
The strong local community life and activities with shops catering to daily needs (*kopitiam*, sundry and fresh food produce) should be retained. While activities relating to traditional trades such as workshops for arts and crafts could be encouraged, the number of shops selling tourist souvenirs should be contained. This is to prevent the dilution of the original character of this area, and the possibility of turning the three streets into tourist streets like Jalan Hang Jebat.

The building conditions in the Pilot Area are presented in Figure 4.2.3. Out of the 132 units, 47 or 35.6% are in good condition. Slightly more than half, 68 units or 51.5% are in fair condition. 14 units or 10.6% are rated as in poor or in a dilapidated condition. The 14 dilapidated buildings should be given high priority for repairs and renovation. Those in fair condition should be encouraged to improve.

4.2.3 Ownership and Architectural Style

The buildings in Zone 5 exhibit a myriad of architectural styles. Compared to the better known Millionaires' Row in Jalan Tan Cheng Lock, the architectural style of buildings in Zone 5 is generally simpler, of the modern period (35 units) and the early period Dutch style (38 units). The latter is of the typical low height, with a single window on the second floor. Only seven units are of the more decorative Straits Eclectic style and 11 units are of the Art Deco style of the 1960s. Many of the buildings in this zone have undergone renovations, additions and replacements. Most of the original wooden windows have been replaced with modern aluminium and glass shutters. Metal grill or collapsible doors have replaced the traditional wooden doors.

The most interesting and impressive architecture are the temples and the mosque. The Cheng Hoon Teng Temple with its traditional Chinese architecture, the Kg. Kling Mosque with its Javanese eclectic style and the Sri Poyatha Temple with the traditional Hindu style are the three prominent landmarks in this zone.

Breakdown of architectural styles is given in Table 4.4.2 below. The distribution of these different styles of buildings is illustrated in Figure 4.2.4. The early style (simple structure with single window on the first floor) are mostly found along Jalan Tukang Besi. Modern and art deco styles are more concentrated along Jalan Tokong. It is interesting to note that the distribution of the architectural style does contribute to any significant differences in atmosphere between Jalan Tukang Besi and Jalan Tokong.



Figure 4.2.3 : Building Condition

Table 4.2.2: Architectural Style of Buildings in the Area

No.	Style	Premises	% to total
1	Early Style (Dutch)	38	28.8%
2	Modern	35	26.5%
3	Early Style (Plain)	12	9.0%
4	Art Deco	11	8.3%
5	Transitional	9	6.8%
6	Straits Electric	7	5.3%
7	Traditional	5	3.8%
8	Renovated	5	3.8%
9	Chinese style	3	2.3%
10	Mixed style	3	2.3%
11	Lean to	1	0.8%
12	Vacant land	3	2.3%
Total		132	100.0%

Note : 132 units include 3 vacant lot

Data obtained from the UTM survey show that a majority of the premises, 82% are privately owned. Only about 12% are owned by temples, and another 4.5% by the Majlis Agama Islam Melaka. See Figure 4.2.5

Table 4.2.3 : Ownership of Premises in the Project Area

No	Ownership	Premises	% to Total
1	Private	108	81.8%
2	Chettiar Temple	9	6.8%
3	Chinese Temple	7	5.3%
4	MAIM	6	4.5%
5	Association	2	1.5%
Total		132	100.0%

Note : 132 units include 3 vacant lot

Source: UTM Survey

The significance of the above fact is that since many premises are privately owned, they are subject to change in ownership. It is therefore important that guidelines on the use and repairs of buildings be implemented quickly before new private owners begin to introduce changes to the buildings which may jeopardise the authentic character of this area.

4.2.4 Street, Drainage and Utility Services

The three street sections in the Pilot Project Area are of inconsistent width and the alignment is fairly straight with a curve on Jalan Tokong. Street pavement is of asphalt macadam type with thermal plastic road markings at junctions and for parking lots. The existing traffic flow on Jalan Tukang Emas and Tokong is one way towards the north while Jalan Tukang Besi is one way towards the south.



Figure 4.2.4 : Architectural Style

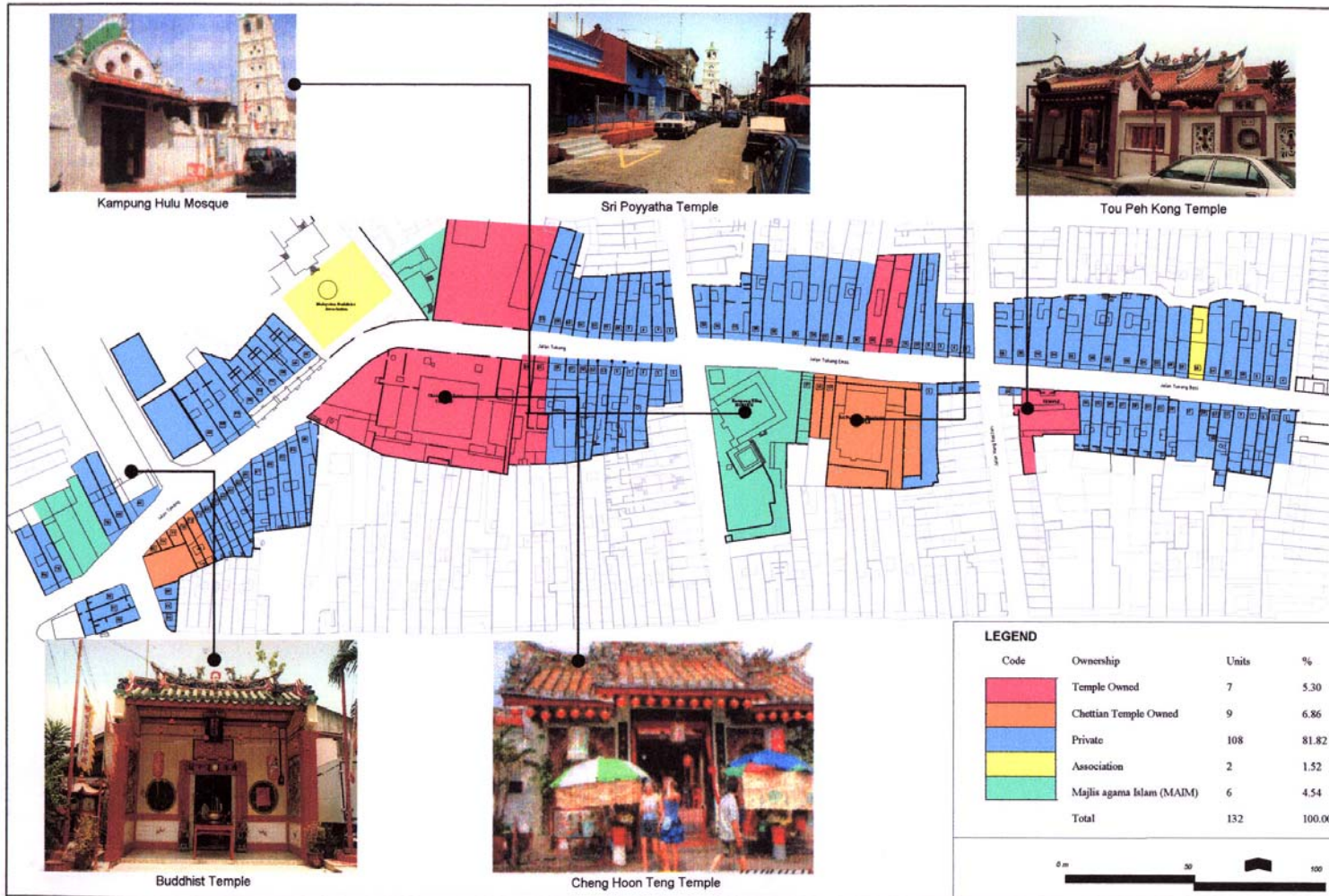
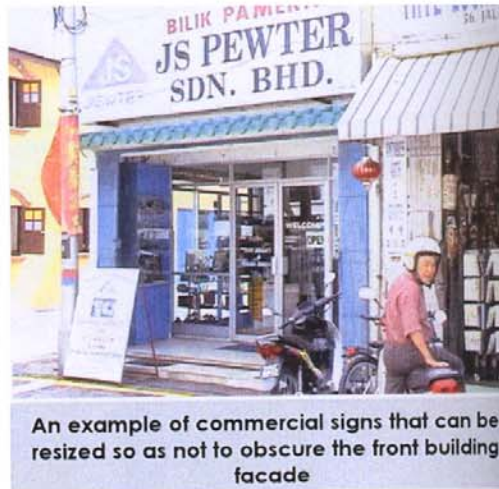


