



DESIGN IDEALS

Volume 1 | Issue 2 | 2019

TABLE OF CONTENT

1. Nature and Structure: Merging Blue & Green Landscape for Holistic Well Being at Metropolitan Batu Park	1
Nur Ayuni Mohd Bohori, Aniza Abu Bakar and Putri Haryati Ibrahim	
2. Neo Boutique Hotel	8
Fatin Nabilah Mohamad Yusof and Zeenat Begam	
3. Stingless Bee Nest for Housing Area in Malaysia	14
Julaila Abdul Rahman, Nur Kamaliah Amer and Mohd Azam Halim	
4. Auto-City Theme Park, Juru, Penang	20
Syazleen Razali, Jasasikin Abd Sani and Mazlina Mansor	
5. Reviving of Adat Bersiram Tradition and Adaptive Reuse of Masjid Lama Kampung Tanjung Beringin, Seri Menanti, Negeri Sembilan Darul Khusus	25
Muhammad Amar Syahi, Shamzani Affendy Mohd Din and Harlina Md Sharif	
6. Special Area Plan (SAP) for Bandar Maharani, Johor Royal Town	33
M Zainora Asmawi, Mohamad Izzudin Mat Sundari and Mazaruddin Merzayee	
7. Fosseal – A Sealer Mechanism for Food Waste Management	40
Julaila Abdul Rahman, Nuur Hafizah Ramdan and Zumahiran Kamarudin	
8. Jigzoe: Integrated Cartoon Animation Studio Institution in Ipoh, Perak	45
Muhammad Ihsan Shaharil and Elias Salleh	
9. The Way to Practice Sustainability: Wonders of Upcycling Products	49
Ismail Jasmani and Norzalifa Zainal Abidin	
10. Urban Dockland	59
Farhana Zulkeflee, Jasasikin Ab Sani and Zainul Mukrim Baharuddin	
11. A Historic Waterfront Revitalisation Project in Tanjung Emas, Johor	64
M.Zainora, Nahzatulla Abrar and Omaid Omari	

10

URBAN DOCKLAND

Farhana Zulkeflee, Jasasikin Ab Sani and Zainul Mukrim Baharuddin
Department of Landscape Architecture, KAED, IIUM

ABSTRACT

South Port Klang is previously known as Port Swettenham. It is a National Load Centre and being managed by the Port Klang Authorities (PKA) which handle all sort of developments in this area. It also has linkages with 600 ports across 10 countries. The location is very strategic as it is only 40km from Kuala Lumpur and become one of the main gateways into Malaysia. This area is very active with the load and unloading cargo and passengers every day. However, South Port Klang is still struggling with some issues such as lack of heritage value, lots of abandoned areas and flooding. As for that reasons, this design thesis have the goal to rejuvenate Port Klang as an useful Urban Dockland which does not only help in promoting trade and commerce activities but also creating a green corridor for the users as well as for surrounding environment. In order to achieve the goal of this design thesis, several objectives have been listed to guide the design thesis process such as to rejuvenate heritage value in this area as to highlight its unique identity, to revitalise abandoned area by transforming it to be green space for the benefits of users & environment and to provide green infrastructure in creating a sustainable and conducive living for this area. Thus, this study articulates the strategies for a proposal on South Port Klang derived from several methods which are direct observation, document analysis and direct interview on special person and public. As a result, a concept of "Antiquarian Fusion" has been implemented in this design proposal to achieve the objectives and giving a new breath by mixing urban and heritage value to this area. Therefore, there are some solutions formulated through landscape design to cater all the needs of this site as well as the needs for target users and also the environment.

Keywords: *Port Klang, Urban Dockland, Urban Heritage, Waterfront, Antiquarian Fusion.*

For now, South Port Klang has focusing more to transit area whereby there are a few jetty terminal, train terminal and also bus terminal. Besides, this area also more too be used as a formal urban city as there is a lot of Government officers around here. The size of the proposed area is approximately 35 acres. This area is actually an important area as it is the starting point to the development of Port Swettenham previously. The location also is very suitable as South Port Klang is located in deep water area, near the sea shore and protected from the strong wind of the Malacca Straits.



