

3.0 PROPOSED AREA WIDE DEVELOPMENT PLAN

The various planning issues have already been described in details in the previous section. 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.

3.1 Defining the Area Wide Development Plan

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.

However, because of the unique status of this Study Area in having a concentration of many historically significant buildings and other assets of 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 Melaka 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. The Special Area Plan must also have a set of clear **policies and strategies** to guide the implementing authority in achieving the goals.

3.2 Development Concept

In formulating the AWDP, the Study Team tries to envision a desirable future image for the Study Area. It is 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.

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 5)

- 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**

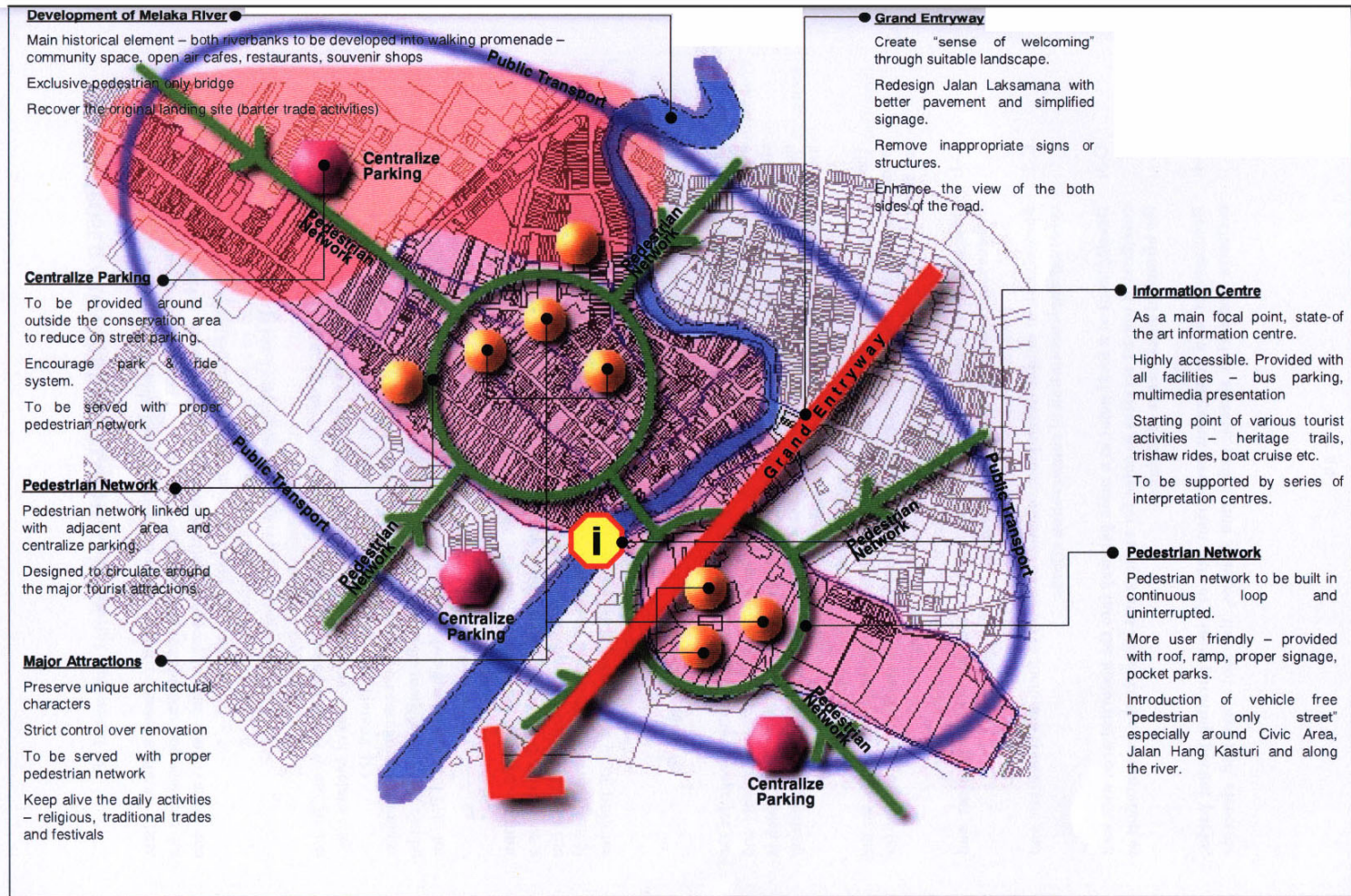


Figure 5 : Planning and Development Concept for AWDP

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.