Figure 4.2.5 Ownership Status

There are presently 52 parking lots for cars, one lot for bus and 67 for motorcycles on the three streets. The coin operated parking meter (one for each lot) system is used. Motorcycle parking however is free. There are no parking lots allocated for the disabled. The occupancy of the parking lots is high, indicating a high demand for parking here on the streets. Demand is chiefly from patrons of retail shops and restaurants along the streets. The number of parking lots in the improved plan should at least be retained if not increased in view of the importance of parking perceived by the local businesses.

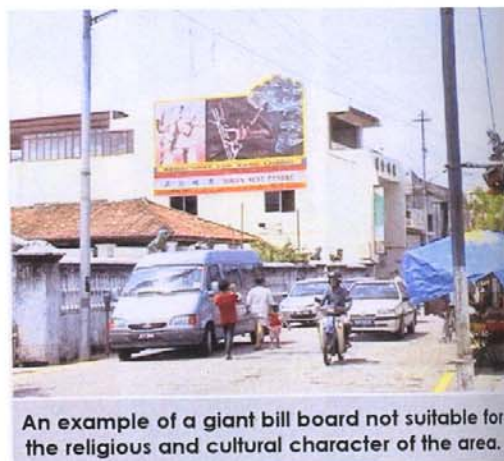


The drains are open and generally narrow and small. At the time of survey, it was found that there was no serious clogging of drains. Many premises have constructed steps over the drains leading from the road to the veranda way. Some have, on their own initiative, covered the drains in front of their premises with metal grill covers.

Traffic signs are mounted on short 2.5 meter poles, many of which are found to be in poor condition (weakened base, slanting, etc). The traffic signs could be better integrated to reduce the number of poles.

Street name signs are mounted on the walls but at irregular heights. Some are too high for a motorist to read from the driver-seat while others are too low.

Commercial signs are of different sizes and types. Some of them are too large, one of which is an advertisement for bird's nest mounted on the side wall façade of the building next to the Cheng Hoon Teng Temples' Opera Stage compound on Jalan Tokong. Others like those for retail shops are very colourful and quite often cover a large portion of the façade of the buildings. Traditional embossed signs of trades on pillars are still found in many premises and they should be retained.



Markings on the road surface have worn out. There are no markings to indicate the junctions such that drivers cannot anticipate the cross street traffic ahead as they drive along the three streets, since visibility of such junctions is not very good.

Power lines are strung on high poles which also serve as supports for the street lightings. Telephone lines are on metal poles at lower height. These overhead utility lines give an untidy look to the street, and marring the values of the architectural elements on the buildings.

4.2.5 Declining Traditional Trades

Traditional trade can be defined as the types of trade and services that used to be and may still be regarded as part of the social fabric of the community within the old quarter. For instance, the goldsmiths and blacksmiths have been in the old quarter since the early part of the last century that the local streets have been named according to the particular trade that was dominant such as Jalan Tukang Emas (Goldsmith Road) and Jalan Tukang Besi (Blacksmith Road)(Figure 4.2.6).

- *Types Of Traditional Trade*

The traditional trade along Jalan Tokong-Jalan Tukang Emas – Jalan Tukang Besi can be divided into 3 categories namely (Table 4.2.4) :

- Category 1 - Traditional trade still relevant to contemporary society
- Category 2 - Traditional trade which used to be essential to the way of life in the bygone era but no longer important to contemporary society and are facing threat of extinction.
- Category 3 - Traditional trade which used to be essential to certain sections of the community but currently serving the tourist market and a few regular clients.

**Table 4.2.4 : Number of Traditional Traders in Zone 5
According to Category of Business**

Category	Number of Establishment
Category 1	11
Category 2	4
Category 3	2
Total	17

The first category of traditional traders comprises shops selling products related to the performance of religious rituals at the Cheng Hoon Teng Temple. There are currently 10 shops enjoying a thriving business selling joss sticks and related paraphernalia, located at Jalan Tokong. In addition, there is a shop making and selling coffins for Chinese funerals located at Jalan Tukang Emas (Table 4.2.5).

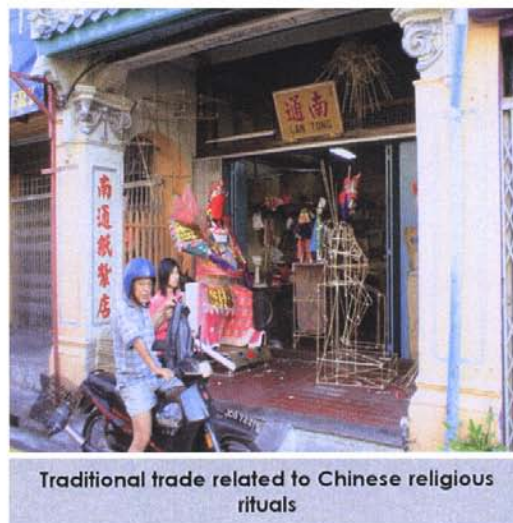




Figure 4.2.6 : Location of Traditional Trades

Table 4.2.5 : Number of Traditional Trade Related to Contemporary Society

Type of Trade	Number of Shops
Joss sticks and products related to Chinese religious rituals	10
Coffin maker	1
Total	11



One of 3 remaining blacksmiths along Jalan Tukang Besi

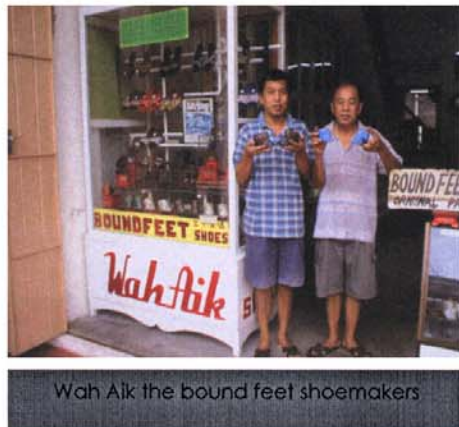
The second category of traditional trade is concentrated on Jalan Tukang Besi. In the 1960s there were 6 blacksmiths on Jalan Tukang Besi making items that catered to the needs of local population during that time such as horse shoes and iron tools. Currently there are only 3 blacksmiths left producing mainly tools such as knives and *parangs* for use in the agricultural sector

The survival of the blacksmiths looks bleak given that they are no longer economically viable. Furthermore, the present generation is not willing to take over the existing business due to the tough working condition and low economic prospect. Nonetheless, cultural asset managers argue that the blacksmiths have an *intrinsic value* i.e. the right to be protected and retained as part of the living heritage. In addition, the blacksmiths within the old quarter portray a novel and quaint image that appeals to tourists. Essentially, the main threat to these traditional traders is the rental increase following the Repeal of the Rent Control Act, but to be fair to the landlords, the rental has been kept relatively low (around RM 350/month).

