

Chapter 3:

**PROPOSED AREA WIDE DEVELOPMENT
PLAN**

This Chapter deals with the formulation of an Area Wide Development Plan for the improvement and conservation of historical urban environment in the Study Area. It examines the opportunities presented to the Study Team amid the various planning issues identified in the previous chapter. Clear development concept for the improvement of the Study Area is then developed with supporting policies and strategies. All these are then finally translated into an Area Wide Development Plan for the Study Area with various elements for alleviating or resolving the various problems or issues while improving on the historical urban environment.

3.1 PLANNING ISSUES AND OPPORTUNITIES

The various planning issues have already been described in details in the previous section 2.6. These planning issues can thus be regarded as problems that warrant attention, but also opportunities for carry out various initiatives such as the introduction of new procedure for conservation and improvement of the living urban environment.

It was clear from the analyses described in Chapter 2 that there is no community or grass-root organization like the Rukun-Tetanga (neighbourhood committee) within the Study Area, which can be a vehicle for community self-help or community based projects. This present an opportunity for the Study Area to examine how such an organization can be formed for fostering or strengthening local community spirit.

The repeal of the Rent Control Act also presents an opportunity for the land owner to at least examine the possibility of improving their properties and to explore various options. The Study Team shall examine such possible options, including harnessing the resources of the private sector to participate in various conservation efforts or projects.

With no other examples except maybe the case of Penang, this Study in the historical city of Melaka presents the opportunity to evaluate the success and lessons learned from the conduct of the various public participation workshops. To this end, a manual will be prepared which may serve as a model for similar planning efforts in other historical towns and cities in Malaysia.

Some of these are summarized in the table below.

Table 3.1.1: Recommended or Possible Counter Measures for The Planning, Environment and Conservation Issues

No.	Category of Issues	Recommended and Possible Countermeasures
1	Socio-economic and Demographic Changes	<ul style="list-style-type: none"> ❑ Devise incentives and alternatives such as tax relief, to attract back or retain lost trades and businesses, and hence provide local employment ❑ Re-organize night bazaar and its contents, ❑ Provide assistance in the form of training to local trades to adapt their skill to modern uses or products, ❑ Provide incentives to younger generation to inherit their ancestral homes such as relief in inheritance tax or assessment, ❑ Encourage and facilitate the formation of local community groups to participate in local planning and implementation of projects, improve dialogue with local authority ❑ Encourage and facilitate local community initiatives to bring back community activities such as religious and cultural activities, and which must be coordinated and be a part of tourism development strategy ❑ Strictly enforce overspill of businesses, new and tourist related businesses and minimize their impacts on local life style,
2	Deteriorating Urban Environment and Streetscape	<ul style="list-style-type: none"> ❑ Retain the one-way traffic operation but removing the conflicting flows on Jln.Pantai and Kg.Hulu. ❑ Remove improper traffic signs to divert through traffic, to calm down fast traffic ❑ Encourage park and ride by locating off-street parking to bus stops ❑ Encourage the use of low speed travel modes like walking, bicycle, trishaw ❑ Implement traffic calming measures like meandering street, plateau junctions, speed limit signs, ❑ Introduce a convenient public transport system ❑ Improve back lanes as community spaces ❑ Remove or reduce on street parking ❑ Provide and encourage off-street parking ❑ Better enforcement of loading and unloading of trucks
3	Inadequate Infrastructure Facility and Amenities	<ul style="list-style-type: none"> ❑ Plan and implement a well linked, continuous, safe and comfortable pedestrian network system, comprising of exclusive pedestrian streets, sidewalks, bridges and pocket parks. ❑ Recover the traditional five foot ways as part of the pedestrian facility, ❑ Implement barrier free facilities for pedestrians, the elderly, and handicapped persons, ❑ Repair drains, improve garbage collection and sewerage systems ❑ Reorganize utility supply lines to underground or into properly insulated conduits to improve aesthetics and safety ❑ Increase or improve the public toilet facilities, ❑ Regrade street level to the building entrance level, ❑ Provide rest areas and pocket parks where possible.

No.	Category of Issues	Recommended and Possible Countermeasures
4	Protection on Buildings and Cultural Heritage	<ul style="list-style-type: none"> ❑ Prepare comprehensive listing of all valuable sites and buildings, and gazetted them to protect them from further abuses. ❑ Immediately enforce stringently the 'NO DEMOLITION' policy, ❑ Enforce strict conservation guidelines on building heights, plot ratio. ❑ More stringent enforcement of new development adjacent to heritage site and buffer zones to preserve significant view points and vista. ❑ Preserve significant vista along Melaka River, St.Paul's Hill and the Studhuys, Heeren and Jonker streets, Jln. Tokong. ❑ Remove unsightly commercial signs and enforce signage guidelines to achieve consistency, suitability and uninstrutive nature of all signs on the streets, on buildings and other spaces, ❑ Retain and encourage traditional signs as much as possible, ❑ Enforce guidelines on repairs, renovations, repainting of buildings ❑ Retain old street names and remove unsightly stalls or add on structures, ❑ Landscape to be of simple and non intrusive style to complement rather than compete with the heritage buildings, especially at the Civic Square in Zone 1, ❑ Ban the use of vacant buildings for bird nest harvesting ❑ Provide consultative assistance to owners on repairs, renovations and development ❑ Provide incentives to encourage owners to repair deteriorating buildings, ❑ Set up a heritage management corporation to assist owners in repairs and renovation, restoration or leasing of heritage buildings,
5	Tourism and Its Impacts	<ul style="list-style-type: none"> ❑ Improve presentation of all historical and heritage sites and activities or facilities like the light and sound shows, light up of buildings, ❑ Plan and implement heritage trails with well design itinerary and maps, ❑ Confine tourist related businesses and services to well defined area, ❑ Protect and encourage local life style, local religious and cultural activities, ❑ Introduce a better tourist revenue capture mechanism so that part of the proceeds can be channeled back to improve tourist facility, ❑ Control the provision of tourist related accommodations and services ❑ Encourage the use of non polluting modes of transport by tourists, ❑ Plan and implement a better tourists management plan, ❑ Provide interpretation centers for disseminating information and local events, activities and encourage community interactions, forums. ❑ Provide trainings to upgrade the professionalism of tour guides and operators ❑ Coordinate all tourist activities, such as ferry rides, museums and heritage trails, light and sound shows. ❑ Introduce new facilities such as spice center to improve range of tourist products and activities.

3.2 DEFINING THE AREA WIDE DEVELOPMENT PLAN

3.2.1 Status of Proposed AWDP in Relation to Melaka Structure Plan

The present structure planning empowered by the amended Town and Country Planning Act, 1976, requires the planning authority in each state to prepare a general Structure Plan for the state. The Structure Plan sets forth broad development goal and objectives, as well as development strategies and directions. From this Structure Plan, a series of Local Plans shall be prepared, each covering a Local Planning Area, which shall have clear administrative boundary such as a township. Further detail planning shall be in the form of “Action Plans” covering a particular sub-area within the Local Planning Area.

The proposed AWDP covering the Study Area, can be regarded as **equivalent** to an “Action Plan”, as it covers the sub-area as designated within the Local Planning Area of Melaka City.

3.2.2 Preparation of a Special Area Plan With Reference to AWDP

However, because of the unique status of this Study Area in having a concentration of many historically significant buildings and other assets for the country, the proposed AWDP can be a reference and model for preparing “**A Special Area Plan**” within the wider Local Plan for the conservation area.

In terms of contents, this Special Area Plan “**A Comprehensive Urban Improvement Plan**” for the conservation area of Melak and therefore it must have a clear vision or image towards which the plan aims to achieve. This gives rise to the formulation of an overall **development concept** that is in line with the wider Local Plan or Structure Plan.

At the same time, just like what have been demonstrated in the proposed AWDP in this Study, the Special Area Plan must have a set of clear **policies and strategies** to guide the implementing authority in achieving such aim or goal. From these strategies, the plan so formulated shall encompass a wide range of improvement measures including revitalizing the local socio-economic structure, upgrading the various urban amenities and facilities; conserving the valuable heritage assets through improvement to the buildings and urban spaces; preserving local activities and trades; promoting unique and stronger identities among various ethnic or communities as well as within sub-areas or zones.

3.3 DEVELOPMENT CONCEPT

In formulating the AWDP, the Study Team tries to envision a desirable future image for the Study Area. As noted earlier in Chapter 1, since the area is the historical core of the historical city of Melaka, such an image must be preserved, if not strengthened further.