PROJECT INTRODUCTION

Port Klang has been chosen as a proposed site for this Urban Dockland project. It located at the district of Klang, Selangor. The distance from Port Klang to Kuala Lumpur is just 40 km which is about 40 minutes driving only. The Port Klang itself has already being divided into three parts which is the North Port Klang, West Port Klang and South Port Klang. This area located near to the Lumut Straits. Furthermore, Port Klang is managed by the Port Klang Authorities which responsible to any development and transaction happened in this area. It is an industrial area whereby ships containers, lorry, trailer and others pass by the area for loading and unloading items every day. As for that reasons, this area are always busy with industrial activities.



Figure 1& 2- Perspective views of Urban Dockland

LITERATURE REVIEW

Urban area is an area where the residents have a variety of activities such as residential land use, trade, communication systems, industrial and so on. It is an important area for the development of the country. In order to have a good urban area, there are lots of guidelines in planning the good design for urban area. A good urban design reflects its urban imageability (Lynch, 1960). The urban imageability depends on its nodes, landmarks, paths, edges and districts. All of these elements combined to form a good urban design. All these elements need to be included in this study as the proposed site is located to an urban area. The urban imageability will guide the process of inventory and analysis of the site.

Dockland means an area or land that surrounding a commercial port meanwhile the dock by its own means an area of water in a port that can be closed off and used for putting goods on and taking them off from ships or repairing ships. Dock has been categorized into two which are the dry dock and the wet dock. The dry dock means the dock that being used for repairs of ships and the wet docks means the dock that required for berthing of ships or vessels to facilitate the loading and unloading of passengers cargo. There are several examples of urban dockland in the world such as London Dockland and also Melbourne Dockland. This area is good in completing the function of a port and also gives a potential space for recreational area as it surround the commercial area.

IDEA AND DESIGN DEVELOPMENT

This thesis going through some design process which first is site inventory. All the data have been gathered as to be analysed in three categories which is Historical Studies, Urban Imageability and Urban Landscape Analysis. Based on Historical Studies, there are many study have been done especially on the early development of South Port Klang till it become the largest Port in Malaysia. The Urban Imageability categories study more on its elements which are district, path, edges, nodes and landmark. Furthermore, the urban landscape analysis study more on solid and void, port, visual quality and hydrology parts in this area.

After that, all these data will be going through process of synthesis. The strength, weakness, opportunities and threat are being highlighted for this area. Then synthesis map have been produced to emphasize the linkage, urban patches and green infrastructure opportunities for this site. The next phase is to develop this map to become conceptual plan and schematic plan. All these plans have provide more reasonable and systematic spaces to be proposed on the site. Based on these map, more steps are being gathered to get the suitable form for the development of Masterplan.