The other traditional trade that is facing extinction are the goldsmiths. Once a dominant feature of the streetscape along Jalan Tukang Emas, all the goldsmiths have either closed down their business or left the area. Presently, the goldsmiths operating within the city prefer to be located in the commercial streets such as Jalan Bunga Raya or in the modern shopping complexes (Table 4.2.6).

Table 4.2.6: Number of 'Threatened' Traditional Traders

Type of Trade	Number of Establishment
Blacksmith	3
Tinsmith	1
Goldsmith	Nil
Total	4



The **third category** of traditional traders is the bound feet shoemakers. Even though there is no longer a clientele for this type of shoes, the pioneer bound feet shoemaker, Wah Aik, used to make a good business selling such shoes as souvenir items to foreign tourists.

However, Wah Aik was forced to move out of its original premises at Jalan Hang Jebat as the property owner wanted to demolish the shop house to be replaced by a boutique hotel. After suffering a period of poor business since moving to a new premise at

Jalan Kubu, Wah Aik has now moved back to Jalan Tokong. However, business has not been as good as before since tourist guides no longer include Wah Aik's current location in their itinerary.

Table 4.2.7 : Number of Traditional Trade Catering for Niche Tourist Market

Type of Trade	Number of Establishment
Bound feet shoe maker	1
<i>Kopitiam</i> (traditional Chinese coffee shop)	1
Total	2

The future of the traditional traders depends on several factors such as their relevance to contemporary society, economic viability and role in cultural tourism (Table 4.2.8).

Table 4.2.8 : Summary of Main Issues Concerning Traditional Trade

Category 1	Importance	Main Threat	Prospect
• Category 1	Essential to temple devotees and local Chinese community	Nil. Thriving business	Will be able to survive due to important role in Chinese society
• Category 2	Catering for agricultural sector (tools) but no more demand for horse shoes, etc.	Lack of demand, poor sales, rising rental and no interest among children to continue existing trade	Bleak unless with government intervention or training to produce goods more suited to contemporary living
• Category 3	Catering for niche tourist market	Ignored by tourist guides, lack of promotion by tourism authorities, rising rental	Proper marketing will enhance its role as a unique cultural tourism product /preserve heritage

4.3 OUTCOME OF PUBLIC PARTICIPATION WORKSHOP 2

Following the Public Participation Workshop 1 conducted on May 4th, Workshop 2 planned for the pilot projects was held on August 3rd. The 2nd Workshop focused on two objectives, namely to publicise the findings and the proposed AWDP to the local communities and to get their responses on the proposed three pilot project Initiatives outlined in the preceding section.

4.3.1 Focus Groups Discussions

Before holding Workshop 2, a focus group discussion was held on the 14th of July in Zone 5, specifically at No.18, Jalan Tukang Emas. Fourteen (14) persons attended the discussion, who represented residents and local businesses of the three streets, Cheng Hoon Teng temple, Xian Rin Temple, MPMBB and the Institute of Historical and Patriotism Studies.

This discussion was chiefly aimed at introducing the pilot project initiatives to the local community and giving them sufficient time to digest these proposals before they attend the Public Participation Workshop 2 later. Several major comments came from the local community. These are the inadequate parking facility, lack of dustbins along the three streets, better guide signs and trained tourist guides needed and concerns of the very poor conditions of some of the buildings in the Pilot Project Area.

4.3.2 Public Participation Workshop

The 2nd Public Participation Workshop was held on August 3rd 2002 at the same venue as the 1st Workshop. The 2nd workshop was targeted at publicising the findings of the 1st Workshop to the participants, table the proposed AWDP in addressing the issues raised in the 1st workshop, and finally to discuss the pilot projects proposed for Zone 5.

4.3.3 Outcomes of Public Participation

28 persons attended the workshop, representing the local residents and businesses, MHT, MPMBB, Melaka Tourist Guide Association, schools, Fire Departments, MCCCCI and PKKPPM and others. On the discussion of the AWDP, several important topics were raised:

- (1) The need to establish a local resident association like Rukun Tetangga to channel the views of the local community to the government
- (2) Public participation must be a on-going process,
- (3) Improvement to the historical areas of Melaka must involve everyone, including the under represented groups like the Baba Nyonya, Chittys, Portuguese communities.

On the need to improve the living environment in Zone 5, their comments were:

- (1) Need to improve drainage, garbage collection, road surface
- (2) Need to upgrade many of the dilapidated houses,
- (3) Incentives from government to retain many old elements like advertisement on pillars
- (4) Government to provide guidelines on how to improve façade and buildings
- (5) Reluctance of owners to repair buildings due to high costs,
- (6) Work with Jonker Walk committee to reduce impacts on local businesses

The outcomes of the Workshop 2 are taken into considerations in the preparation of the details in the three pilot projects described in next Section of this report.

4.4 CONCEPTION OF PILOT AREA IMPROVEMENT INITIATIVES

As mentioned in the Objectives for this Study, a Pilot Area within the Study Area shall be selected for more detailed studies for the preparation of an urban environment improvement plan for the Pilot Area. The main aim of this task is to demonstrate the methods and process of carrying out the various assessments and analyses of the buildings and environment elements in order to prepare the improvement plan.

4.4.1 Planning Objectives

The pilot project initiatives are conceived with the following objectives:

- (1) To demonstrate the method for the improvement of the selected area in regard to quality of life and heritage conservation based on the needs and priorities identified in the public participation workshop, social economic survey as well as sound development principles,
- (2) To examine a workable model for improvement that can be replicated to other parts of the Study Area,
- (3) To study and propose a framework for cooperation and action among all stakeholders in the selected pilot area.

4.4.2 Planning Strategies

The strategies or approaches adopted for formulating the initiatives are;

- (1) To involve all relevant stakeholders in the planning, implementation and review of all proposed projects,
- (2) To address heritage, economic, social and environmental issues in an integrated holistic manner,
- (3) To build local capacity so that they can participate in, maintain and then expand the pilot initiatives with minimal third party intervention.

4.4.3 Proposed Pilot Area Improvement Schemes

Bearing the above objectives and strategies in mind, the Study conceived and put forth the following three pilot project initiatives.

- (1) Community Based Interpretation Centre program (CBIC)
- (2) Traffic Calming And Streetscape Improvement program (TCSI)
- (3) Heritage Building Conservation Scheme (HBCS)

These three initiatives are conceived as they would separately as well as collectively help solved the various issues raised and discussed in Chapter 2. The CBIC initiative is to address the problem of lack of proper interpretation of heritage, historical sites and buildings. It is also seen as a way to provide a means for better local community involvement in the improvement of their living environment and heritage building conservation. The street

improvement shall be able to address many of the environment, infrastructure, streetscape and pedestrian issues. Finally the heritage building conservation scheme is aimed at restoring the heritage structures, encourage economic reuse of buildings, improve heritage image and streetscape.

