



**CENTRE OF STUDIES FOR LANDSCAPE ARCHITECTURE**

**FACULTY OF ARCHITECTURE, PLANNING AND SURVEYING**

**UNIVERSITI TEKNOLOGI MARA**

**AN ABANDONED RAILWAY REBORN AS A SHORT DISTANCE  
TRANSPORTATION MODE. CASE STUDY | PORT DICKSON,  
NEGERI SEMBILAN**

This academic project is submitted in partial fulfilment of the requirement for  
the Bachelor of Landscape Architecture (Hons)

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**FEBRUARY 2018**

## ABSTRACT

Today, abandoned and disused railway is a real-life issue for many country communities, to which they unsurprisingly react. One of the terms of the inquiry was to review options for better targeting of funding and delivery of public transport services to meet the needs of non-metropolitan communities, including rural community and health transport needs. The relationship between the railway station and the city has always been characterized by episodes of conflict. The infrastructure nodes represent the complex society and devoted to the movement, but also a chance to resolve old tensions that are due to a shared space, and to avoid creating poor urban areas between the railway infrastructure and the urban environments. Some projects, by redesigning the pre-existing station, have given value to the empty spaces with new elements or with the use of existing elements. The design goal for this project is to regenerate and preserve the Port Dickson's historical railway track into an accessible, memorable and lively linear railway park that act as a catalyst to development and local community involvement. Design objectives are established with the theme towards nature, learning and healthy lifestyle by optimizing pedestrian, linear spaces and its function as well as connectivity between existing hotspot areas. To accomplish the goal of this project, there are three objectives includes To reveal and strengthen the traces of history and cultural heritage of Port Dickson Old Town Business; To preserve and promote the historical value of the abandoned railway track of Port Dickson; and To enhance the public spaces of Port Dickson. At the same time, they have produced vital large parts of the city. Indirectly, in order to preserve the strong image of an abandoned railway, the transformation process involved which to make it as a small part of the greenway system in Port Dickson District and even in Negeri Sembilan in line with what the design proposal tried to achieve in the future.

## ACKNOWLEDGEMENT

I am grateful to the Almighty God for giving me all the grace that I need to pursue this study. I owe my heartfelt gratitude to UiTM for giving me this opportunity to undergo this course. This thesis could not have been realized without a great deal of guidance, and – both mental and physical – support. I would like to deeply thank those who, during the several months in which this project lasted, provided me with everything I needed.

First of all, I would like to take this opportunity to thank Dr. Nurhayati Binti Abdul Malek for continuous support to do this thesis in this prestigious institution, for her patience, motivation and immerse knowledge throughout the research. I would also like to thank the lecturers who were involved in the validation and the approval of this research study. Without their participation and input, the validation would not have been successfully conducted.

My sincere thanks and gratitude to my guide Pn. Nurulhuda Binti Abdul Hamid @ Yusoff, who has helped me in this thesis work by her inspiring guidance, valuable discussion and encouragement. Despite the length of this project, you never hesitated to answer my question and to help me out with analyses I really appreciated your support. I would also like to thank the co-reader, Dr. Salina Mohamed Ali for her time and her useful comments.

I thank my parents and family Saifurizal Bin Mohamad and for providing me with unfailing support and continuous encouragement throughout the semester and the process of researching and writing this thesis. This accomplishment would not have been possible without them. Thank you for their careful and precious guidance which were extremely valuable for my study both theoretically and practically.

I wish to express my sincere thanks to my studio mate of 08 and all other friends who have helped me in completing my thesis. The conversations that we had really helped me to set the outline for the project and to uncover the most important and relevant questions. All the things that you were willing to share with me highly inspiring, not only for the specific project, but for the communications practice in general as well.

Finally, I am also more than thankful to all people who were willing to share their knowledge during the interviews in the field study. Thank you for always continuously supported me in every possible way from initial advice to encouragement till the end of this research.

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## CHAPTER 1 | Introduction

### 1.1 Introduction

The connection between the railway station and the city has dependably been described by scenes of physical, social and functional conflict in vast part caused by the absence of consolidation between foundation arrangements and urban approaches. The reestablishment of the stations is fundamentally connected to the redesign of rail as well as urban mobility. The rearrangement of services and functions of the railroad makes it possible to keep the parts identified with openness for travellers and permitting not just the area of freight terminals and numerous innovative frameworks yet sometimes, the utilization of a similar heap of tracks. Besides, the redesign of railroad areas of land turns into a precondition of more extensive projects of urban recharging and redevelopment. Therefore, the recouping of "important" space, thusly, is endeavoured except for potential settlement are to their closeness to downtown, with medications that change the arrangement of relations between various parts of the city.

Today, abandoned and disused railway is a real-life issue for many country communities, to which they unsurprisingly react. One of the terms of the inquiry was to review options for better targeting of funding and delivery of public transport services to meet the needs of non-metropolitan communities, including rural community and health transport needs (Parry 2003a). Parry (2003a, p.29) noted a number of services are still provided by rail. Abandoned railway can be seen as generally problematic for country communities. Transport change is one of the available modes. The abandoned railway may limit travel and force communities to find alternative transport yet increase costs of transport. The disused may generate a range of undesirable bio-physical, economic, and social environmental impacts and reduce government-funded jobs in the community. Last but not least, the abandoned railway may also appear to radicalise traditionally conservative country communities.

Making a heritage value of railway significant to people, where they live and how they live. The people are more likely to understand the heritage value if they are more aware of it. Therefore, the need for its preservation and promote the value may convey a potential and benefits to society. The awareness and further understanding of cultural and historical aspect, will help to make a better solution facing upcoming issues related to abandoned railway. In addition, the understanding related to relationship between the railway station and the city may avoid the lack of integration between infrastructure and urban policies.