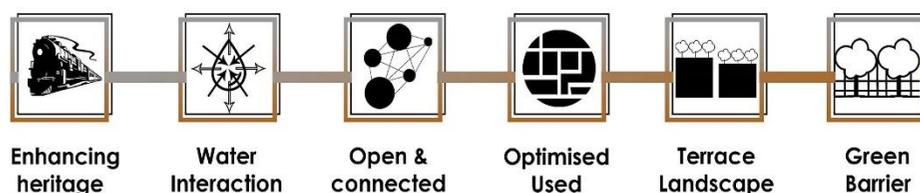


Figure 3- Design Principle for Urban Dockland

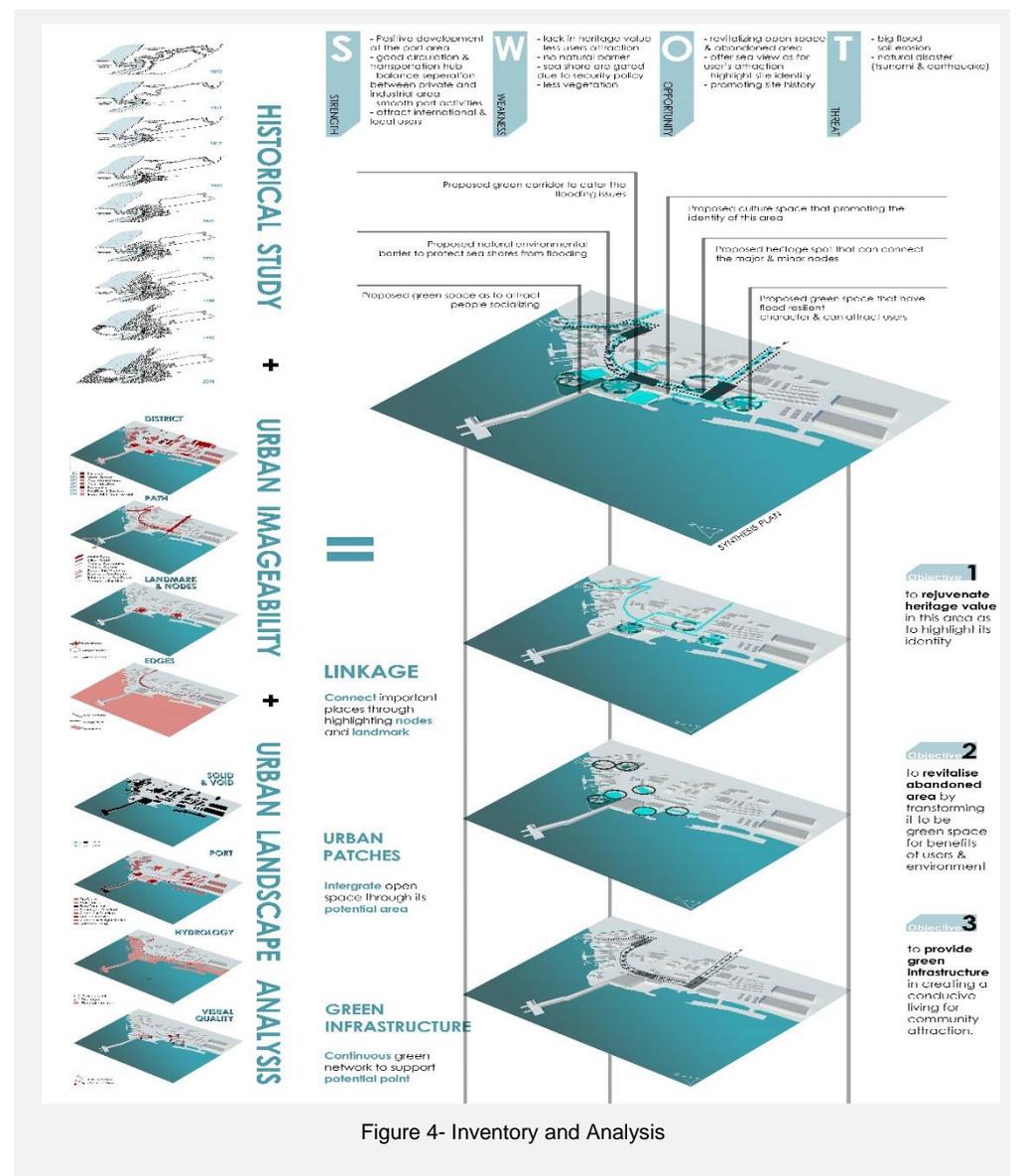


Figure 4- Inventory and Analysis

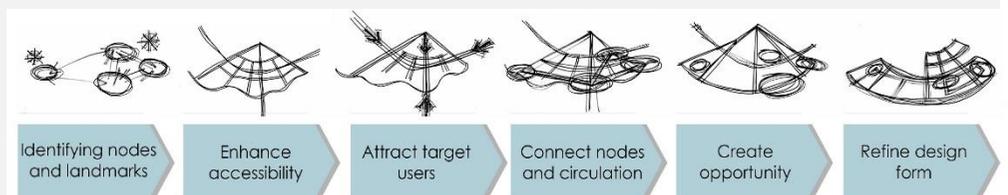


Figure 5- Sketches of idea for development of design form in Masterplan.