The proposed pilot projects will be planned, built, operated by the government agencies especially the proposed HCU with the participation of local stakeholders from local community, business groups. These could include relevant government agencies such as Melaka Municipal Council, PERZIM and / or the Department of Museums and Antiquities, a clan, temple, mosque or residents' committee(s), a business entity and / or Chamber of Commerce. A special role should also be given to non-governmental organisations (NGO) that promote heritage conservation such as the Melaka Heritage Trust (MHT) and Badan Warisan Malaysia

4.5 PROPOSED PILOT AREA INITIATIVES OR PROJECTS

Based on the objectives and the three initiatives listed above, details of each of these initiatives are given in the following subsections.

4.5.1 Community-Based Interpretation Centres (CBIC)

(1) Provision of A Neutral Venue for Community Participation

As discussed in Chapter 2 and the earlier Section of this Chapter, there is a need to set up a local community group as well as having a community 'place' or 'centre' to facilitate the participation of all ethnic groups or local communities in the planning process and management of any community project. In the public participation workshop, it was felt that a neutral venue for such purpose is very important if the government wishes to see a well represented group for the public participation workshop in the future. Venues in temples, mosques or churches are not very suitable.* A community centre located in a totally neutral building is deemed the most suitable for all community groups to get together and discussed their issues. Moreover, such a centre would serve as a place where many community initiated projects, trainings, classes can be held.

(2) Concept and Hierarchy of Interpretative Centres

An Interpretation Centre is usually a heritage building that is open to visitors and presents information in the form of posters, photographs, text and other illustrations on the history of the place, historical personalities, events and other special characteristics related to the place.

However, a Community-Based Interpretation Centre (CBIC) would focus on the heritage and other information of special interest related to the community of the area. It would be managed by the community and serves as a heritage focal point for the community. The type of facilities available in the CBIC would depend on the resources at the disposal of the

* It was precisely this factor that the public participation workshops in this Study have to be held in a secondary school.

community. The centre should be used for the betterment of the local community as a priority.

In the hierarchy of interpretation centers, the Melaka Visitor Center would be the first stop for visitors where it provides one stop information regarding Melaka's history, various attractions, facilities, events, etc. See Figure 4.5.1.

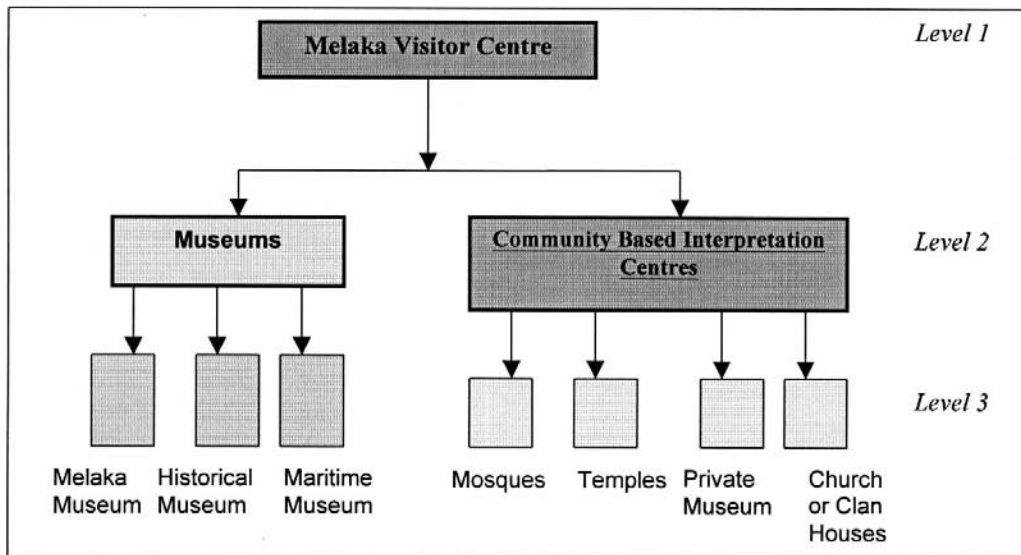


Figure 4.5.1 : The Hierarchy of Interpretation Centres

At the second level are Museums and CBIC's. Museums present area-wide information/interpretation at National, State or regional level. eg. Merdeka Memorial Museum, Melaka Sultanate Museum and Islamic Museum. The museums are developed and managed by PERZIM.

Areas of special interest should have their own CBICs such as Heeren Street and Jonker Street (zone 2 and 3, Kampong Morten and Portuguese village. These CBICs should be developed as a partnership with the Conservation Unit of MPMBB but managed by the community organizations which should be set up for this purpose.

At the third level would be the private museums and interpretation centers of clan associations, historical sites, etc. which present information specific to the heritage site such as the Kampung Keling Mosque, Sri Poyyatha Vinayagar Moorthi Temple, Cheng Hoon Teng Temple, etc.[#] The Interpretation Centres in these heritage sites should be developed by the Conservation Unit of MPMBB in partnership with their respective management committees.

[#] For setting up of this third level IC at religious buildings, full consent from these stakeholders must be sought through open public participation meetings.

(2) The Proposed CBIC in Pilot Area

The Community Based Interpretation Centre can be created through a partnership between community, business and government stakeholders to provide information and activities of those specific communities in the Pilot Area. The goal of such centre shall be to:

- To provide a neutral venue for public participation and community based activities,
- To provide a high quality presentation of the heritage assets in the pilot area,
- To promote local business and community presence to give activities a local flavor,
- To promote interest and participation in under-represented groups in the pilot area.

The CBIC itself could be a small building, preferably an existing one that reflect the heritage nature of the community, that could be conserved and adapted to function as a small visitor centre with properly researched materials portraying the culture, tradition and growth of that community. Other related activities that could be run include school heritage workshops, community arts and crafts, exhibitions, interpretative multimedia presentations as well as light refreshments and a rest area. It is very important that the centre maintain its relevance in the community as a promoter of cultural activities and festivities and not degenerate into a venue for inappropriate uses.

Local youths can play a special role in the centre by participating in cultural presentations, research and interpretation of the cultural and historical assets in the pilot area. This will in turn bring financial benefits to their organisations and / or schools as well as intangibles such as value for these assets.

Much of the success of this centre will lie in the sustainability of programs and activities as well as the continued participation and co-operation of all stakeholders.

In the 2nd public participation workshop, participants have voiced their opinions regarding such a centre and these include:

- (1) Need to use multiple languages for presentation of information and events
- (2) To have a calendar of events, promote local products, trades, arts
- (3) Set up a resident association to be involved in the running of the centre
- (4) Government to fund and initiate the project
- (5) Need to work closely with tour operators, guides and local communities, businesses.

(3) Functions And Facilities CBIC

The proposed layout of facilities is as indicated in (Figure 4.5.2). The center shall contain functional spaces such as an information counter, exhibition space, activity/demonstration room, audio-visual room, resource center/library, souvenir shop, meeting room and office.

