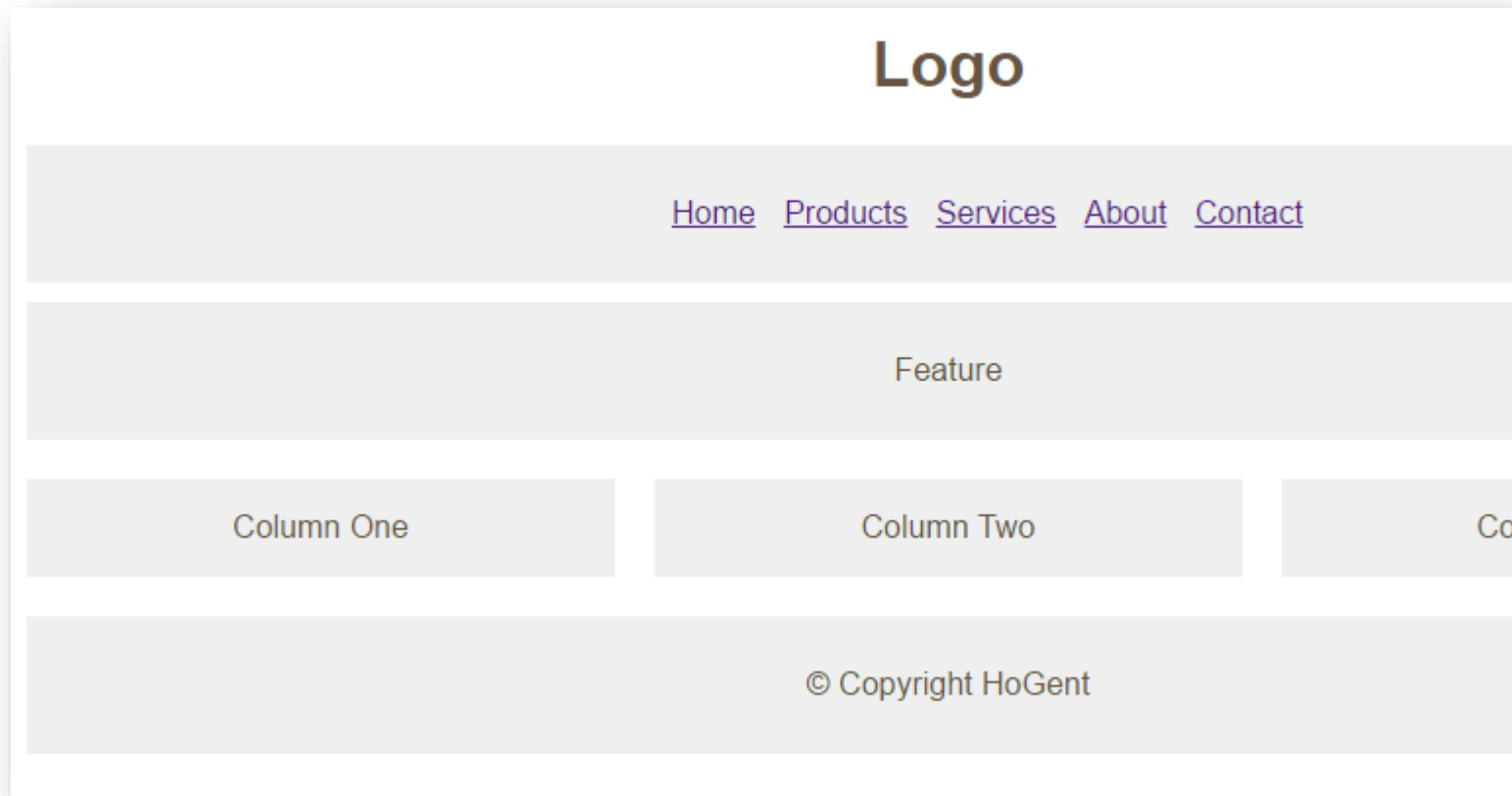
Layout met vaste breedte

```
body {
  width: 960px;
  margin: 0 auto;
  font-family: Arial, Verdana, sans-serif;
  color: #665544;
  text-align: center;
}
main {
  height: 100%;
}
li {
  display: inline;
  padding: 5px;
}
nav, #feature, footer {
  background-color: #efefef;
  padding: 10px;
  margin: 10px;
}
.column1, .column2, .column3 {
  background-color: #efefef;
  width: 300px;
  float: left;
  margin: 10px;
}
.clearfix:after {
  content: "";
  display: table;
  clear: both;
}
```