CONCEPT

Concept for this urban dockland project is "ANTIQUARIAN FUSION". It actually derived from the word antique which related to ancient times that have high value and outdated. Meanwhile fusion comes from the word fuse means an occasion when two or more things join together. These combining words give the meaning of antique & future development that can work together for all benefits. It also shows that the concept will mix between the heritage and urban elements of the site which can highlight the site identity.

DESIGN STRATEGIES

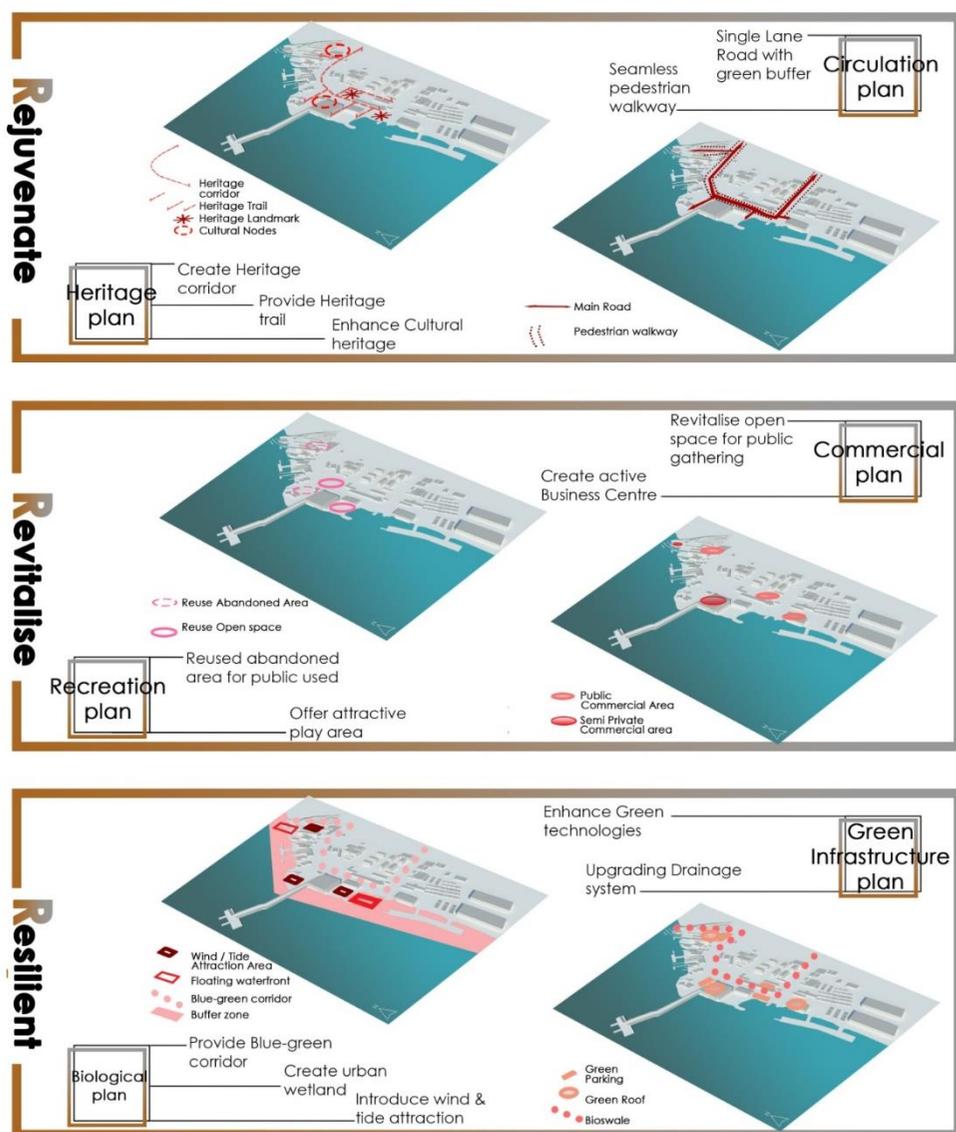


Figure 6- Design Strategies for Urban Dockland

BACKGROUND STUDIES

As to have more understanding in this project, several examples of urban dockland have been studied at the London Dockland and Melbourne Dockland. London dockland is located along the Thames River in East London (Urban Strategies, 2018). It formerly was a place for heavy industrial district area. In 1988, it undergoes redevelopment and reshaping of this dockland area as it involve in some issues of decreasing employment, decreasing population and increasing of social depression. The changes era for London Dockland has been categorized into three which is environmental regeneration, social changes and also economic regeneration. The planning of the redevelopment of this London Dockland happened in many years. The strategies of this redevelopment are to have maximum economic potential, inter-urban competition and making urban landscape to the London Dockland. Besides, London Dockland has been categorized into four divisions which are

Wapping & Lime house, Surrey Quays Rotherhithe, Isle of Dogs and Royal Docks.

Meanwhile, Melbourne Dockland is actually a derelict wasteland that transformed into thriving waterfront destination for business, residents and visitors. The aim of the development of Melbourne Dockland is to be well connected extension of Melbourne's city centre, incorporating wonderful public spaces, waterfront vibrant streetscapes. This is the reasons why Dockland becomes one of the greatest examples dockland in the world. The design strategies for Melbourne Dockland had guided the development of this area to be well managed and smoothly construct as to be a high quality of Public Realm. There are lots of spaces provided in that area such as The Dock, Harbour Town, Waterfront City, Etihad Stadium, The monument and Batman Hill. All the spaces serves function close to the users need and provide balance environment. All these elements can help in guiding the design development of Urban Dockland in the proposed site. It can give a clear path in designing a good space in the Urban Dockland area. Moreover, this reference study also can provide excellence strategies which can be considerate to be proposed onto the proposed site.



Figure 7- Design Concept of Urban Dockland

DESIGN CRITERIA

Urban Dockland in South Port Klang have provide more public spaces that incorporate with design principles such as enhancing the heritage. Having water interaction, open and connected, optimised used, terrace landscape and having green barrier for the well balance development of the users as well as the environment. The major area for this Urban Dockland has connect the major nodes of the site which is the International and Domestic Terminal and also the Train Terminal. Most of the proposed site are being rejuvenate from the existing parking area, abandoned area and leftover area. The minor area is actually located close to the minor nodes which is the Royal Selangor Yatch Club. This area gives the opportunity to the public to have interaction with sail and also the Public Park.