(a) Information Counter

The information counter is manned by a staff who should be trained to provide information and handle inquiries regarding the displays in the center as well as the history



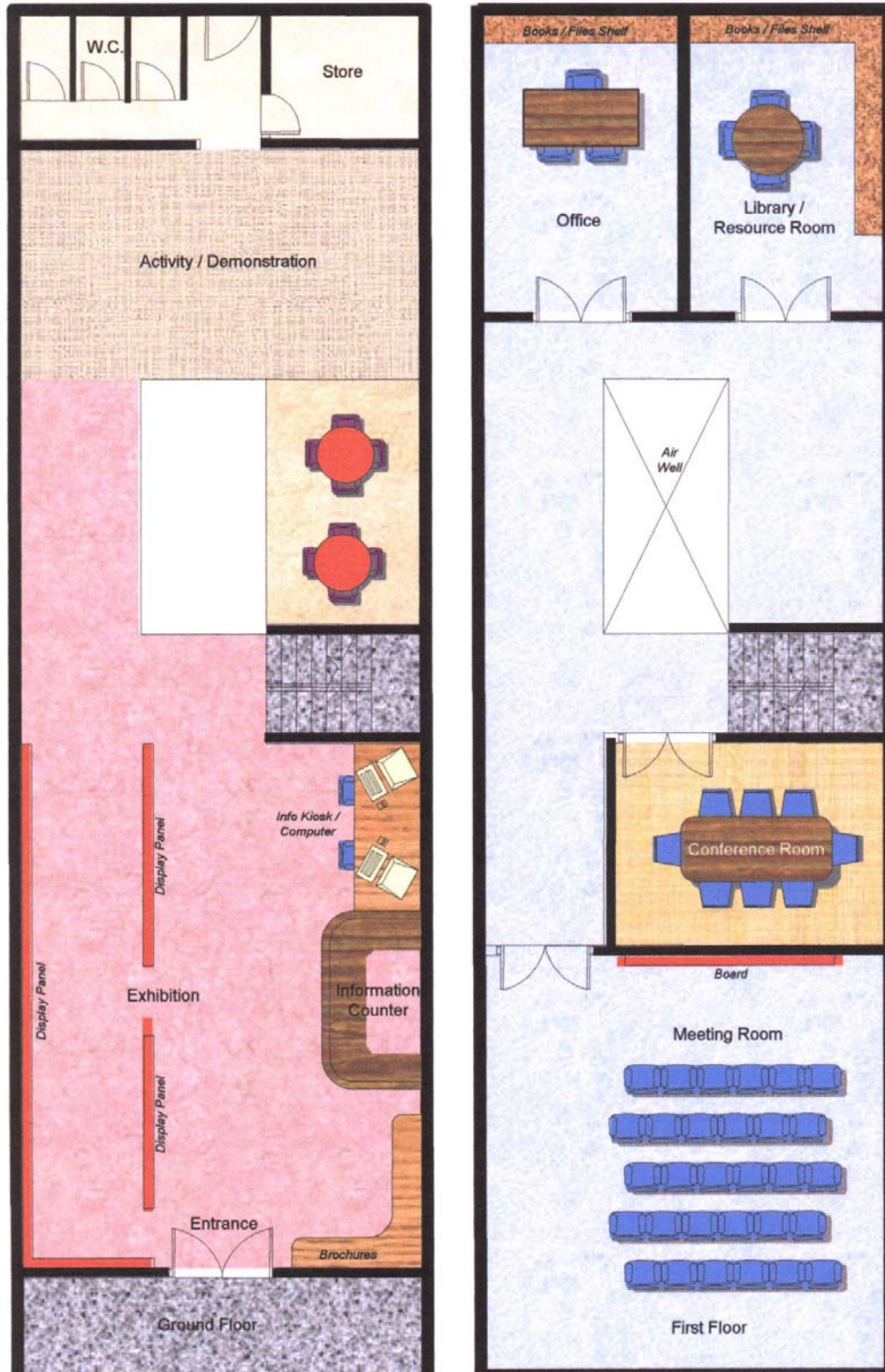
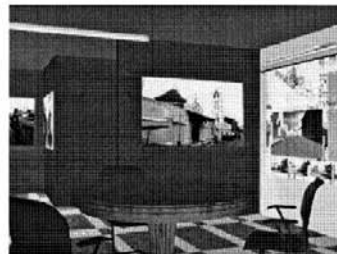


Figure 4.5.2 : Proposed Typical Design of Community Based Interpretation Centre (CBIC)

of the community in the area, the major heritage buildings and the traditional trades that can be found in the vicinity. It could also serve as a booking center for guided heritage walking tours and provide a directory of traditional trades, shops and services available in the area.

(b) Exhibition Space

The exhibition space is the main attraction of the center. There should be a series of exhibitions with changing themes on various aspects of the area held through out the year. In this way, the center can continue to attract and sustain the interest of the local population as well as repeat out-station visitors



(c) Activity/ Demonstration Area

Occasionally demonstration of traditional skills and crafts can be organized. Activities which are of interest to tourists include cooking demonstrations, “manik” or bead craft, batik painting, calligraphy, pottery, etc. Courses for such activities could also be conducted for tourists and locals. Instructors particularly from the local community must be sourced. This would provide the opportunity to help retain these local tradesman and artists.



(d) Meeting Room

The meeting room shall function as a neutral venue for any public participation workshop or forum, round table conferences and discussions. In this room, self-operated video presentations or touch-screen multi-media displays are possible options. The audio-visual room may also serves as a lecture room where special interest lectures or training courses can be conducted.

(e) Resource Centre/ library

The center should also provide a resource room for reference and research. This is important to enhance and advance knowledge of the area. Such a facility would encourage the youth, school children to conduct small research, study on the community’s traditions and cultures



(f) Other Facilities

Some activities could help to generate income towards the maintenance and operation of the CBIC, such as a café and souvenir shop

This proposed CBIC could directly or indirectly address some of the issues identified in this Study:



-
- **Provide a venue for encourage interaction among local communities, through the holding of public forum, workshop, classes, etc.**
 - **Encourage Local businesses especially those related to tourists**
 - **Provide public toilets, hence preventing visitors from hindering the privacy of local residents.**
 - **Help to maintain the historical building that houses the centre**
 - **Promote tourism**
 - **Promote and demonstrate better building reuse or adaptive use**

4.5.2 Traffic Calming and Street Improvement Program

A proposed Traffic Calming and Street Improvement Program (TCSI) is a program to improve the street environment in the Pilot Area which in turn contributes towards the improvement of the quality of life for local residents and businesses.

The goal of this program is:

- To provide a high quality urban and street environment that complements and enhances the heritage and cultural identity as well as urban life in the pilot area
- To promote local community and business presence and participation to give urban life a local flavour
- To promote a sense of ownership towards the built environment by local stakeholders
- To strengthen the roles of local stakeholders through their participation in the improvement of the common urban environment
- To manage and improve street level infrastructure such as car parking facilities and vehicular access

The proposed TC-SI Program could include installation of traffic-calming measures to reduce the threat of fast and large vehicles to pedestrians, such as speed control kerbs, road surfaces and meandering roadway. The program should also include street furniture, street lighting, decorative features and planting / landscaping as well as common community areas such as corner -parks. While most of the construction work will fall under the purview of the government and perhaps business interests, the community must participate in their planning and by adopting certain assets through regular use, monitoring and maintenance.

The success of this program will lie in the ability of all stakeholders to co-operate and sustain their interest and discipline to jointly maintain the quality of the street environment.

The proposed TC-SI Program can directly or indirectly address some of the issues identified in this Study. The solving of these issues are described below:

(1) Traffic Circulation

Although the one-way street traffic operation has improve circulation, it has also encouraged speeding among drivers. Intrusion of heavy vehicles into the heritage zone has reduced walking space for pedestrians but also pose a potential danger to them and to the buildings. Traffic overload, vehicles seeking parking space on the street and illegally parked vehicles have created congestion on the roads.

(2) Parking

Local community still perceive roadside parking as essential especially by the local businesses along Jalan Tokong. However, on street parking provision will not be able to satisfy demands from local residents and visitors. Guide signs for parking must be erected to guide parking vehicles to the off street parking facilities.