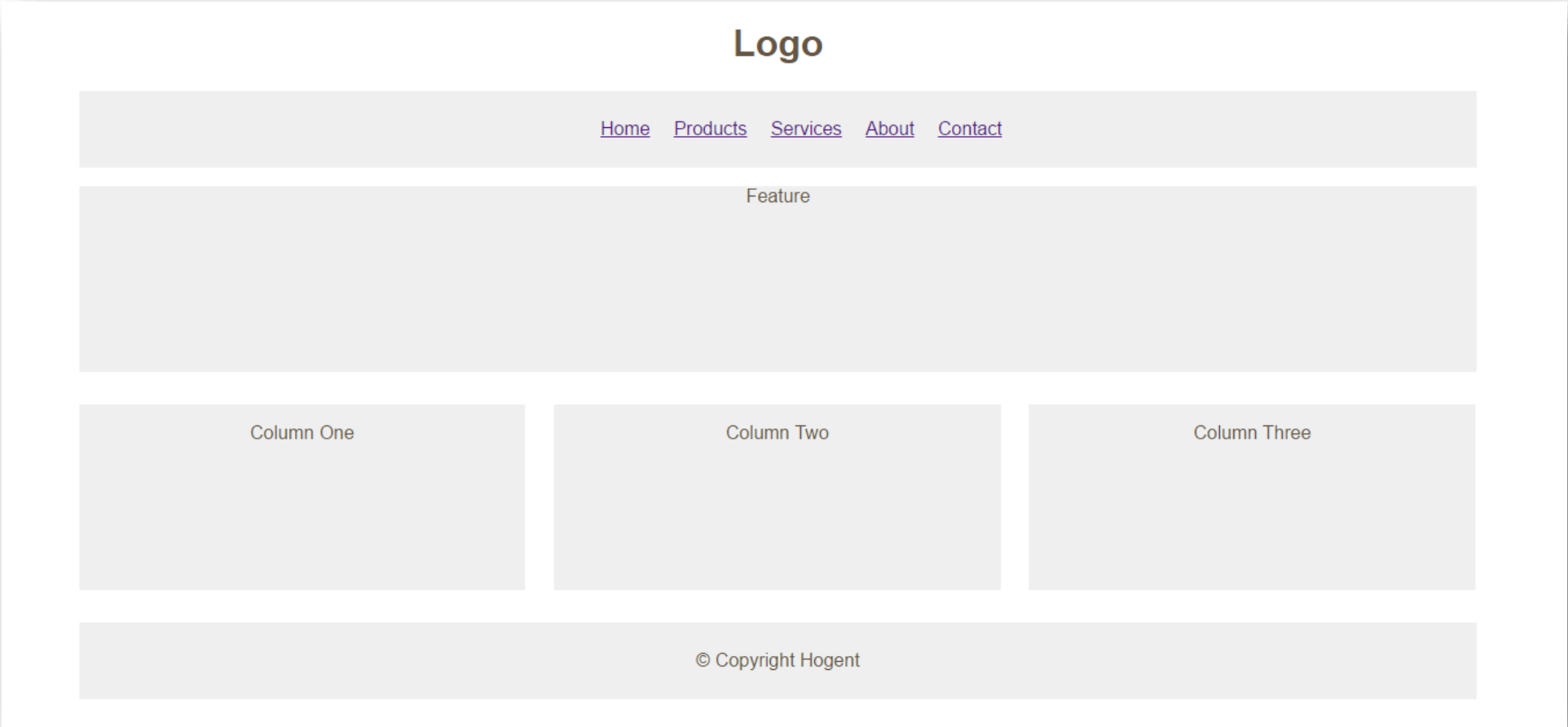
```
<body>
  <header>
    <h1>Logo</h1>
    <nav>
      <ul>
        <li><a href="">Home</a></li>
        <li><a href="">Products</a></li>
        <li><a href="">Services</a></li>
        <li><a href="">About</a></li>
        <li><a href="">Contact</a></li>
      </ul>
    </nav>
  </header>
  <main class="clearfix">
    <article id="feature">
      <p>Feature</p>
    </article>
    <article class="column1">
      <p>Column One</p>
    </article>
    <article class="column2">
      <p>Column Two</p>
    </article>
    <article class="column3">
      <p>Column Three</p>
    </article>
  </main>
  <footer>
    <p>&copy; Copyright HoGent</p>
  </footer>
</body>
```