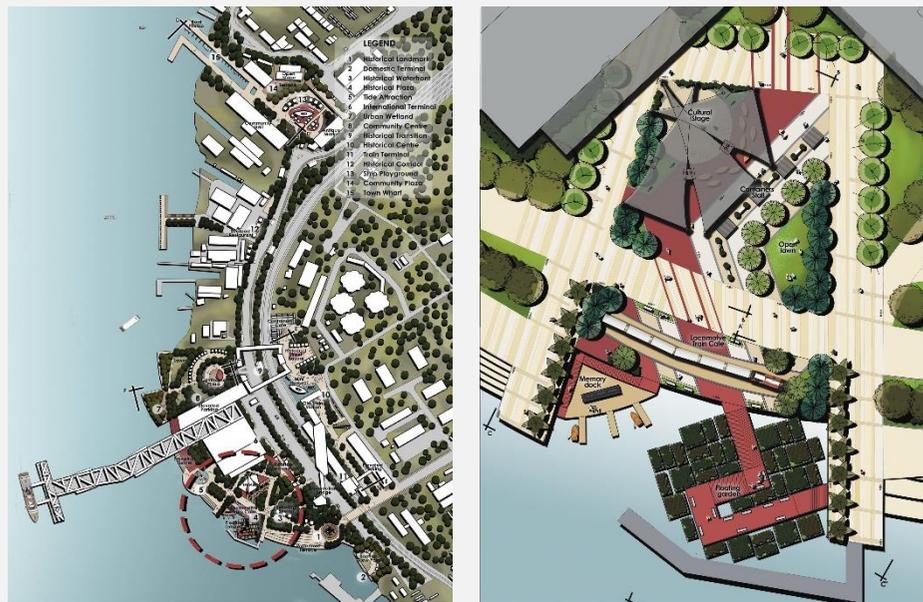


Figure 8 & 9- Masterplan and Detail Development Plan for Urban Dockland



View toward Ship Playground

View toward Historical Centre

View toward Swettenham Point

View toward Tram Station

Figure 10 - 13 –Perspective views for Urban Dockland

DESIGN DEVELOPMENT

The historical plaza has been chosen to be the detail development area as it is close to the major nodes area which is the international terminal. Basically, this area was formerly a parking area for the passenger of the terminal. But it has been transform to be a plaza that can gather all the visitor for this site to have their recreational time close to the sea shore. This area provides several small spaces which are the cultural stages, open lawn, containers stall, locomotive train cafe, memory dock and also floating garden. All the spaces are design to rejuvenate the heritage value of the site as well as to inject urban elements at the same time to the site.