Large tourist buses often block Jalan Tokong and Jalan Hang Jebat as well. These buses should be parked at designated off street parking area. The local authority must enforce the no loading or unloading time period during rush hours to ensure smooth traffic flow.

(3) Pedestrian Network

The Study Area is pedestrian unfriendly. Many of the traditional five-foot ways are blocked. There is no pedestrian walkway on the street.

(4) Infrastructure

Road level should be regraded so that it is not higher than the entrance way to the houses. Drains, especially at the back lane areas must be repaired and weeds removed regularly. Solid waste fallen into the drains must be removed regularly so that drains are not clogged.

Garbage bins are needed, but should be strategically located and well camouflaged, to discourage littering along the streets. Unsightly overhead power and telephone lines need to be reorganized so as to emphasize the heritage and architectural values of the buildings. Where possible, public toilets must be provided for the tourists at off-street parking facility or at pocket parks.

(5) Streetscape

There must be guidelines for colour schemes for the buildings. Traditional and consistent design of street names should be used. Commercial signs must not be allowed to be mounted on street signs. Street names or signs that are in bad conitions must be repaired or replaced regularly. Glaring and oversized commercial sign boards must be downsized or removed. Temporary notices or signs put up for any events need to be after functions. All commercial signs must be standardised.

Where appropriate more spotlights should be added to light up the historical significant buildings like the Kg.Kling Mosque, Sri Poyyatha Temple and Cheng Hoon Teng Temple. Interpretative or tourist information sign boards must be placed at locations where they are easily accessible for reading by them, and not just behind the drains or a stall or a lamp post



Figure 4.5.3 : Existing Infrastructure Layout Plan

where it is not conducive to read them. Street lighting must be improved to upgrade safety at night.

(6) People and Community

Close cooperation between residents and police must be forged to reduce petty crimes. School children and youth groups must be encouraged to participate in community activities. There is a lack of common and neutral community space or children's play ground.

(7) Local business

The type of new business or reuse of building must be carefully controlled. There is now a tendency for the intrusion by modern western café and this must be discouraged. They are not suitable for the development theme of this area and pose direct threat to the local Kopitiam, which is a local trade that must be conserved. The closure of Jalan Hang Jebat for the Jonker Walk Project has affected some local businesses along Jalan Tokong, Jalan Tukang Emas and Tukang Besi.

(8) Historical sites and buildings

Interpretative or informative signboards at historical sites should be in Malay, English and Chinese languages. Several buildings along Jalan Tukang Besi and Tukang Emas are in very poor conditions. These buildings have architectural significance and must be restored as soon as possible before they are totally ruined. Historical values and community attachment should be retained to restore identity and character to the area.

(9) Tourism

With light up of the historical buildings, tourists will be encouraged to walk to appreciate the views of these buildings at night. Kg Kling Mosque, Cheng Hoon Teng Temple, Sri Poyyatha Temple must be included into a heritage trail, a tourist itinerary to be planned by the tourism authority. The current signage of these three heritage buildings must be improved in terms of their presentation and locations. A community based interpretation centre will be able to encourage more interaction between local communities with the tourists. The quality of the tourist attractions in this area can be improved further.

(10) Building use

Besides the three major historical buildings mentioned above, more research on the other buildings especially those that have some historical significance e.g. Cheng Ho Hotel, former Japanese Inn (at No.24, Jalan Tkg Besi), blacksmith shops (one of which is a former clan house or temple). These should then be properly presented to the tourists.

Figure 4.5.3 shows an image of a traffic calming and street improvement program. The photograph shows the existing street situation along Jalan Tokong. With the various actions taken, the conditions can be improved substantially with increased safety and comfort for the pedestrians, better organized utility lines and signage which will not obscure the architectural features of the heritage buildings, rubbish bins are carefully designed and incorporated into simple landscape elements, to discourage littering. The different pavement

design between road space and pedestrian space will add safety and discourage indiscriminate parking which is a cause of street congestions.



Figure 4.5.4 : Proposed streetscape improvements to Jalan Tukang Emas.

- ① New pedestrian walkway designed for safety and convenience – enables small groups of people to walk comfortably
- ② Wheel chair and emergency vehicle friendly sloped road curbs
- ③ Number of parking lots for vehicles and motorcycles increased.
- ④ Traffic calmed by narrowing of vehicle carriageway
- ⑤ Understated but well-designed, multilingual street names with well written description and history of the street
- ⑥ Planter boxes incorporating rubbish bins well placed with understated landscaping to land-mark important buildings, and soften the visual heat and hardness of the street, also provide opportunities for social settings.
- ⑦ Overhead utility cables reorganized behind beams and under the street. Street lighting on power poles replaced with lamps mounted on walls.
- ⑧ Understated but well-designed wall-mounted streetlights to replace lamp-posts
- ⑨ Standardized and well designed information boards to describe important or unique places and buildings
- ⑩ Modern features on buildings (i.e. awnings, air-condition condensers) minimized
- ⑪ Original architectural elements (i.e. embossed signage) re-affirmed



A) Existing buildings with good characteristics will be maintained



B) Proposed plateau, pedestrian walkway and landscaping near Cheng Hoon Teng Temple



C) Proposed proper traffic signs, safety mirror, yellow box, pedestrian walkway and ramp for handicapped.



D) Proposed walkway and planting of ornamental palm in front of Kampung Kling Mosque.



E) Proposed walkway and plateau (with different colour and texture) in front of Sri Poyyatha Temple and Kampung Kling Mosque.



F) Proposed landscaping and side parking along Jalan Tukang Besi.



G) Proposed side parking along Jalan Tukang Besi.