From the analyses, it is also clear that within the Study Area, by virtue of the historical events and changing governments over the years, distinctive enclaves can be clearly demarcated. Such is the unique feature of Melaka and they should be further developed to aid in strengthening local identities and uniqueness of an enclave or sub-area. Furthermore, to ensure successful conservation effort by the authority, significant or irreplaceable heritage areas must be clearly defined with legal designation so that stringent conservation measures can be enforced.

Based on such observations, analyses and visioning, the following development concept statements for formulating the Area Wide Development Plan are proposed. These concepts, when adopted by the authority shall serve as the **guiding principles** for the promotion, implementation and management of all future conservation efforts or projects for the Study Area. (Figure 3.3.1)

- C-1: Designation of conservation core and buffer zones to help implement and enforce conservation policies and guidelines;**
- C-2: Formulation of unique development themes by zones to facilitate systematic and coherent implementation of conservation efforts;**
- C-3: Development of a focal point as a main gateway into the historical area with well coordinated tourist services to cater for visitors and improve the presentation of the historical significance of Melaka;**
- C-4: Development of a contiguous pedestrian network incorporating pocket parks, exclusive pedestrian streets, pedestrian bridges, five-foot ways and riverside promenade, as well as introducing traffic calming and streetscape improvement measures;**
- C-5: Promoting and developing harmonious streetscapes by enforcing more uniform building signage, street furniture, landscape and infrastructure guidelines;**
- C-6: Introducing a public transport mode with fringe off-street parking to encourage park and ride system in order to reduce traffic within the conservation area and hence improve the quality of the living environment and level of safety;**
- C-7: Formulation of a management framework and implementation mechanism/partnership so that conservation and improvement efforts can be realized with the strong participation of the local community and at the same time contributes towards capacity building of the local authority and related agencies.**

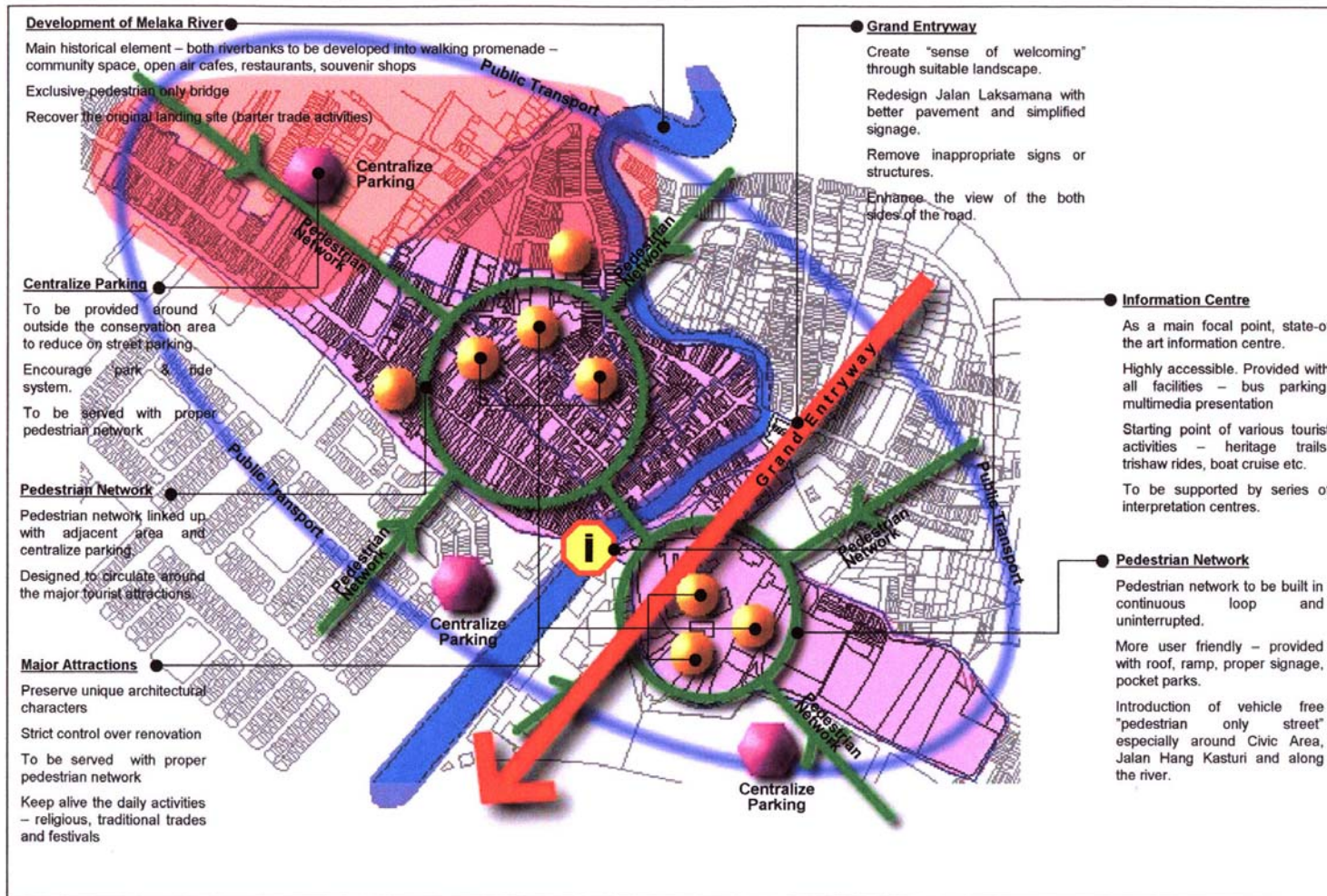


Figure 3.3.1 : Planning and Development Concept

3.4 PROPOSED AREA WIDE DEVELOPMENT POLICIES AND STRATEGIES

The above guiding principles or development concepts must be first translated into more concrete policies or strategies. The concept C-1 for example, is translated into the specific policy of designating Zones 1 – 6 as the Historical Conservation Core where stringent guidelines on development shall be enforced. Similarly, the concept C-4 in developing pedestrian friendly environment is translated into various strategies such as introduction of various pedestrian facilities, removal of through traffic, improve fringe parking while reducing on-street parking and others.

Another essence of the proposed AWDP is the need to take cognisance of the various on – going development proposals or plans such as the Melaka River Rehabilitation Programme, The Padang Pahlawan Development, as well as the on-going effort by the government to have Melaka included in the UNESCO’s World Heritage List; so that the proposed AWDP would in fact compliment rather than contradict the various development efforts currently been undertaken by the State or Local Governments.

The proposed development policies and strategies for the AWDP are given below, each with a brief description.

3.4.1 Three Overall Development Policies

Three overall development policies were developed as given below. These overall policies are to provide basic directions and from which more concrete actions or strategies are built on.

P-1: To designate and gazette Zones 1 to 6 as the ‘Historical Conservation Core’

Zones 1 to 6, coinciding with the designated area for the application of UNESCO’s World Heritage listing shall be designated as the ‘Historical Conservation Core’. Consequently, all historical buildings within these 6 zones must be identified and thoroughly researched with the help of PERZIM and MHT; and should be gazetted and protected by the Heritage Act.

P-2: To designate zone 7 and 8 as Buffer Zones to ease the development pressure on the ‘Historical Conservation Core’.

Zones 7 and 8, at the fringe of the ‘Historical Conservation Core’ have a mixture of residential and commercial land uses, with lesser significant historical buildings within them. As a means to protect and ‘buffer’ the more important ‘Historical Conservation Core’ from urban development pressure, a limited amount of redevelopment on non-significant buildings may be allowed, but with strict control of the new building use, density, heights, plot ratio and design so that such redevelopment would not jeopardize the conservation efforts on the core area. Plot ratio of 2.5 and a building height of not exceeding 4 storeys as given in the Local Plan, should be strictly enforced.

P-3: To Guide and Manage Future Development within Each Zone According to specific Development Theme.

Each of the Zones 1-6 shall be improved based on a Development Theme. Uses of land and buildings must therefore be controlled towards achieving such development goals or themes. (see Figure 3.4.1)

Throughout history, Zone 1 has always been the administrative/civic zone while Zones 2-8 have been the settlement zones. Any attempt to change this image is not recommended. These two areas however, should be integrated using the Melaka river as the linkage, and with a continuous network of pedestrian walkways, pocket parks, and pedestrian/bicycle streets.