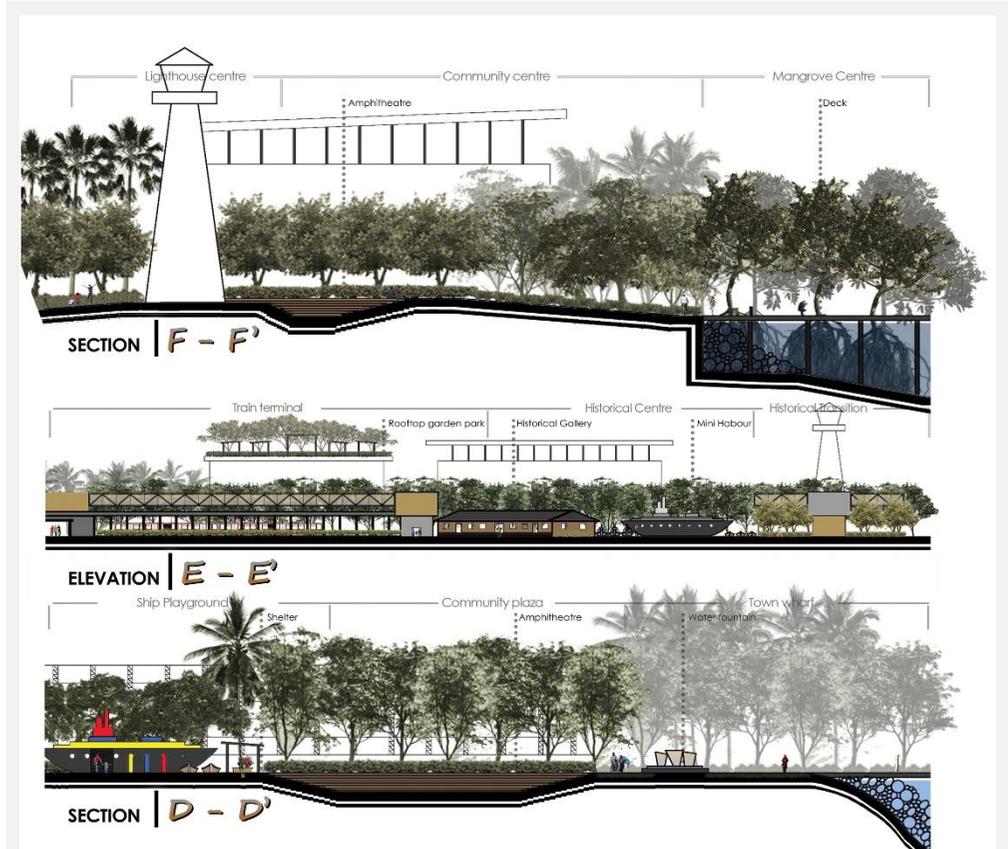


Figure 14- Section elevations of Urban Dockland



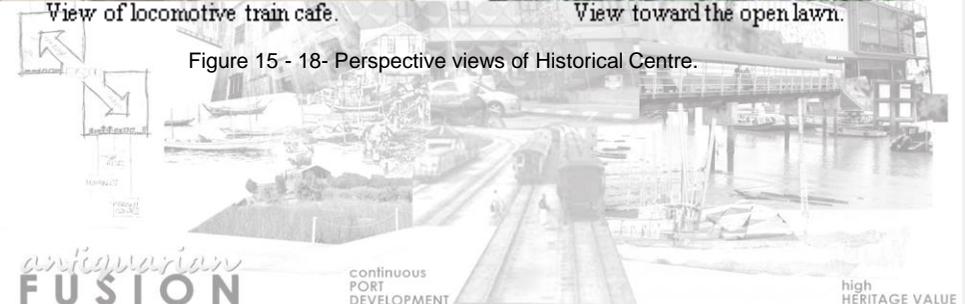
View toward the cultural stage.

View toward the floating garden

View of locomotive train cafe.

View toward the open lawn.

Figure 15 - 18- Perspective views of Historical Centre.



CONCLUSION

The study of urban dockland is not being exposed so much in this country. An effort to highlight urban dockland as a recreational area at the port can be considerate by the developer or any local authorities. Urban dockland not only focusing on the elements that should be provided in the port area, it also highlights the elements that are crucial for social gathering and recreational proposed. The example of reference studies located at London Dockland and Melbourne Dockland shows that this proposed idea can be done and can highlight the site character to the public of the whole world. Besides, urban dockland is actually an element that can create green effect to the dull spaces at the port area.

South Port Klang is the most suitable place to build this urban dockland. It deals with some issues on the lack of heritage value, more abandoned area and flooding issues. However, these issues still can have its solution in order to provide a good urban dockland. Based on the site inventory and analysis, it can be clearly shows that the site have its potential to be develop as it can attract many people all over places. Antiquarian Fusion is a good design concept that closes to the project situation. It reflects the heritage and urban element for the proposed site. This surely can achieve the