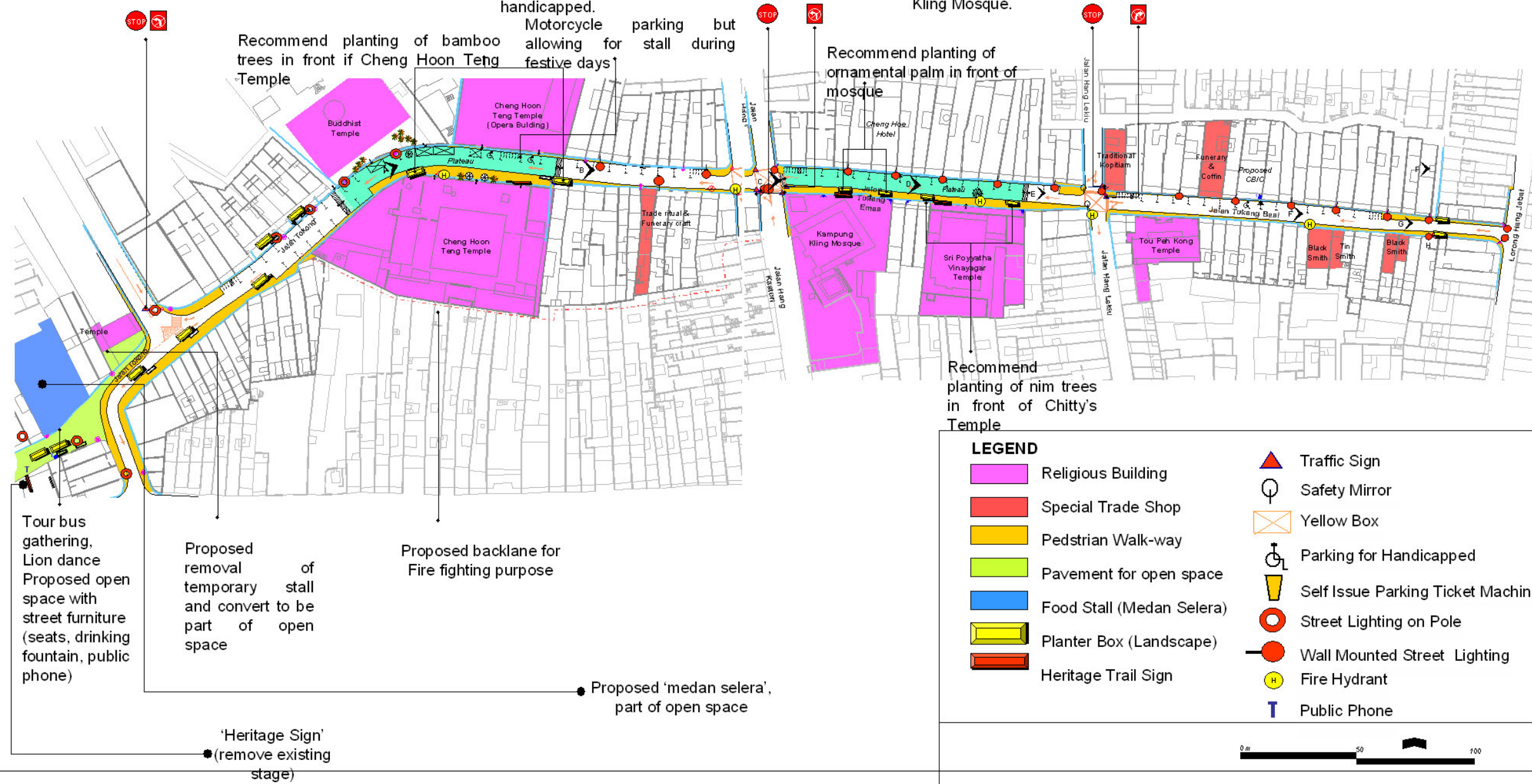


Figure 4.5.5 : Proposed Improvements for Jalan Tokong, Jalan Tukang Emas and Jalan Tukang Besi

4.5.3 Heritage Building Conservation Scheme (HBCS)

A proposed Heritage Building Conservation Scheme (HBCS) is a program to improve the urban environment in the Pilot Area through improvement and management of building assets. This HBCS is an attempt to demonstrate the methods in assessment of heritage values and setting appropriate conservation strategies for the buildings, such as whether it should be rebuilt, repair externally only, or replacement of inappropriate elements or materials. The HBCS conducted in this Study will provide an example for the follow up studies to be taken by the Local Authority in preparing similar schemes for the whole conservation area.

(1) Evaluation Of Existing Heritage Buildings

An evaluation of each of the existing buildings must first be carried out. The buildings must be evaluated in terms of their heritage and cultural values. At the same time the physical integrity of the building and its major structures must be assessed. Its present use and whether such use related or in contrary to the overall area development theme must be carefully noted.

(2) Architectural Authenticity And Integrity

The early buildings are mainly simple two storey shophouses, with narrow frontage, little or almost no ornamentation, and relatively smaller plot sizes suggesting the utilitarian nature of the premises. They are built up to the street edge without any setback.

Many alterations to building facades and interiors have occurred over the years without consideration to their heritage significance.

The most common changes that have taken place are:

- (a) replacement of timber windows with aluminium casement or adjustable glass louvers,
- (b) replacement of original ground floor façade with new shopfronts,
- (c) original verandah fully taken over by new shopfront,
- (d) shop signs inappropriate to the historic architecture in terms of materials and size,
- (e) removal of architectural details and finishes (for example, original floor tiles and finishes, stucco and 'chien nien'),
- (f) replacement of original terra cotta roof tiles with corrugated roofing sheets,
- (g) use of inappropriate paints (emulsion paints instead of lime wash)
- (h) alterations to window openings/building façade,
- (i) total renovation to building interiors.

Traditional buildings like the mosques and temples on Jalan Tukang Emas and Jalan Tokong have largely retained their original fabric and hence their authenticity provide invaluable reference for conservation work.

(3) Heritage Building Improvement Plan

A building improvement plan should be prepared for each building before any conservation work is carried out to it. The purpose of a heritage building improvement plan is to clearly understand and document the significance of the site, assessing the vulnerability of the significance and indicate what policies and actions are to be taken to care for the significance of the site.

The heritage building improvement plan shall include:

(a) Assessment of cultural significance

- Background (basis of assessment)
- Understanding the site: Historical, architectural, landscape, etc.
- General statement of significance

(b) Evaluate Physical Conditions

- Evaluate physical integrity of building, both external and internal,
- Conditions of architectural elements,
- State of replacement of major elements like windows, doors, roof.

(c) Conservation Strategies

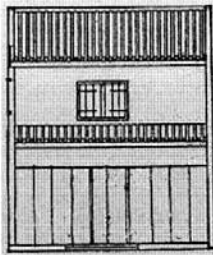
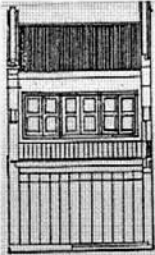
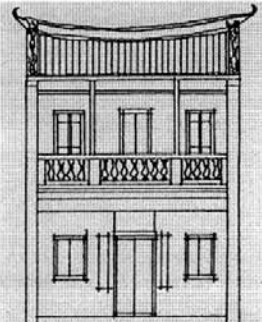
- Requirement and constraints arising from the statement of significance
- Referral and compliance to design guidelines (as proposed by UTM study, 2002)
- Requirements imposed by external factors (relevant legislation, guidelines and government policy, etc.)

Building use (adaptive reuse, preserve present use, allowable new uses, etc.)

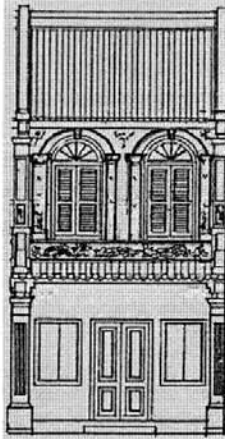
(4) Demonstration of HBSC Methodology

In this Study, therefore, as a demonstration on the type of assessment of heritage values of the buildings, 18 buildings in the north-eastern block on Jalan Tukang Emas is selected for analysis in preparation for the Heritage Building Conservation Scheme. These 18 buildings (even lot number from 2-36) are evaluated in terms of architectural style, heritage significance and type of restoration work required. (see Table 4.5.1)

Table 4.5.1 : Building Evaluation And Heritage Analysis (Demonstration Block only)

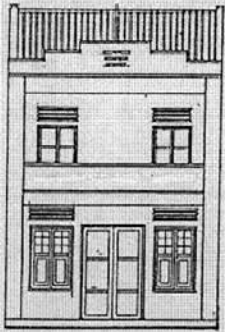
Typology	Premis No.	Building condition	Significance & Conservation Issues
1. Early style (Dutch influence, with a central window on the upper façade)	2 & 4	Poor	1. Representative style 2. Changes to windows, verandah, roofing and shopfronts
	6 & 8	Fair	
	22	Good	
Early style (dutch influence)			
	Early Style (dutch influence)		
Early style (plain)	10	Good	1. Representative style 2. Changes to window, veranda, roofing and shopfront
	12	Poor	
	34 & 36	Good	
Early style (plain)			
	Early Style (plain)		
3. Traditional Chinese	14	Poor	1. Representative style 2. Substantially intact 3. Loss of original building fabric 4. Almost entirely rebuilt
	16	Fair	
			