Layout met vaste breedte

Browsersvenster resized: horizontale scrollbalk verschijnt



Liquid layout



Liquid layout

Eigenschappen:

- dimensies wijzigen als het browservenster wordt gewijzigd.
- afmetingen in percentages/em (relatief)

Voordelen:

- verschillende resoluties geven dezelfde layout
- beter geschikt voor mobile devices
- geen witruimte aan de zijkanten

Nadelen

- lange tekstlijnen
- afbeeldingen kunnen overflow vertonen

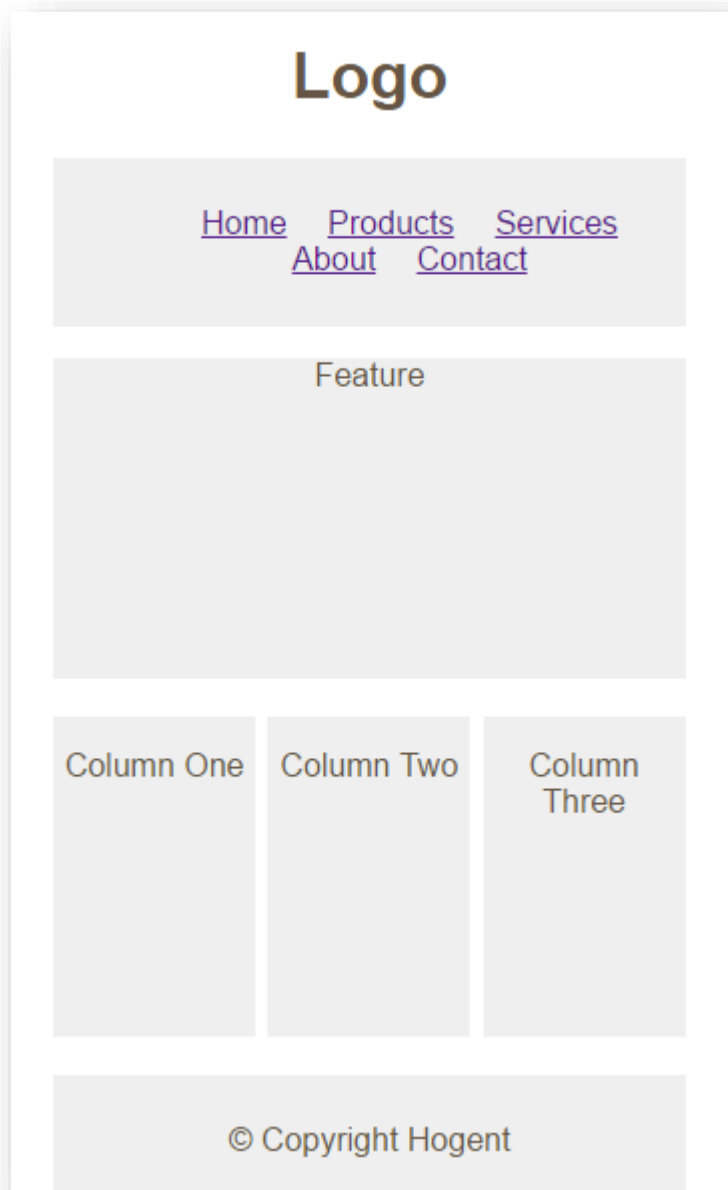
Liquid layout

Soms is het eenvoudiger om box-sizing: border-box;

```
body {
  width: 90%;
  margin: 0 auto;
  font-family: Arial, Verdana, sans-serif;
  color: #665544;
  text-align: center;
}
nav, footer {
  background-color: #efefef;
  padding: 0.5em 0;
}
nav, #feature, footer {
  margin: 1%;
}
li {
  display: inline;
  padding: 0.5em;
}
article {
  height: 10em;
  margin-bottom: 1em;
  background-color: #efefef;
}
.column1, .column2, .column3 {
  width: 31.3%;
  float: left;
  margin: 1%;
}
.column3 {
  margin-right: 0%;
}
```

```
<body>
  <header>
    <h1>Logo</h1>
    <nav>
      <ul>
        <li><a href="">Home</a></li>
        <li><a href="">Products</a></li>
        <li><a href="">Services</a></li>
        <li><a href="">About</a></li>
        <li><a href="">Contact</a></li>
      </ul>
    </nav>
  </header>
  <main class="clearfix">
    <article id="feature">
      <p>Feature</p>
    </article>
    <article class="column1">
      <p>Column One</p>
    </article>
    <article class="column2">