All the 8 zones in the Study Area in fact possess special and unique characters of their own and such characters should be conserved and enhanced to provide unique identity to these zones. Such identity building is important as a directive for conservation efforts besides facilitating the coherent planning of activities and trades related to such characters. Hence the development themes for each of these zones are:

- Zone 1 : A Civic Center and Main Gateway*
- Zone 2 : The Heeren Street Residential Enclave*
- Zone 3 : The Mixed Commercial and Special Trades*
- Zone 4 : The Melaka Riverside Promenade and Tourist Center*
- Zone 5 : The Religious and Artisans' Quarter*
- Zone 6 : The Wholesale and Commercial Center*
- Zone 7 : Kg.Hulu Buffer Zone*
- Zone 8 : Tengkeru Buffer Zone*

3.4.2 Strategies for Conservation and Improvement of Urban Environment

Building on the above broad policies, specific strategies aimed at improving and conserving the urban environment in the Study Area are developed. These strategies are grouped under different category, covering

- (1) Conservation of Historical Values, (S-1 through S-4)
- (2) Tourism Development and Management, (S-5 through S-7)
- (3) Transportation and Streetscape, (S-7 through S-11)
- (4) Buildings and Architecture, (S-12 through S-14)
- (5) Other Services. (S-15 through S-18)

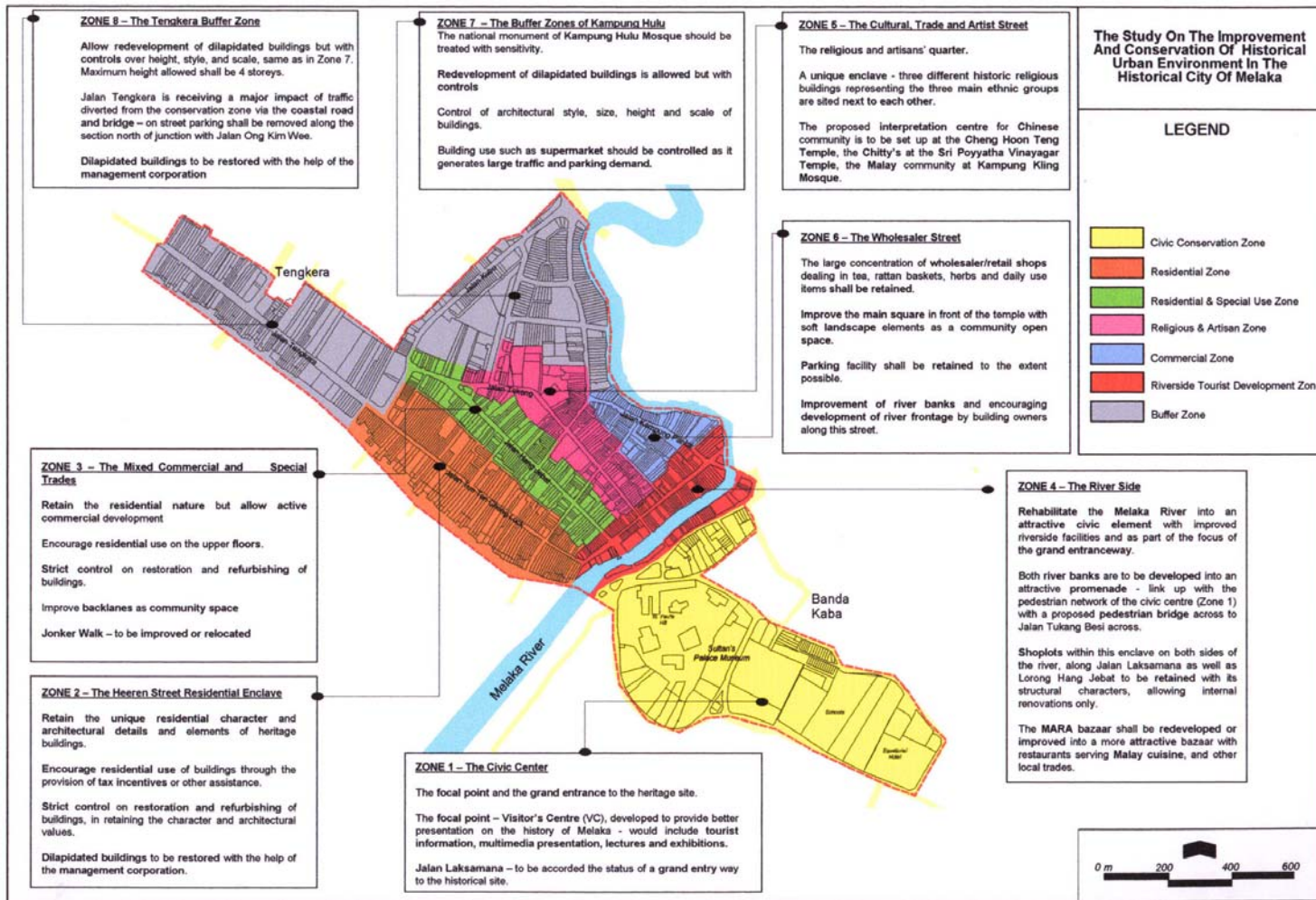


Figure 3.4.1 : Development Theme

(1) Strategies on Conservation of Historical Values

S-1: To Preserve Significant Vistas by Strict Enforcement of Development/Design Standards and Guidelines

Besides buildings and places within the heritage core that must be conserved, of vital importance is also the significant vistas or views from special vantage points such as the top of St. Paul's Hill, from the Tan Kim Seng Bridge with precious views toward the river and the Straits of Melaka. Vistas along the major streets in the quarters are also unique and should be accorded with special preservation cares and attentions. These are illustrated in Figure 3.4.2.

To preserve these vistas, stricter development control of buildings, in particular with regards to their exterior design and building height, for example must be enforced on new development especially those that will adversely affect these identified vistas, either within the heritage core or at the fringe areas to the core.

S-2: To Create a Focal Point and Main Gateway at the Mouth of Melaka River

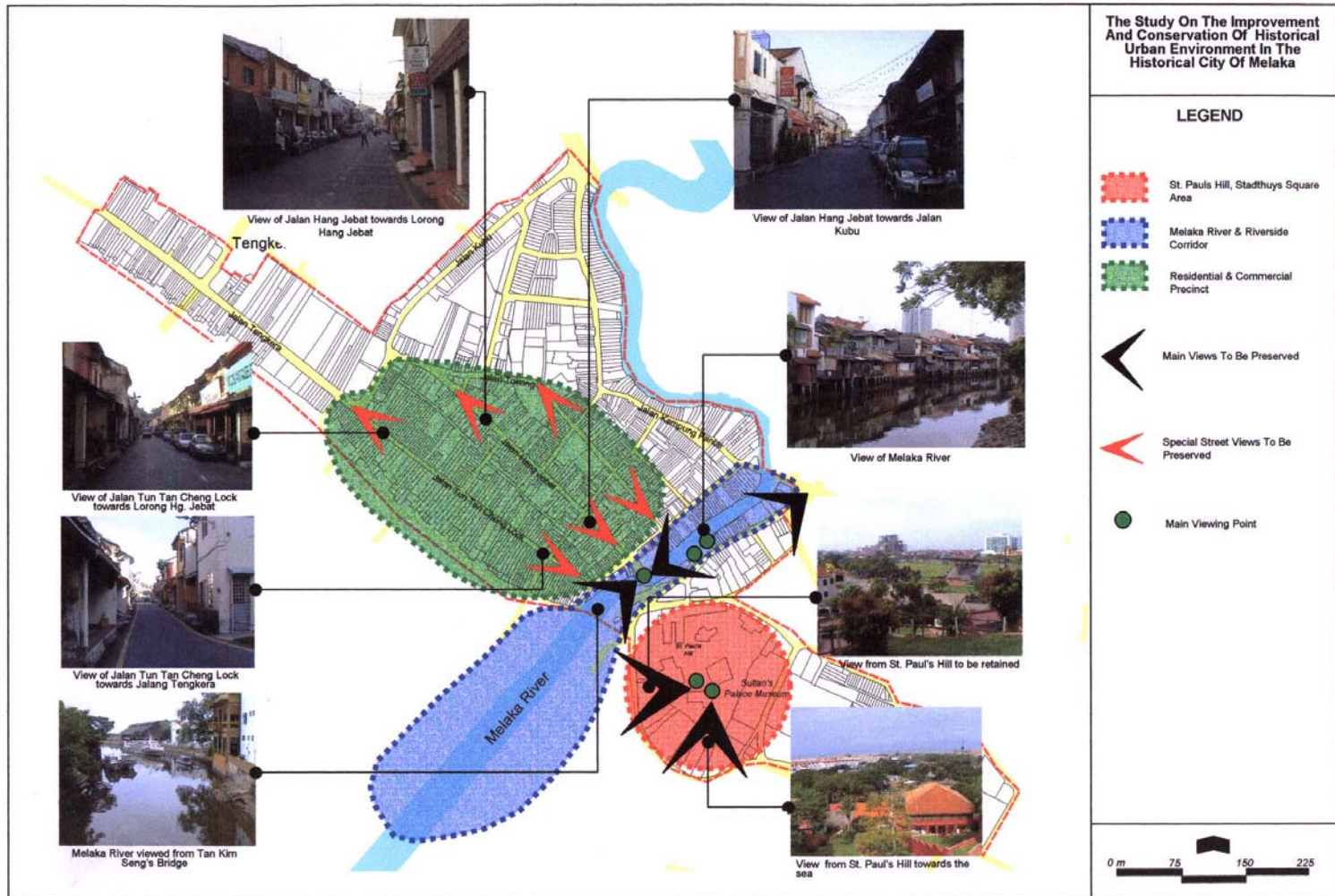
A focal point must be identified, preferably near the Melaka River mouth, where history originally started. Attempts must be made to interpret this site in an authentic manner. This focal point shall present itself as the beginning of the series of historical events, thus allowing visitors to appreciate a contiguous story on the founding and development of Melaka. A visitor center shall be developed at this focal point.