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

(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.

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

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) Strategies on Conservation of Historical Values

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

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.. 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.

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.

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'. 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

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. Similarly, relocation of funeral parlours, coffin makers, religious related goods retails 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.

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. Activities like boating, angling must be planned to 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.

(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).

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.

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 Tengkeru. 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.

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.

(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)

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

A series of interpretative centres must be created to support the VC. At the IC, information on each community shall be well presented to the visitors. 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.

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.

3.4 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 6.

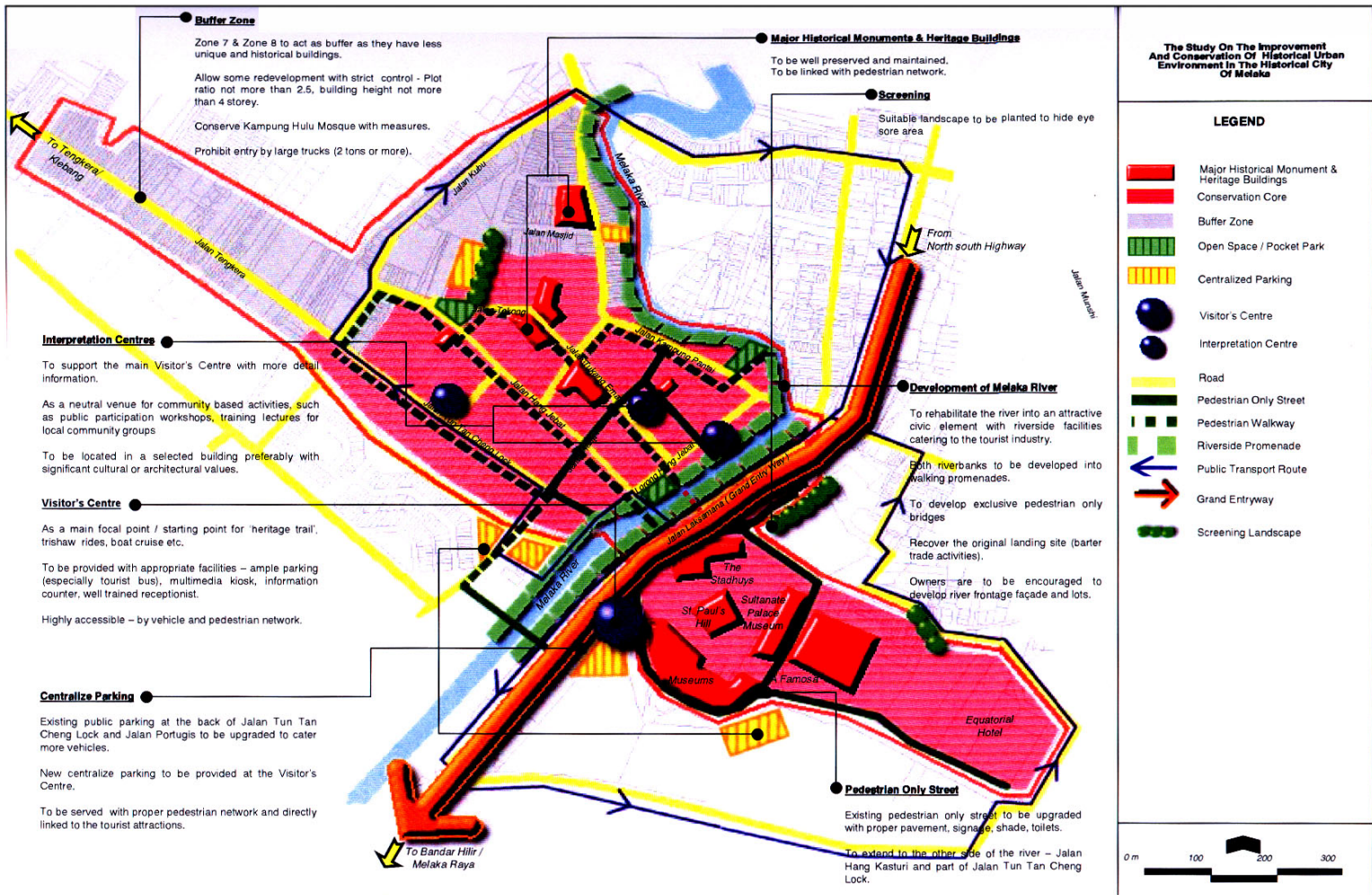


Figure 6 : Area Wide Development Plan

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.