      <p>Column Two</p>
    </article>
    <article class="column3">
      <p>Column Three</p>
    </article>
  </main>
  <footer>
    <p>&copy; Copyright Hogent</p>
  </footer>
</body>
```

Liquid layout



Browsersvenster resized:
geen horizontale scrollbar

Liquid layout

- De juiste breedte en hoogte van een element (box) wordt bepaald door de dimensies van de content – padding – border – margin). Deze waarde is belangrijk bij het maken van je layout.

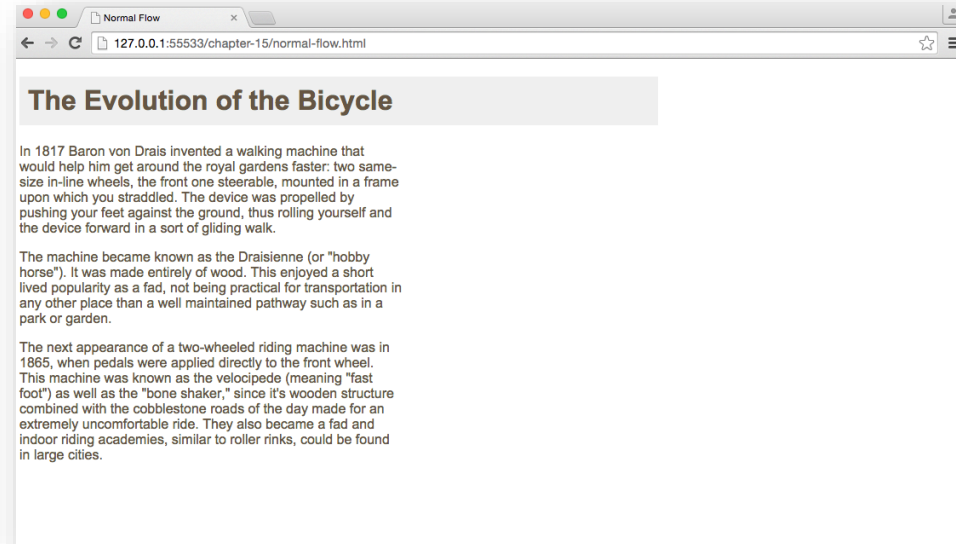
Layout: met positionering

Om de normale flow te doorbreken bekijken we nu:

- relatieve positionering: **position: relative**
- absolute positionering: **position: absolute**
- fixed positionering: **position: fixed**

De **normale flow** ziet er als volgt uit (**position: static**)

```
<head>
  <title>Normal Flow</title>
  <style type="text/css">
    body {
      width: 750px;
      font-family: Arial, Verdana, sans-serif;
      color: #665544;
    }
    h1 {
      background-color: #efefef;
      padding: 10px;
    }
    p {
      width: 450px;
    }
  </style>
</head>
<body>
  <h1>The Evolution of the Bicycle</h1>
  <p>In 1817 Baron von Drais invented a walking machine that would help him get around the royal gardens faster: two same-size in-line wheels, the front one steerable, mounted in a frame upon which you straddled. The device was propelled by pushing your feet against the ground, thus rolling yourself and the device forward in a sort of gliding walk.
</p>
```