An entranceway is to be provided to access this visitor center and expressed by the use of carefully designed street pavement, signage and landscape elements. Any new structure must not be over-stated in design to avoid visually detracting from existing heritage assets along this route such as the Stadhuy and Christ Church.

At the visitor center, well-presented information shall be made available to visitors, using both simple information panels as well as multimedia presentation/shows. Facilities like public toilet, ample parking for buses as well as cars must be provided. Well-trained guides fluent in various foreign languages shall be properly managed.

The visitor center shall also be the starting point with direct linkage to the planned pedestrian network. Here, visitors shall be transferred from their formal transport mode (tour buses, cars) to another slower speed, environment-friendlier mode like walking, bicycle, electric streetcar or trishaw.

In addition, the development of the focal point and visitor centre shall take into account the proposed development taking place at the Dataran Pahlawan such as provision of parking and retail spaces to prevent any duplication of facilities .



S-3: To Encourage Adaptive Reuse of the Dilapidated Warehouses at the River Mouth for Tourism Purposes

The existing warehouses along the riverside (currently used as stores by the Marine Department of Melaka) should be carefully developed with a strategy to conserve the character of these structures in portraying Melaka's role as an important trading post in history. Replacement of these warehouses with modern multi-storey buildings must not be allowed.

These warehouses can be renovated internally and used as commercial premises, with appropriate information and exhibition displays of various themes. A good example of theme development would be the use of one of these warehouses for a 'Spice Centre'. It shall be used for the display, exhibit and sales of spices, which was an important trade in the old days. Retail units for various spices, especially those produced locally like nutmeg, cloves, peppers, will also provide economic and employment opportunities. Properly designed exhibitions and information on the spice trade in 15th and 16th century South East Asia which spanned over a large region up to the East Indies, can be incorporated into the design of this building. Visitors can be encouraged to touch, see, smell and taste for a total sensory experience. Ultimately, this form of development will revitalize the former dockland area and more importantly, will help divert and 'contain' mass tourists to the core area around the civic and dockland area.

S-4: To Step-up on the Strict Enforcement of Development Standards and Guidelines Within the Conservation Core.

Within the 'conservation zone' all allowable commercial activities or otherwise must be strictly controlled within the allowable premises. Overflow of activities, onto 5-foot ways, side ways, or even on the streets must be strictly prohibited and enforced. In general, all recognised activities must be confined within the limit of the 'premises', unless otherwise allowed and controlled. Over flow of activities often affect the original atmosphere or environment of the place. Loud music from cafes or karaoke lounges are examples of such intrusive elements.

Historical events, may be recreated as yearly activities and attractions to the heritage site, both as a draw for visitors as well as increasing the awareness of such historic events to the local residents especially the younger generations. The Cheng Hoon Teng Temple has an opera stage that has not been used for a long time. Opera performances at regular basis, such as on special religious occasions must be encouraged to bring back living cultures into this area. Daily activities at some of the historical sites, such as the Kg.Kling Mosque must be further encouraged to bring back the original cultural and religious practices into the conservation zone.

On the other hand, relocation of well known schools from the heritage zone is not recommended. Schools are an important fabric of the urban environment that ensure attractiveness of the inner core as a residential area. Moreover, such schools, like the St.Francis Institution, contain valuable historically significant elements like the St.Francis Chapel and hall which help maintain the authenticity of the living environment. Similarly, relocation of funeral parlours, coffin makers, religious related goods retailers or

manufacturers, is not recommended. Retention of these uses or activities is part and parcel of the conservation strategy. Training of cultural artists, like cultural dancers, shall be encouraged with the assistance of PERZIM and local communities.

(2) Strategies on Tourism Development and Management

S-5: To Revitalise the Role of Melaka River through a Riverside Redevelopment Programme.

The Melaka River should be 'celebrated' as an attractive element within the historical core, as a linkage between the civic and settlement zones. Riverside promenades shall be developed together with additional orientation and renovation of buildings to face the river. Along these promenades, open cafes and shops shall be encouraged with activities to encourage the use of such urban space at night.

This can be integrated with improvement to Zone 1 with more attractive lighting along Jalan Kota, Jalan Parameswara and a better presented Sound and Light show. Pedestrian bridges (not just brightly coloured steel foot bridges) shall be planned. Pedestrian walkways on existing bridges may be improved and widened.

The original landing site, where barter trading activities took place shall be restored and serve as a square for visitors to appreciate the vista of the river towards the mouth and also towards the civic zone on the right and settlement zone across the river on the left.

The Melaka River should be developed into an attractive and important element within this heritage conservation and development plan. A well managed river can be a source for recreation as well as a mode of transport. River cruises (the existing cruises can be improved and expanded) can be promoted incorporating visits by river to places like Kg. Morten up river. Angling activity can be encouraged. Activities such as these will portray Melaka River as a 'Living River'.

S-6: To Upgrade the Professionalism of the Tourist Industry for creating Synergy with The Cultural Heritage Management.

An example on ways to improve the professionalism of the tourist industry is the establishment of codes of conduct for the tourist guides, operators/agencies and tourists. In addition, training program initiated by MPMBB for local guides must be extended to other tour operators and tourist guides from Kuala Lumpur and Singapore. This is to ensure that no misinterpretation of historical events/sites occurs.

Within this management system, a 'Complaint and Assistance' channel/unit must be set up by the Melaka State Government to address grievances and complaints of visitors promptly and effectively. An integrated Internet-based tourist promotion and management should be introduced.

Another area worthy of improvement is the system of revenue capture from tourists. Presently, sales, services and bed taxes derived from tourism go directly into the Federal Government coffer. The government should consider introducing a more innovative means of

revenue capture whereby part of the revenue of these taxes is given back to the community in the form of conservation fund.

(3) Strategies on Transportation and Streetscape

S-7: To Provide for a Functional Pedestrian Network Covering the Conservation Zones

The present pedestrian unfriendly system of access must be improved for the local residents in particular and for visitors in general. With improved living environment and the provision of more open spaces, the attractiveness of this area for a living quarter can be enhanced. Noise and traffic pollution can be reduced with better traffic management and traffic calming measures.

Pedestrian walkways shall be planned along sections where physical space allows and there is a need to cater to pedestrian traffic. Where space is available pocket parks shall be developed and linked by this network of pedestrian walkway facility. In principle, pedestrian sidewalks along the narrow streets in Zones 2-8 shall be on one side of the streets only, preferably, on the side where it is shaded from the hot afternoon sun (on the western side of street if its in a N-S orientation).(Figure 3.4.3)

Total pedestrianisation of the major thoroughfare is difficult to be accepted by the residents especially the commercial owners as revealed in the socio-economic survey and the public participation workshop. Hence a stage by stage or gradual strategy is recommended for the implementation of pedestrianisation. Pedestrian street shall be introduced first along short, narrow side streets. Here, it can double-up as "food streets" where non-permanent push cart type of food vendors shall be allowed but managed to sell their fares.