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.

4.0 PILOT AREA IMPROVEMENT PLANS

Based on the AWDP, the Study proceeded to carried out detailed analyses of the current situations and issues encountered in a selected Pilot Project Area, selected for the conduct of a Pilot Project so as to demonstrate the planning method and contents of analyses for improving the urban living environment as well as conserving the historical and cultural heritage.

Zone 5 was selected from among the 8 zones in the Study Area for this purpose, based on a scoring system on several criteria, such as location, heritage values, type of stakeholders, implementation potential and others.

4.1 Outcomes of Public Participation Workshop 2

The second public participation workshop was conducted for the purpose of:

- to publicize the findings of the 1st workshop
- to table the proposed AWDP to the local communities,
- to discuss the pilot project initiatives in Zone 5.

In the Second Public Participation Workshop, 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

4.2 Proposed Pilot Area Improvement Schemes

The Study conceived and put forth the following three pilot project initiatives:

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

(1) Community-Based Interpretation Centres (CBIC)

(a) Provision of A Neutral Venue for Community Participation

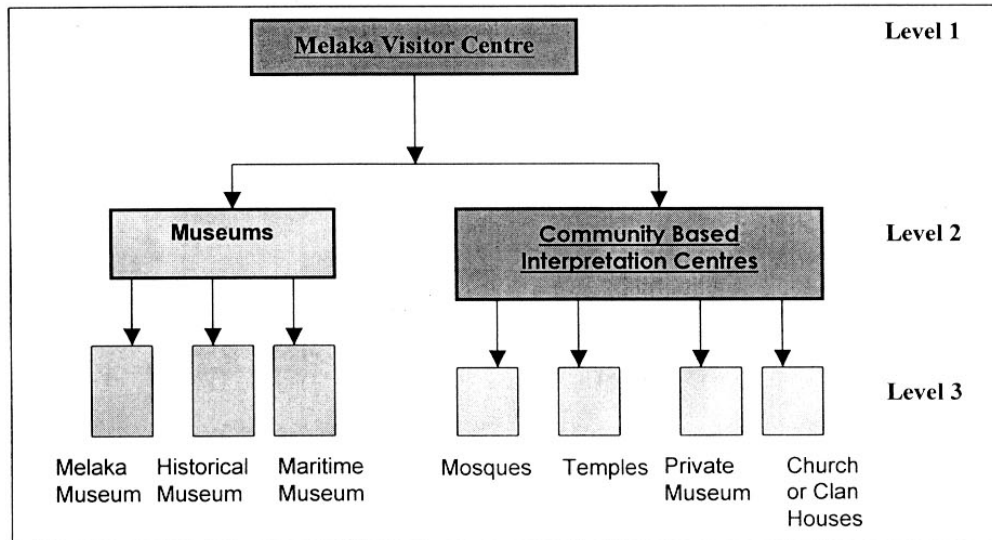
There is a need to set up a local community group as well as having a community ‘place’ or ‘centre’ to facilitate the participation of all ethnic groups or local communities in the planning process and management of any community project. In the public participation workshop, it was felt that a neutral venue for such purpose is very important. Venues in temples, mosques or churches are not very suitable as some communities are sensitive of using such places of worship for public purposes. 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, and classes can be held.

(b) 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 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.



At the second level are Museums and CBIC's. Museums present area-wide information/interpretation at National, State or regional level. 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. However full consent of these stakeholders must be obtained through public dialogue or participation.

(c) 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 maintains its relevance in the community as a promoter of cultural activities and festivities and not degenerate into a venue for inappropriate uses.

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.

(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 TCSI 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. An image of this is given in Figure 7. 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. These are:

- High speed of traffic that poses danger to children and local residents,
- Illegally parked vehicles obstruct traffic and create congestion and thus noise and inconvenience to local businesses, parking by tour buses should be managed.
- Lack of a pedestrian network and safe pedestrian sidewalk or facilities. Traditional five foot way must be recovered for pedestrians,
- 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.
- Traditional and consistent design of street names should be used. Commercial signs must not be allowed to be mounted on street signs.
- 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 where it is not conducive to read them.
- Street lighting must be improved to upgrade safety at night.
- Interpretative or informative signboards at historical sites should be in Malay, English and Chinese languages.

The proposed traffic calming and street improvement layout is shown in Figure 8.