Relatieve positionering

- **position: relative**
- Relatieve positionering verplaatst het element **relatief tov zijn positie in de normale flow**. Dit heeft geen invloed op de positie van de andere elementen. Deze behouden hun normale positie.
- Offset (px - % - em) wordt bepaald door:
 - verticale verplaatsing: **top – bottom**
 - horizontale verplaatsing: **left – right**

```
<body>
  <h1>The Evolution of the Bicycle</h1>
  <p>In 1817 Baron von Drais invented a walking machine that would help him get around the royal gardens faster: two same-size in-line wheels, the front one steerable, mounted in a frame upon which you straddled. The device was propelled by pushing your feet against the ground, thus rolling yourself and the device forward in a sort of gliding walk.
  <p class="example">The machine became known as the Draisienne (or "hobby horse"). It was made entirely of wood. This enjoyed a short lived popularity as a fad, not being practical for transportation in any other place than a well maintained pathway such as in a park or garden.
  <p>The next appearance of a two-wheeled riding machine was in 1865, when pedals were applied directly to the front wheel. This machine was known as the velocipede (meaning "fast foot") as well as the "bone shaker," since it's wooden structure combined with the cobblestone roads of the day made for an extremely uncomfortable ride. They also became a fad and indoor riding academies, similar to roller rinks, could be found in large cities.
</p>
</body>
```

```
body {
  width: 750px;
  font-family: Arial, Verdana, sans-serif;
  color: #665544;
}

p {
  width: 450px;
}

p.example {
  position: relative;
  top: 275px;
  left: 100px;
}
```

The Evolution of the Bicycle

In 1817 Baron von Drais invented a walking machine that would help him get around the royal gardens faster: two same-size in-line wheels, the front one steerable, mounted in a frame upon which you straddled. The device was propelled by pushing your feet against the ground, thus rolling yourself and the device forward in a sort of gliding walk.

The next appearance of a two-wheeled riding machine was in 1865, when pedals were applied directly to the front wheel. This machine was known as the velocipede (meaning "fast foot") as well as the "bone shaker," since it's wooden structure combined with the cobblestone roads of the day made for an extremely uncomfortable ride. They also became a fad and indoor riding academies, similar to roller rinks, could be found in large cities.

The machine became known as the Draisienne (or "hobby horse"). It was made entirely of wood. This enjoyed a short lived popularity as a fad, not being practical for transportation in any other place than a well maintained pathway such as in a park or garden.

Absolute positionering

- **position: absolute**
- Absolute positionering verplaatst het element **relatief tov zijn eerste niet static parent** element, of het body element indien alle parent elementen static zijn.
Voor de overige elementen is het alsof dit element nooit aanwezig is geweest in de normale flow. Ze nemen dus posities in zonder rekening te houden met het absolute gepositioneerde element. Bij het scrollen beweegt het element mee.
- Offset (px - % - em) wordt bepaald door:
 - verticale verplaatsing: **top – bottom**
 - horizontale verplaatsing: **left – right**

Absolute positioning

```
<body>
  <h1>The Evolution of the Bicycle</h1>
  <p>In 1817 Baron von Drais invented a walking machine that would help him get around the royal gardens faster: two same-size in-line wheels, the front one steerable, mounted in a frame upon which you straddled. The device was propelled by pushing your feet against the ground, thus rolling yourself and the device forward in a sort of gliding walk.
  <p>The machine became known as the Draisienne (or "hobby horse"). It was made entirely of wood. This enjoyed a short lived popularity as a fad, not being practical for transportation in any other place than a well maintained pathway such as in a park or garden.
  <p>The next appearance of a two-wheeled riding machine was in 1865, when pedals were applied directly to the front wheel. This machine was known as the velocipede (meaning "fast foot") as well as the "bone shaker," since it's wooden structure combined with the cobblestone roads of the day made for an extremely uncomfortable ride. They also became a fad and
```

```
body {
  width: 750px;
  font-family: Arial, Verdana, sans-serif;
  color: #665544;}
h1 {
  position: absolute;
  top: 0px;
  left: 500px;
  width: 250px;}
p {
  width: 450px;}
```