As a measure to reorganise the "JONKER WALK" event, food vendors can be reorganised into this 'food street'. Stalls hawking non-food items can be relocated to other alternative site if the Jonker Walk event is to be reviewed, or to remain on Jalan Hang Jebat if the event is to continue.

Thus, pedestrian walkways shall be introduced on one side of Jalan Tun Tan Cheng Lock, Jalan Hang Jebat, Jalan Tokong/Tkg Besi/Tkg Emas, Jln.Hang Lekir, Jalan Hang Lekiu. Pedestrian streets include Jalan Hang Kasturi, Jln Kg.Kuli.

All five-foot way along shophouses must be recovered, especially along Lrg.Hang Jebat, Jalan Kg.Pantai, Jln Kg.Hulu, Jalan Kubu where pedestrian walkways are not provided. Five footways along residential rows may be encouraged but not compulsory, so as to ensure the privacy of the local residents.

S-8 : To Divert Through Traffic Away from the Conservation Area

Through traffic should be channeled away from the Study Area as much as possible. Within the area, traffic calming measures shall be employed as much as possible to reduce speed of vehicles, thus improving on the safety of pedestrians and other slow speed modes of transport. For this reason, traffic operation for Jalan Temenggong and Jalan Chan Koon Cheng, Jalan Gereja will be altered. A clearer system of pairs of one-way streets shall be applied with the confusing two way operation on short stretches on Jalan Kg.Pantai and Jln.Kg Hulu be abolished.

The system of one-way traffic operation works well, if the streets are narrow and there is another parallel street close by to function as a pair. Through traffic shall be diverted with carefully designed traffic guide signs placed strategically at the entrances of streets to the Study Area. Such signs must be consistent and present no confusion to visitors.

S-9 : To Increase Parking Facilities at Fringe Areas

Parking space shall be increased and improved, and to be located at off-street facilities e.g., newly constructed 2-3 storey car parks. Off-street car parks shall be provided at the fringe of the 'conservation zone' wherever space is available. Public toilets shall be provided at the off-street parking and the multi-storey car park building. To encourage 'park and walk or park and ride', pedestrian walkway network and public transport stops shall be planned to connect these facilities. (see Figures 3.4.4).

On street parking shall be retained along streets where pedestrian traffic is low, and where there is a concentration of commercial establishments providing services to the locals, such as Jalan Kg.Pantai, Jln. Kg.Hulu, Lrg Hang Jebat, Jln Tengker. Pockets of on street car parks can be incorporated into streets with pedestrian sidewalks, and intended for the local residents.

S-10: To Introduce A Public Transport Mode as a Means of Reducing the use of Private Vehicles within the Conservation Area

A streetcar or tram car preferably electric powered public transport system shall be introduced to the core area. This system will provide an important public service to the local residents in the core area, thus help in reducing the use of private vehicles. This system will also encourage visitors to park their vehicles and visit the historical area by this non polluting and more efficient form of transport. The routing of this transport mode however is recommended to form a '8' pattern, with the visitor center as the pivot point. This double loop routing system is aimed at reducing the turn-around time to make its service attractive. Figure 3.4.4 shows the proposed routing of this public transport mode.

The lower loop shall cover Jalan Merdeka, Jalan Chan Koon Cheng, Jalan Temenggong, then Jln.Laksamana. The upper loop covers Jalan Tan Cheng Lock, Jln Kubu, Jalan Munshi Abdullah, then Jalan Bendahara back to Jalan Laksamana. This proposed routing will allow users to easily get on and off the tram cars without long waiting times and covering the major

areas in the urban core. Visitors would benefit from this public transport in visiting most of the sites and attractions.

*The government should consider providing this public mode free of charge to the visitors and locals.*¹⁾ This would surely further encourage its use and help reduce traffic in the core area and thus improving the living environment. The vehicles to be used must be relevant in terms of design. Modern large air conditioned coaches are not recommended. Small tram cars with rustic design, (eg .wood paneling, with large open windows and fitted with fans) powered by batteries are preferred.*

The tram stops should be located close to public buildings, public car parks to encourage 'Park and Ride" and at places of attraction. An average waiting time of 12 to 15 minutes should be aimed at when managing its operation.

S-11: To Create a Harmonious Streetscape that Improves the Overall Quality of the Living Environment

The narrow streets and lack of large scale landscape elements within the settlement areas (Zones 2-8), in itself is a unique and the authentic feature of this area. It should not be drastically changed by introducing excessive tree plantings, "over designed" lamp posts, street furniture or other kind of structures which will obscure the facades of the buildings and alter the original streetscape. Any proposal for covering the streets such as covered arcades must be prohibited. Where possible, all public access ways should be made barrier-free. The overall streetscape design must be cohesive and harmonious and not ad hoc.

Signage must be properly managed, controlled and enforced. Generally, guidelines on sizes, way of attachment to buildings, orientation (vertical/horizontal), contents, colour, types must be provided and enforced. Murals on walls at block ends must also be controlled. Large size signage attached to buildings should not be encouraged. Small mobile signs mounted on movable frames, (not internally illuminated signs) should be encouraged for shops.

*Existing oversized and unsuitable signage must be removed or downsized. There should also be a more systematic and consistent way of display of signage. The existing manner of signs put up by shop owners/advertisers is both chaotic and cluttered and must be corrected. Future signage should conform to new guidelines*¹⁾*

Special decorative banners, lanterns, lighting, flyers, signage for special events, celebrations must be taken down within a specific period and not left to degenerate and become an eyesore. Enforcement by the MPMBB on this matter is essential, such as setting a deadline period and imposing a fine.

*¹⁾ A similar free shuttle bus system is been experimentally run since a year ago in George Town.