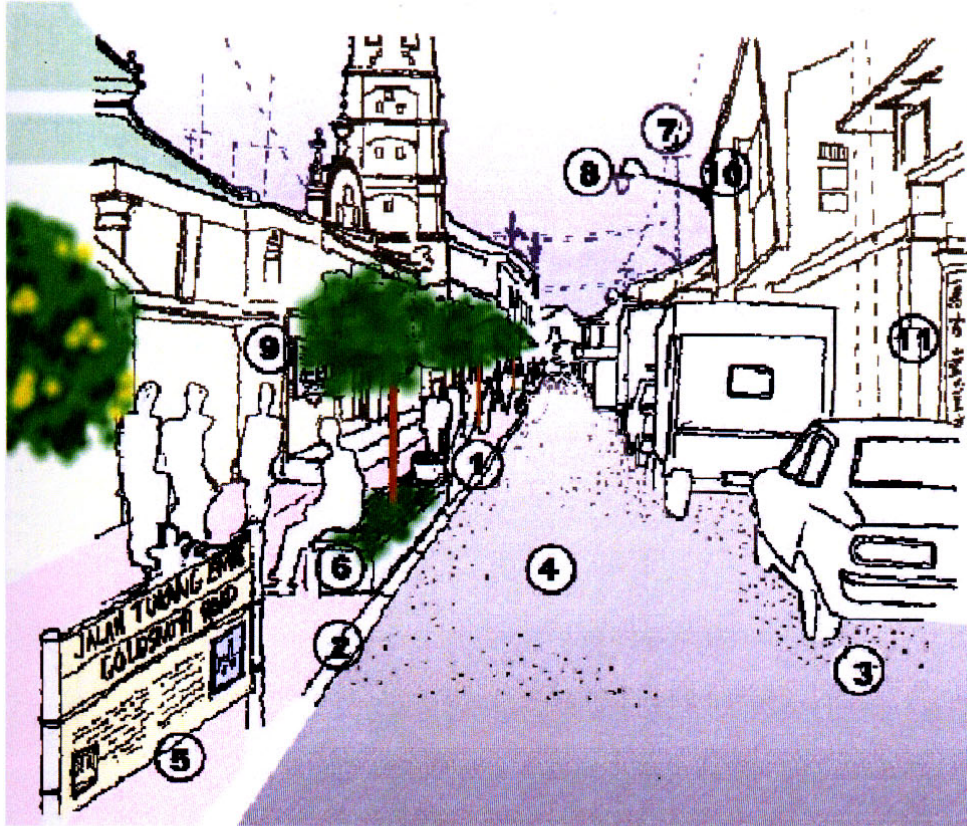


Figure 7 : Proposed streetscape improvements to Jalan Tukang Emas.