Traditional Chinese Style			

Typology	Premis No.	Building condition	Significance & Conservation Issues
4. Straits Eclectic	20	Fair	1. Representative style, substantially intact 2. Changes to window & shopfront
	24	Good	
	30	Fair	

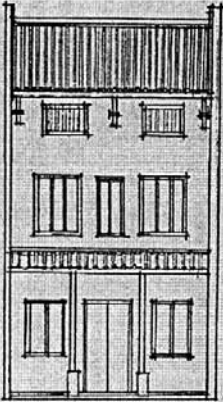


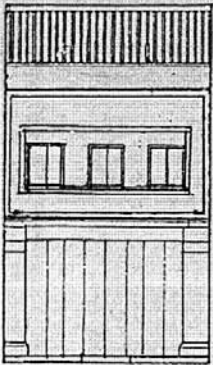
Straits Electric Style

5. Art Deco	18	Fair	1. Representative style 2. Proper signage required
	32	Good	



Art Deco Style

Typology	Premis No.	Building condition	Significance & Conservation Issues
6. Mixed style	26. Chong Hoe Hotel	Fair	<ol style="list-style-type: none"> 1. Unusual style due to its original use as a lodging house 2. Changes to windows, verandah roof 3. Inappropriate design of window canopy
 <p>Mixed Style (Chong Hoe Hotel)</p>			

7. Moderne	28	Good	<ol style="list-style-type: none"> 1. Representative style 2. Inappropriate design of window canopy 3. Reinststate verandah
 <p>Moderne Style</p>			

For the demonstration block, the 18 buildings are categorized according to the following assessment on their heritage values and type of conservation strategies:

Table 4.5.2 : Heritage Building Improvement Plan for the Demonstration Block within the Pilot Project Area

<i>Heritage Significance</i>	<i>Premises no.</i>	<i>Conservation Strategies</i>	<i>Building Use guideline</i>
• High heritage significance	26	Preservation	Retain original use
• Average heritage significance	2,4,6,8,10,12,14,18,20,22,24,28,30,32	Façade restoration/ interior adaptation	Use compatible to the building & zone
• No significance	16, 34, 36	Renovation/rebuild	Use compatible to the zone
• In-fill development	nil	New development respecting existing spatial layout, especially in terms of scale and size. Contemporary elements in new buildings are acceptable provided they are in harmony with the surroundings.	Use compatible to the zone

The HBCS could cover joint formulation and enforcement of building control guidelines and building restoration projects and the drafting of a sustainable development model for heritage conservation.

While most of the building improvement and maintenance work will fall under the purview of building owners, government can facilitate the process through planning and development policies, free consultation and advice, funding, licensing and enforcement of mutually agreed plans.

The success of this program will lie in the ability of all stakeholders to co-operate and sustain their interest, political will and discipline to jointly conserve, improve and maintain the quality of the built environment.

The proposed HBCS scheme described above can help to solve some of the problems identified earlier. These are described below:

(a) Pedestrian Network

The proposed HBCS will be able to open up most of the blocked five-foot way for the use of pedestrians and the public.

(b) Buildings, signs and streetscape

The proposed HBCS will coordinate colour schemes on buildings, resizing business signs on walls and restoring traditional business signs on pillars. Through restoration of historical significant buildings along the three streets, the Pilot Project Area will be able to portray the religious and cultural heritage of the area, which is further supported by the feels of artisans

carrying on their traditional trades in such fields as blacksmith, religious crafts, shoes and others.

(c) Historical sites and buildings

The HBCS shall promote the use of historical buildings for either residential or commercial use rather than museum. The scheme is aimed at restoring or repairing poor and dilapidated buildings for adaptive reuse but with control over such category as business activities. This will also help to revitalize the local community and businesses.

4.6 EXPECTED BENEFITS OF PILOT PROJECTS

4.6.1 Social Benefits

The expected social benefits from the pilot projects are:

- (1) Increase In The Standard Of Living Of The Local And Trading Communities.
 - Additional space for the commercial and housing premises.
 - To instil a sense of ownership among traders and local communities.
- (2) Protecting The Historical And Cultural Heritage From Extinction Especially In The Cities.
 - Optimum use of the existing buildings through adaptive reuse and restoration
- (3) Local historical and cultural heritage sources are protected and made into public, tourists and students references and learning through the existence of CBIC
 - A high quality presentation of information is made available to tourists about our local historical and cultural heritage by putting up sophisticated exhibition areas, kiosks, pamphlets and information centers.
 - The younger generation will benefit from exposure to better management of our heritage and history, hence gaining pride and dignity.
- (4) A safer environment for the surrounding community and public.
 - Street- lights installed in the improvement project will encourage usage of public areas during the night and being able to increase residents' surveillance and visibility of the residency as well as creating a sense of security.
 - The traffic calming measures introduced in the plan (speed control, road surfaces, structure of meandering roads and special pedestrian walks) will improve safety to children, elderly persons, handicapped and general pedestrians
- (5) There will be a chance to nurture better cooperation among the residents / traders / NGO / MPMBB in managing and upgrading the built environment. This can be achieved through the continuing public participation as the CBIC.

-
- (6) There will many chances to encourage social and racial integrations through community based activities and projects.
 - The proposed CBIC shall be an excellent place to hold community based activities and reduce social barriers.
 - (7) There will be barrier-free facilities for pedestrians, senior citizen and the disabled

4.6.2 Environmental Benefits

- (1) Roads in the area will be upgraded with better facilities, pavements, drainage and sidewalks for the pedestrians. Street lighting will be improved to encourage better use of space at night and increase sense of security.
- (2) The traffic calming measures will be able to reduce noise and pollution as vehicle speed will be reduced and a more systematic loading and unloading procedures of goods can be enforced.
- (3) The project is aimed at preventing a proliferation of illegally parked vehicles and tour buses, thus improving the general orderliness of the built environment.
- (4) Traffic flow will be smoother, with user-friendly architectures, preparing street furniture and roads signs installed on the streets.
- (5) The safety of buildings will be guaranteed
 - Safety requirements from the fire department, better building set back, usage of fire safety building materials and a more sturdy building structures. The reorganization of utility lines will also help to improve safety from possible fire caused by exposed wires.
- (6) Achieve a clean and harmonious environment through a renewal process.
 - The level of pollution can be reduced by giving incentives to those who own vehicles of low speed and non polluting modes of transport (bicycle, trishaw and pedestrians)
 - The health level will be improved through better garbage disposal and drainage provision.
 - A systematic and proper preparation and maintenance of infrastructure and utility system especially the sewerage disposal and refuge, other facilities such as public toilets for tourists and rubbish bins.

4.6.3 Economic Benefits

- (1) The proposed projects will generate more employment and economic development by creating new business opportunities for local residents and boosting more tourists patronage by diversifying the economic activities, especially those from local trades and local crafts.
- (2) Value of real properties in the pilot project areas and its surrounding will increase.
- (3) The improved built environment will attract more local and foreign investors to invest in the pilot project areas.
- (4) Special products can be fostered and promoted such as antique and cast iron products.
- (5) Monetary help and incentive can be given to shop/ resident owners as to encourage them to repair and maintain building of historical values.
- (6) With the better treatment of streets and facilities for low speed modes of transport, as well as better rendering of heritage trail in the area, more business for local trishaws can be generated. Walking tours can also be organized and properly managed by the local community group. Special training, workshops can be arranged and held at the CBIC for both economic gains by local artisans as well as a training for the young generation.