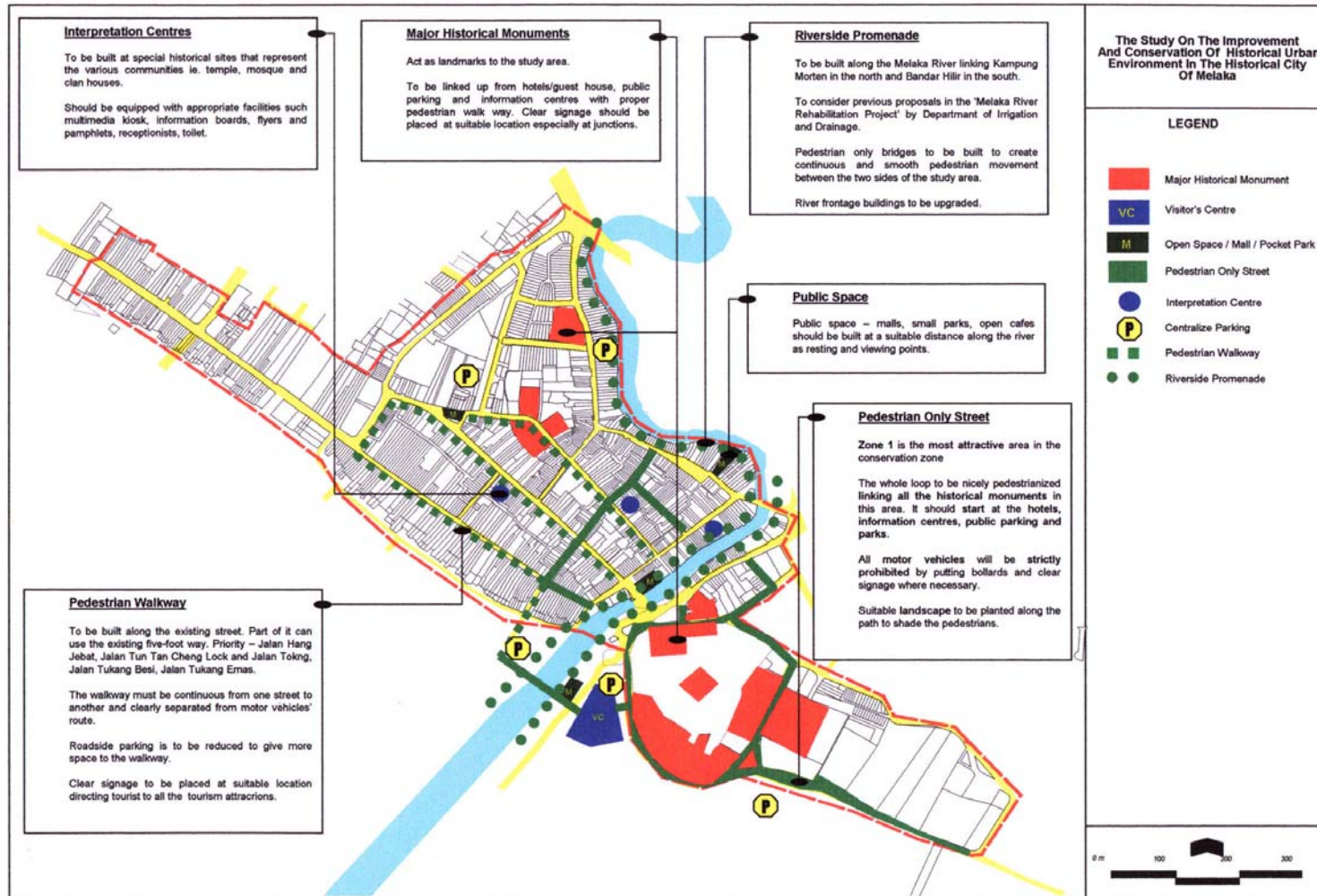


Figure 3.4.3 : Proposed Pedestrian Network

(4) Strategies on Buildings and Architecture

S-12: To Promote the Adaptive Reuse of Buildings as a Catalyst for Urban Regeneration and Economic Revitalization

Guidelines on adaptive reuses of buildings must be drawn up and enforced. Generally, within the 'conservation zone' uses that generate large traffic demand, like tuition centres, colleges, large hotels, supermarket and mini market must be controlled. Such uses, may be allowed at the buffer zones with certain conditions (such as provision of underground car park) but must still be controlled and monitored.

Preferred Uses: residential, mixed commercial (ground floor) and residential, commercial uses : local trades, gallery or workshops promoting works of local artisans and trades, antique and curio shops, retails (food, daily items, etc) for local residents, related religious goods and services, restaurants serving local cuisines.

Allowable Uses Tourist type low density accommodation, western / open-air With conditions: café, tourist type souvenir shops, tourist type restaurants, convenient stores.

*Prohibited Uses: Large tourist hotels and restaurants, supermarket, mini market, hypermarket, fast food chain stores (such as KFC, Mc Donald, etc), tuition or private college centres, karaoke lounges, night clubs, discos, bird nest harvesting, vehicle repair workshops, transport depots, go-downs for goods that are fire hazards (petrol, gas tanks, building materials, etc)*²⁾*

S-13: To Promote the Establishment of Interpretation Centres as a means of Improving Cultural Presentation and Nurturing Community Spirits

A series of sub-centres or interpretation centres (IC) shall be set up within the Study Area, representing the various communities/ethnic groups, namely the Chinese, Malay, Portuguese and Chittys of Melaka with the visitor centre at the focal point being the main centre. Potential buildings or places that can serve as such centres are the Cheng Hoon Teng Temple, the Kg.Kling or Kg.Hulu Mosques, the Sri Potthaya Temple, the St.Francis Church, the Baba Nyonya Museum, and various clan houses.

At the IC, information on each community shall be well presented to the visitors. As much as possible, dynamic, hands-on type of learning experiences should be planned in addition to the normal static panels, information sheets. Facilities like rest areas, public toilets shall be provided. Other information on cultural activities, art and craft workshops, special events, etc. must be made available to visitors.

^{*2)} Details of guidelines for building signage can be found in the UTM Study on Conservation Guidelines in Melaka.

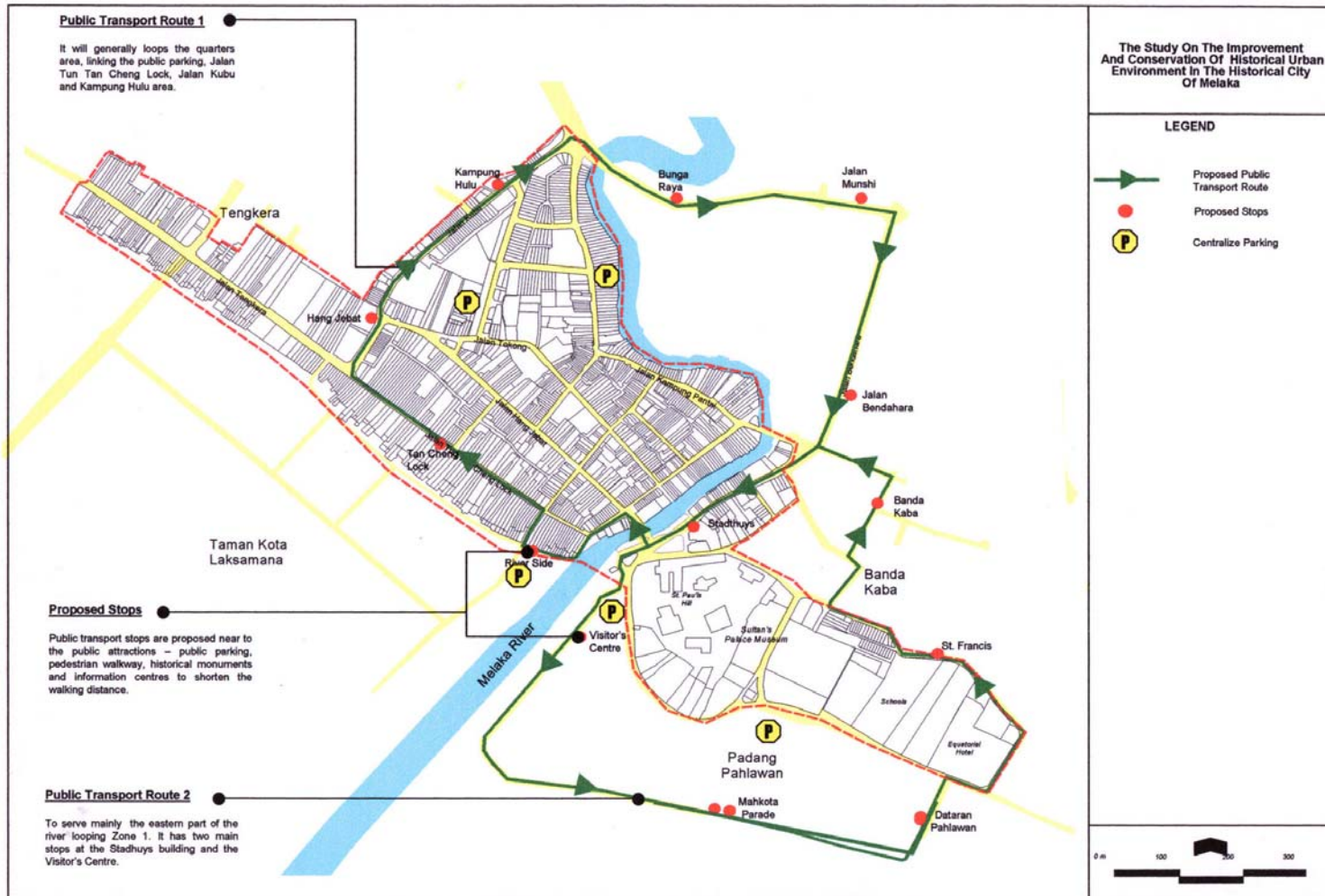


Figure 3.4.4 : Proposed Public Transport Route and Centralize Parkina

In addition to the above functions, the IC shall also serve as a neutral venue for various community based or initiated activities. Classes in promoting local culture, crafts, foods, for example, can be conducted for the younger generations, school children as well as visitors. Regular community meetings, seminars, forum, can also be held at these ICs.

S-14: To Preserve the Authenticity of Local Architecture

In terms of architecture, all the present but authentic architectural elements of the buildings must be preserved as much as possible. Dilapidated buildings where the architectural style or elements are severely damaged must be replaced as much as possible. In principle, for replacement of dilapidated elements, sections or parts of the building, efforts must be made to put back the original style of design as much as possible. For example, broken wooden shutter windows must be replaced with the same, with additional new elements if so desired by the owners, (eg. secondary casement glass window to contain the air-conditioning) may be allowed but installed behind the wooden shutters. Roofing materials such as clay tiles must be used for its repairs and restoration. Modern replacement of materials must be kept to the minimum or camouflaged. Painting of façade with original lime wash shall be encouraged or given incentives.