127.0.0.1:51307/chapter-15/position-absolute.html

In 1817 Baron von Drais invented a walking machine that would help him get around the royal gardens faster: two same-size in-line wheels, the front one steerable, mounted in a frame upon which you straddled. The device was propelled by pushing your feet against the ground, thus rolling yourself and the device forward in a sort of gliding walk.

The machine became known as the Draisienne (or "hobby horse"). It was made entirely of wood. This enjoyed a short lived popularity as a fad, not being practical for transportation in any other place than a well maintained pathway such as in a park or garden.

The next appearance of a two-wheeled riding machine was in 1865, when pedals were applied directly to the front wheel. This machine was known as the velocipede (meaning "fast foot") as well as the "bone shaker," since it's wooden structure combined with the cobblestone roads of the day made for an extremely uncomfortable ride. They also became a fad and

The Evolution of the Bicycle

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Vaste positionering

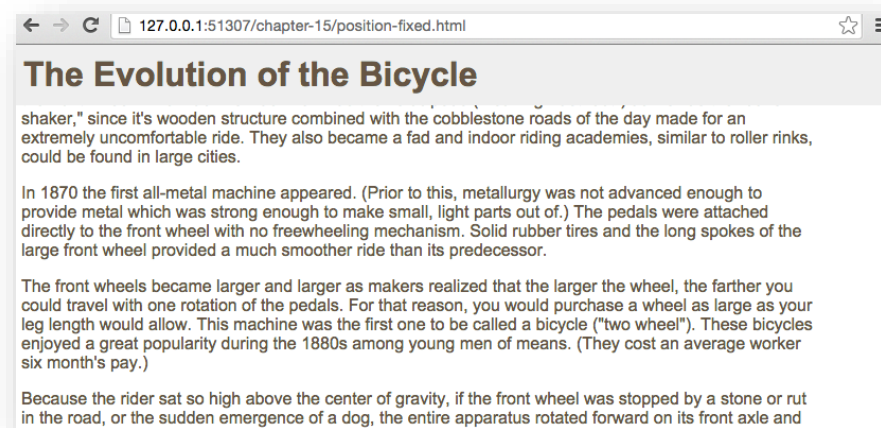
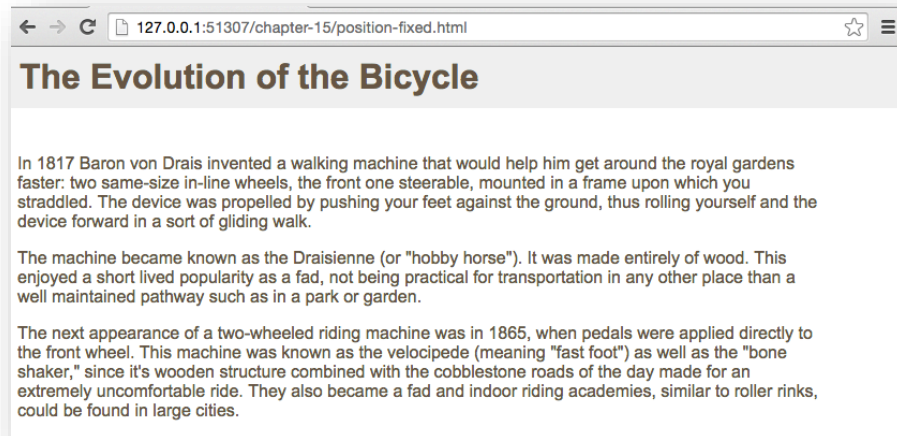
- **position: fixed**
- Vaste positionering verplaatst het element **relatief tov het browser venster**. Voor de overige elementen is het alsof dit element nooit aanwezig is geweest in de normale flow. Ze nemen dus posities in zonder rekening te houden met het vast gepositioneerde element. Bij het scrollen beweegt het element NIET mee. Wordt gedaan bij menubalken die niet mogen meescrollen.
- Offset (px - % - em) wordt bepaald door:
 - verticale verplaatsing: **top – bottom**
 - horizontale verplaatsing: **left – right**