- 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

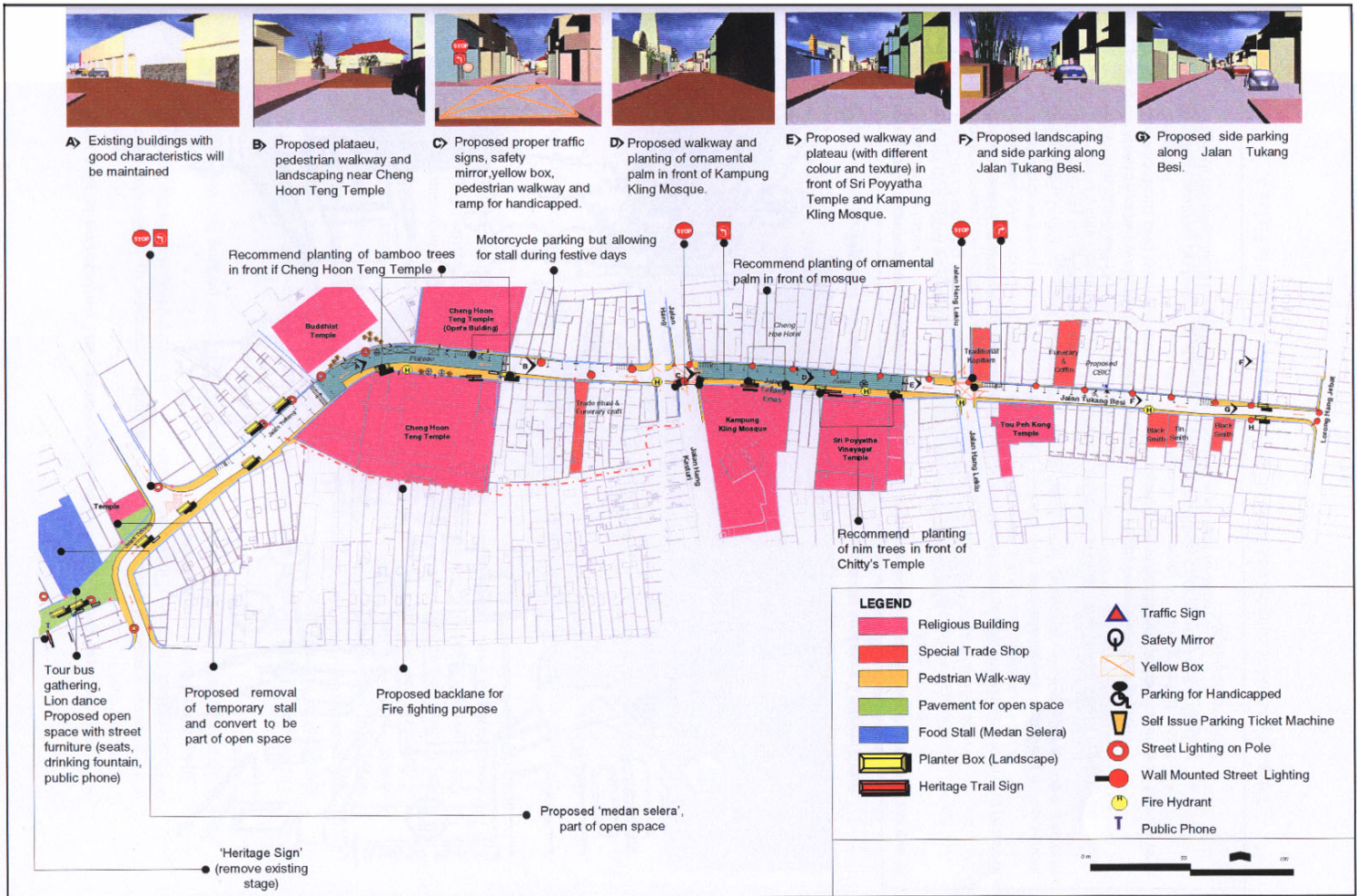


Figure 8 : Proposed Improvements for Jalan Tokong, Jalan Tukang Emas and Jalan Tukang Besi

(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 and overall streetscape. The objective of this proposed HBCS is to demonstrate the method of assessment of cultural significance of the buildings, and designating the appropriate conservation strategies for each of the buildings but in considerations to the overall streetscape. These results are to be expressed in a heritage building/streetscape improvement plan.

This heritage building improvement plan must be prepared for each building before any conservation work is carried out to it. The purpose of such a plan is to clearly understand and document the significance of the site, assessing the vulnerability of the significance, evaluate its physical conditions, and indicate what strategies and actions are to be taken to care for the buildings in relation to the overall streetscape.

The contents of such a heritage building/streetscape improvement plan will 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 the building, including 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 and government policy, etc.)
- Building use (adaptive reuse, preserve present use, allowable new uses, etc)

To demonstrate this, the north-eastern block of buildings on Jalan Tukang Emas was selected as an example for analysis for this Heritage Building Conservation Scheme. There are 18 buildings (even lot number from 2-36) in this block and they are evaluated in terms of architectural style, heritage significance and type of restoration work required.

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

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.

Thus an example of the heritage building improvement plan for the demonstration block of 18 buildings is shown below:

Table 1: Heritage Building/Streetscape Improvement Strategy for the Demonstration Block in the Pilot Project Area

<i>Premises no.</i>	<i>Heritage Significance</i>	<i>Conservation/ Improvement Strategies</i>	<i>Building Use Guideline</i>
26	• High heritage significance	Preservation	Retain original use (travel inn)
2,4,6,8,10,12,14,18,20,22,24,28,30,32	• Average heritage significance	Façade restoration/ interior adaptation	Use compatible to the building & zone
16, 34, 36	• No significance	Renovation/rebuild	Use compatible to the zone
Nil	• In-fill development	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

Such a building/streetscape improvement plan for all the buildings in Zone 5 must be prepared using the above methodology with inputs from the local communities through public participation workshops. Inputs and consent from other related agencies such as PERZIM and MHT must also be sort. Such a building/streetscape improvement plan will then be used for the HBCS for the Pilot Project Area, and eventually for the whole of the Study Area.