Architectural details on building facades must be highlighted with appropriate painting and colours and not covered with background colour. In principle, repairs/restoration of architectural elements must be professionally carried out with help from the management corporation/MHT/PERZIM, and not by unqualified and unskilled workers. Colours for building facades shall be selected based on research and / or paint scrapes to restore them to their original appearance.

Future renovations to existing buildings should remove any modern additions to restore the buildings to their original appearance.

(5) Strategies on Other Services

S-15 : To Retain and Upgrade the Open Drain System

The open drain system shall be retained, with repairs to be undertaken and maintenance system to be upgraded to ensure no blockage of drains by accumulated solid waste, such as the use of wire traps with regular removals.

S-16 : To Provide a Centralized Sewerage Treatment System in line with the River Rehabilitation Programme

The Municipality has to introduce centralised sewerage system to this area. This will prevent raw sewerage from polluting the Melaka River. This is essential for developing the Melaka Riverside and the promenade. This proposal shall fall in line with actions within the Melaka River Rehabilitation Programme, and it is important that plans for this programme be reviewed to ensure the inclusion of the heritage area in such plan.

S-17 : To Improve the Garbage Collection System as a means of Improving Public Health

Better garbage collection bins and system are to be introduced. Placement of bins should take into consideration of the locations, size of bin, vermin proof type of bins and frequency of collection, to ensure the historical area is free of rotting garbage and unwanted major eyesore.

S-18 : To Reorganise the Unsightly Utility Lines so as to Improve the Overall Visual Quality

Aerial exposed utility wires (telephone and power) shall be relocated underground if possible or reorganized and hidden away to improve on the aesthetics and streetscape. This action would also help improve level of safety of potential fire hazards from criss-crossing and exposed utility wires and sockets.

3.5 PROPOSED AREA WIDE DEVELOPMENT PLAN (AWDP)

The above strategies for improving and conserving the historical urban environment in the Study Area are expressed in the proposed Area Wide Development Plan as shown in Figure 3.5.1. The entire AWDP must be taken to include this plan as well as the development concept, policies and strategies as outlined in this Chapter.

In Figure 3.5.1, the Study Area is clearly demarcated into the Conservation Core and Buffer Zone. Within this Study Area, a system of pedestrian facility network is planned including pedestrian bridges, pocket parks and suitable fringe parking. With better linkages between parking, pedestrian way and public transport, 'park & ride or park & walk' can be encouraged.

A main visitor centre with supporting interpretation centres are to be developed. The Visitor Centre is to be located near to the Melaka River Mouth, with direct linkage by the Grand Entry Way. Riverside promenade with dockland redevelopment project are proposed, thus giving emphasis and focus to the gateway to the historical city.

3.6 FORMULATING DETAIL ACTION PLANS FOR PROJECT IMPLEMENTATION

With the proposed Area Wide Development Plan given above provides the overall development concept, policies and strategies to improve and conserve the historical urban environment in the Study Area, the next step thus is to identify action plans for actual implementation.

The AWDP contains a wide range of possible actions to be taken to achieve the goal of improving the urban environment. Some of these actions are urgent while others may be accorded with lesser priority. Some of these are extensions or improvements to the existing urban services provided by the local authority while others require new funding to carry out as specific upgrading projects.

Furthermore, some of the strategies can be formulated into stand-alone projects such as visitor centre or dockland rehabilitation projects; while others would be more suitable to be implemented in packages. Streetscape improvement, for instance should be implemented as a package with building/architecture improvement/upgrading, signage reorganisation, street improvement with pedestrian facility, drainage and utility improvements. Before any projects can be formulated for implementation, however, more detail studies on a particular subject or area should be taken.

To explore these formulation of detail action plans suitable for implementation, the Study then proceeds to select a pilot area from the 8 zones within the Study Area. With this pilot area selected, more detail analyses and study of the existing conditions are then carried out and suitable projects proposed. These are taken up in the next chapter.

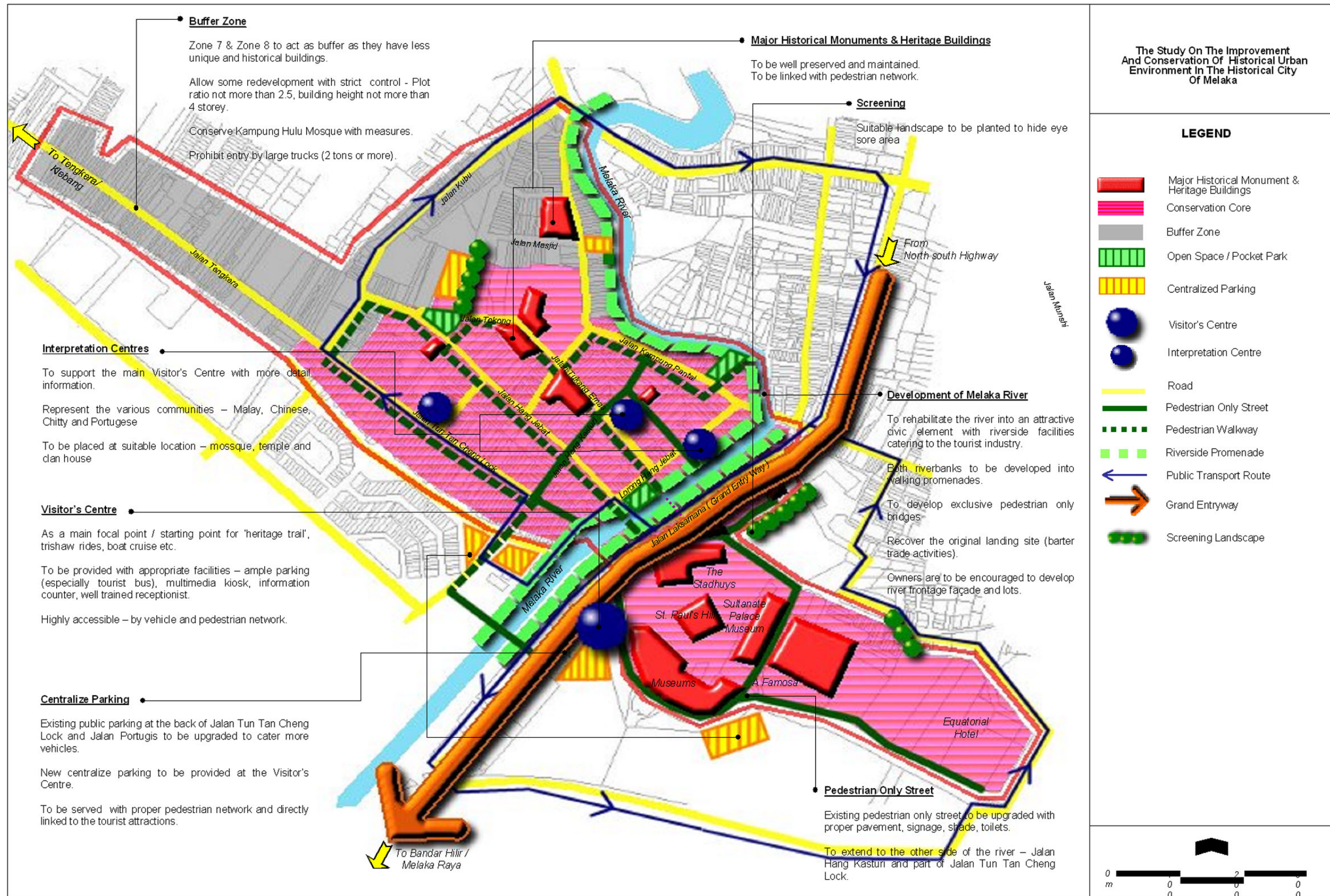


Figure 3.5.1 : Area Wide Development Plan

Chapter 4:

PILOT AREA IMPROVEMENT PLANS



Having discussed the AWDP in Chapter 3, the following chapter will focus on the pilot area project. This chapter firstly describes how the pilot area was selected based on technical criterion and public consultation. Subsequently, it describes the existing physical features within the pilot area such as the land use, building use, architecture and other site characteristics. Finally, proposed improvements to the pilot area are proposed.