Vaste positionering

```
<body>
  <h1>The Evolution of the Bicycle</h1>
  <p class="example">In 1817 Baron von Drais invented a machine that would help him get around the royal gardens faster: two same-size in-line wheels, the front one steerable, mounted in a frame upon which you straddled. The device was propelled by pushing your feet against the ground, thus rolling yourself and the device forward in a sort of gliding walk.</p>
  <p>The machine became known as the Draisienne (or "hobby horse"). It was made entirely of wood. This enjoyed a short lived popularity as a fad, not being practical for transportation in any other place than a well maintained pathway such as in a park or garden.</p>
  <p>The next appearance of a two-wheeled riding machine was in 1865, when pedals were applied directly to the front wheel. This machine was known as the velocipede (meaning "fast foot") as well as the "bone shaker," since it's wooden structure combined with the cobblestone roads of the day made for an extremely uncomfortable ride. They also became a fad and indoor riding academies, similar to roller rinks, could be found in large cities.</p>
  <p>In 1870 the first all-metal machine appeared. (Prior to this, metallurgy was not advanced enough to provide metal which was strong enough to make small, light parts out of.) The pedals were attached directly to the front wheel with no freewheeling mechanism. Solid rubber tires and the long spokes of the large front wheel provided a much smoother ride than its predecessor.</p>
```

```
body {
  width: 750px;
  font-family: Arial, Verdana, sans-serif;
  color: #665544;
}
h1 {
  position: fixed;
  top: 0px;
  left: 0px;
  padding: 10px;
  margin: 0px;
  width: 100%;
  background-color: #efefef;
}
p.example {
  margin-top: 100px;
}
```

Header blijft vast bij het scrollen.



Positionering: z-index

- Indien de positionering van elementen gewijzigd worden, kan het zijn dat elementen gaan overlappen. De volgorde van de elementen in de html pagina bepaalt welke bovenaan staat: het bovenste element zit steeds onder een element daaronder (stapelen van dozen, te beginnen met het eerste element)
- Deze volgorde kan gewijzigd worden door de **z-index**. de mogelijke waarde is een geheel getal. Hoe hoger de waarde, hoe hoger op de stapel.