aim for the project which is to rejuvenate South Port Klang as a useful Urban Dockland which does not only help in promoting trade and commerce activities but also creating a green corridor for the users as well as for surrounding environment. This urban dockland can actually give a new spirit in gaining back the glory time of South Port Klang.

REFERENCES

- Dockland Public Realm Plan (2012), Retrieved from URL, <http://www.melbourne.vic.gov.au/building-and-development/urban-planning/local-area-planning/Pages/docklands-public-realm-plan.aspx>
- EPA., (2018). Green Infrastructure, Retrieved from URL, <https://www.epa.gov/green-infrastructure/what-green-infrastructure>
- Jamaluddin, M. B., & Tregonning, K. G. (1963). *A history of Port Swettenham*. Malaya Publishing House
- Jaya, M. (2018). Classification of Port and Harbour, Retrieved from URL, <https://www.slideshare.net/JAYALAKSHMIATHRAM/classification-of-port-and-amp-harbour-pptpplx>
- Kuching Port Authorities (2018), Retrieved from URL, <http://www.kpa.gov.my>
- Latif, D. (2018). Dock and their Classification, Retrieved from URL, <https://www.slideshare.net/LATIFHYDERWadho/docks-and-their-classification>
- Loures, Luis. (2018), *Post Industrial Landscape dereliction or heritage?*
- Lynch, K. (1960). *The image of the city* (Vol.11). MIT Press
- Oxford Dictionary, (2018). Retrieved from URL, <https://en.oxforddictionaries.com>
- Stilgenbauer, Judith (2005), *Landschaftspark Duisburg Nord - Duisburg, Germany [2005 EDRA/Places Award -- Design]*
- Urban Strategies., (2018). London Dockland, Retrieved from URL, <http://www.urbanstrategies.com/project/london-docklands>