4.1 CRITERIA IN THE SELECTION OF PILOT AREAS

4.1.1 Setting of Selection Criteria

The objectives of identifying suitable pilot projects within a specific pilot project area are to examine and hence develop detailed and practical guidelines for improvement of the historical urban environment. The pilot projects can also be regarded as test cases for the implementation of the proposed Area Wide Development Plan (AWDP) for the Study Area.

Zone 5 was selected from among the 8 zones in the Study Area based on a scoring system on the following criterion:

- (1) Located within the designated conservation core, especially zone 1 to 6,
- (2) Contain as many typical features of the conservation zone as possible, such as the residential use, cultural, commercial and local trades, so that it can become a model for other areas,
- (3) Contain buildings with varying degree of conditions or variety of uses,
- (4) Clear, identifiable stakeholders, preferably fewer in number within the area,
- (5) Clear zonal boundary
- (6) Area with no major committed or pending development project,
- (7) Area needing urgent revitalization proposal/scheme,
- (8) Implementation potential.

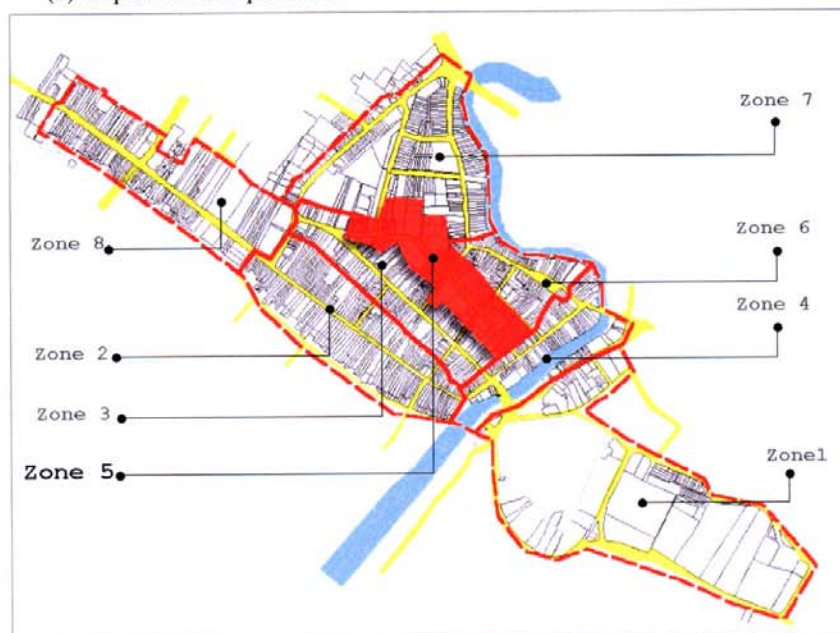


Figure 4.1.1 : The Selected Zone 5 as the Pilot Project Area

4.1.2 Selection Process

The selection of the Pilot Project Area (PPA) is based on the study zone classification used here. This is because of the considerations for the specific and distinct theme development strategy as proposed for each of the eight zones in the Area Wide Development Plan. Although a case could be made to select a PPA that straddles two or more zones, such a selection does not allow for the development of a specific theme for the selected PPA.

A scoring system is used to select the pilot area among the eight study zones. Factors identified above and are highly relevant to any Zone will be given a score of 3 points, and with little relevance, 1 point.

- Highly applicable/relevant - 3 points
- Moderately applicable/relevant - 2 points
- Not very applicable/relevant - 1 point

This scoring system may be subjective, but it provides a systematic way of selecting an area that is relevant and in more urgent need of a detailed pilot project study.

Table 4.1.1 : Scoring Matrix for Selecting Pilot Project Area

Factor	Zone	Zone							
		1	2	3	4	5	6	7	8
1	In the conservation area	3	3	3	3	3	3	2	2
2	Variety of elements	1	1	2	2	3	2	1	1
3	Varying bldg use and conditions	1	2	3	3	3	2	1	1
4	Clear stakeholders	2	1	1	1	2	1	1	1
5	Clear boundary	3	3	3	3	3	3	2	2
6	No Committed project	2	3	3	1	3	3	2	2
7	Urgent revitalization	1	3	3	2	3	1	1	1
8	Implementation potential	1	2	2	2	3	2	2	2
Total Score		14	18	20	17	23	17	12	12

Based on the above scoring matrix, **Zone 5 (Jalan Tokong/ Jalan Tukang Besi/ Jalan Tukang Emas)** is the preferred PPA for the conduct of the pilot project study, followed by **Zone 3 (Jalan Hang Jebat, formerly Jonker Street)** and then **Zone 2 (Jalan Tan Cheng Lock, formerly Heeren Street)**. Within Zone 5, there are many pressing issues that can be addressed in a number of specific projects or initiatives. These are explored and identified in the next section.

4.2 CURRENT FEATURES OF THE PILOT PROJECT AREA

4.2.1 Site and Building Surveys

A site survey of Zone 5 was carried out by the study team to capture information on building use, condition and architectural style. Zone 5 comprises three streets, the first being Jalan Tokong (Temple Street) with Cheng Hoon Teng Temple as the main landmark. Near the temple are many shops retailing ritual and funerary items. The middle street is the Jalan Tukang Emas or Goldsmith Street with Kg.Kling Mosque and the Sri Poyatha Temple as its landmarks. The former goldsmith shops have moved out and in their place are souvenir and craft shops. The only tourist-budget type hotel, Chong Hoe Hotel is located here. The third street towards the river is Jalan Tukang Besi or Blacksmith Street. Presently there are only three blacksmiths left compared to a dozen in the heydays.

4.2.2 Building Use and Conditions

The table below shows the breakdown of the building use (on the ground floor and frontage portion) in Zone 5. The situation is illustrated in Figure 4.2.1.

One third or 30% of the buildings are used for retailing. Out of the 39 establishments, 15 deal with Buddhist prayer goods, 15 are sundry shops. Residential use takes up 20% or 1 in 5 ratio. Tourist shops number 23 premises and represent 17% of the total. Out of these, 16 deal with arts and crafts and six in antiques. Twelve premises are used for traditional trades, four of which are blacksmiths, two tinsmith, two funerary paper crafts, three stone masons and one coffin maker.



Figure 4.2.1 : Building Use (Ground Floor)

Table 4.2.1 : Types of Building Uses on the Ground Floor In Pilot Project Area

Category	Sub-category	Number	Sub-total	Percent to Total	
1	Commercial retails	<i>Buddhist Prayer goods</i>	15	39	29.6%
		<i>Sundry shops</i>	15		
		<i>Medicine shops</i>	2		
		<i>Raw food</i>	3		
		<i>Saloon</i>	2		
		<i>Construction materials</i>	1		
		<i>Cushion trading</i>	1		
Sub-total			39	29.6%	
2	Residential		26	19.7%	
3	Tourist retails	<i>Art and Craft</i>	16	23	17.4%
		<i>Antique</i>	6		
		<i>Art Gallery</i>	1		
Sub-total			23	17.4%	
4	Trades	<i>Blacksmith</i>	4	12	9.1%
		<i>Tinsmith</i>	2		
		<i>Stone Mason</i>	3		
		<i>Funerary paper craft</i>	2		
		<i>Coffin maker</i>	1		
Sub-total			12	9.1%	
5	Restaurants/cafes/Kopitiam	<i>Restaurant</i>	2	6	4.6%
		<i>Kopitiam</i>	2		
		<i>Western Cafe</i>	2		
Sub-total			6	4.6%	
6	Religious bldg		7	5.3%	
7	Store/godowns		5	3.8%	
8	Office		3	2.3%	
9	Association		3	2.3%	
10	Hotel		1	0.8%	
11	Vacant bldg		4	3.0%	
12	Vacant lot		3	2.3%	
TOTAL			132	100.0%	

Note : 132 units include 3 vacant lot

Building use for the 2nd floor is mostly residential use (86%). See Figure 4.2.2

The building use distribution pattern indicates that Jalan Tukang Besi is basically a tradesman street and efforts should be made to retain this character. Jalan Tukang Emas and Jalan Tokong are religious streets with various supporting or related retail shops. These are commercial streets but with local flavour and catering to many local residents or communities.

The building uses indicate that this area is still a commercially vibrant area with shops dealing in goods catering to local residents (Buddhist prayer goods, sundry shops, fresh produce shops) as well as tourists. The latter is indicated by the large number (16) of art and craft shops and western-style cafes.



Figure 4.2.2 : Building Use (2nd Floor)