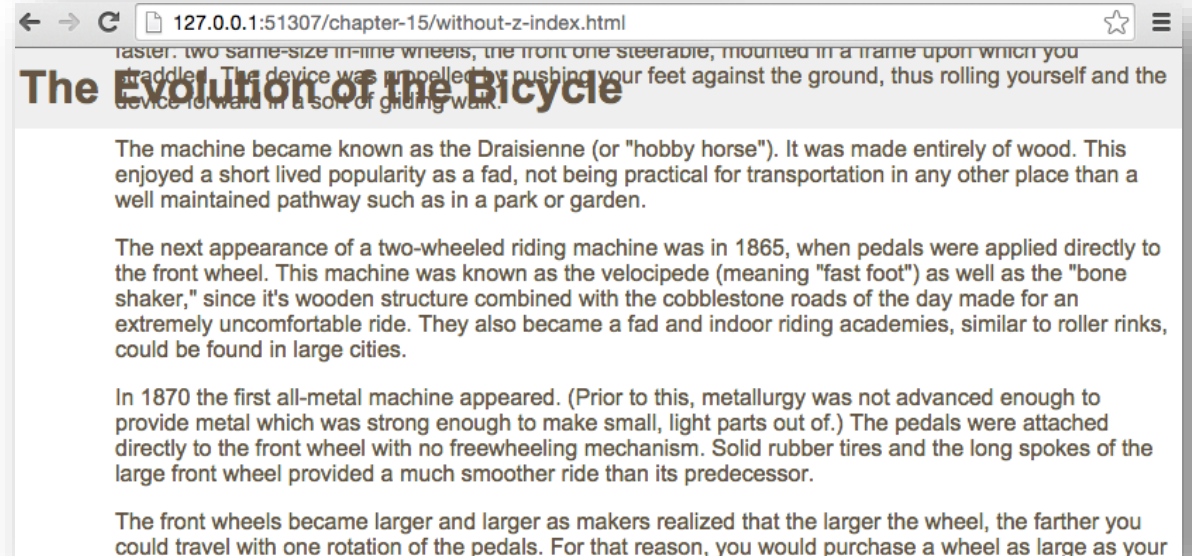
Positioning: z-index

- zonder z-index

```
<body>
  <h1>The Evolution of the Bicycle</h1>
  <p>In 1817 Baron von Drais invented a walking
royal gardens faster: two same-size in-line wheels
ame upon which you straddled. The device was proper
nd, thus rolling yourself and the device forward
  <p>The machine became known as the Draisienne
irely of wood. This enjoyed a short lived popularity
nsportation in any other place than a well maintain
den.</p>
  <p>The next appearance of a two-wheeled riding
lied directly to the front wheel. This machine was
z") as well as the "bone shaker," since it's wooden
blestone roads of the day made for an extremely unc
and indoor riding academies, similar to roller rin
  <p>In 1870 the first all-metal machine appeared
anced enough to provide metal which was strong enou
pedals were attached directly to the front wheel w
er tires and the long spokes of the large front wh
predecessor.</p>
```

```
h1 {
  position: fixed;
  top: 0px;
  left: 0px;
  margin: 0px;
  padding: 10px;
  width: 100%;
  background-color: #efefef;}

p {
  position: relative;
  top: 70px;
  left: 70px;}
```



Positionering: z-index

- met z-index

```
<body>
  <h1>The Evolution of the Bicycle</h1>
  <p>In 1817 Baron von Drais invented a walking
royal gardens faster: two same-size in-line wheels
ame upon which you straddled. The device was proper
nd, thus rolling yourself and the device forward
  <p>The machine became known as the Draisienne
irely of wood. This enjoyed a short lived popularity
nsportation in any other place than a well maintain
den.</p>
  <p>The next appearance of a two-wheeled riding
lied directly to the front wheel. This machine was
e") as well as the "bone shaker," since it's wooden
blestone roads of the day made for an extremely unco
and indoor riding academies, similar to roller rink
  <p>In 1870 the first all-metal machine appeared
anced enough to provide metal which was strong enou
pedals were attached directly to the front wheel w
per tires and the long spokes of the large front wh
predecessor.</p>
```

```
color: #0000FF;
h1 {
  position: fixed;
  top: 0px;
  left: 0px;
  margin: 0px;
  padding: 10px;
  width: 100%;
  background-color: #efefef;
  z-index: 10;}
p {
  position: relative;
  top: 70px;
  left: 70px;}
```

← → ↻ 127.0.0.1:51307/chapter-15/position-fixed.html ☆

The Evolution of the Bicycle

shaker," since it's wooden structure combined with the cobblestone roads of the day made for an extremely uncomfortable ride. They also became a fad and indoor riding academies, similar to roller rinks, could be found in large cities.

In 1870 the first all-metal machine appeared. (Prior to this, metallurgy was not advanced enough to provide metal which was strong enough to make small, light parts out of.) The pedals were attached directly to the front wheel with no freewheeling mechanism. Solid rubber tires and the long spokes of the large front wheel provided a much smoother ride than its predecessor.

The front wheels became larger and larger as makers realized that the larger the wheel, the farther you could travel with one rotation of the pedals. For that reason, you would purchase a wheel as large as your leg length would allow. This machine was the first one to be called a bicycle ("two wheel"). These bicycles enjoyed a great popularity during the 1880s among young men of means. (They cost an average worker six month's pay.)

Because the rider sat so high above the center of gravity, if the front wheel was stopped by a stone or rut in the road, or the sudden emergence of a dog, the entire apparatus rotated forward on its front axle and the rider, with his legs trapped under the handlebars, was dropped unceremoniously on his head. Thus