KKKH 4284

URBAN PLANNING AND SUSTAINABLE DEVELOPMENT

TASK 7 : URBAN RENEWAL

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**Question**: Kajang has transformed itself from a small old town to a big modern town by designing and developing new township such as Bandar Baru Bangi and Bandar Seri Putra as well as extending its CBD (central business district) such as extension to Sungai Chua. However, its centre is inadequately transformed and most of its residences are working in Kuala Lumpur and other external areas. Write your vision and plan for Kajang to transform its town centre and to be a self reliance town. You may use sketches to enhance your vision and plan.

**INTRODUCTION**

Kajang is a town in the eastern part of Selangor, Malaysia. The district capital of Hulu Langat, Kajang is located 21 kilometers from Kuala Lumpur. Kajang consisted of 342,657 total population where Malay is 60.4%, Chinese 19.3%, Indians 9.7% and other ethnic is 0.6%. All stated population centred at Sg. Kantan, Sg. Jelok, Sungai Chua, Jalan Reko, Jalan Bukit, Taman Prima Saujana, Taman Kantan Permai and Taman Kajang Prima.

Over the years, population of Kajang has grown rapidly. From research, the city of Kajang provides work around 300,775 people in 2007, which employed in the service sector and in manufacturing. The population is expected to increase to 404,772 by year 2020.

1. There is several urban design issue if urban renewal to be apply in Kajang:
2. Increasing car traffic
3. Growing prosperity and awareness of increasing demands for an issues improved quality of life
4. Growing awareness of environmental issues
5. Valuable agricultural land and natural reserves of biodiversity are being lost
6. No unused land reserves
7. Strong demand for new housing

Existing historical setting at Kajang was Stadium Kajang, Masjid Kajang, Hospital Kajang, and Sate Kajang. This area is a high density development area with medium-high density with active landuse provided some business area, institution social facilities presence.
In the meantime, Kajang existing zones was:

To renew Kajang, need for expansion thus government need to create a more organized urban design in order to facilitate the population because all the facilities are provided within close distance.

Strengthening the city can also be done through creating a compact city. However transportation and traffic issues especially traffic jammed, limited parking space and bus services is not settled. Traffic jammed on the main road at center of the city especially at Kajang city center can caused because of the increasing private traffic jammed at this roads when car and road user parking beside the road while buses waiting for their passengers. This related to the inadequate parking place in Kajang city center especially a centralized parking type such as multi storage building to accommodate a high number of users. This situation forced users to park their car besides the road and causing traffic jammed. Besides, the location of bus station in high peak morning and evening is not reasonable.

Transformation of the urban environment, such as of Kajang old city centres is termed as urban renewal. Urban literature uses, often without definition, terms such as urban regeneration, urban revitalization, gentrification, neighborhood renewal, rehabilitation, and renovation. The modern incarnation of urban regeneration began in the late 19th century in developed nations and since then, the process has had major impact on many urban landscapes, and demographics of cities around the world. Moving away from the traditional demolition, reconstruction and population displacement renewal schemes, present regeneration efforts are more comprehensive with the combination of economic, physical, institutional and social considerations for building effective and sustainable environments. Urban renewal and regeneration is now a
pertinent ingredient for building sustainable cities. Many success stories of urban regeneration efforts from various developed cities and other parts of the world such as the UK, USA, Australia, Canada, Sweden, Hong Kong, Singapore and South Korea can be benchmarked to see how concerted efforts have transformed and revitalized cities. Successful examples indicate how derelict brownfields, dockyards, industrial areas, and worn-out city areas are transformed into new, fresh and vibrant economic centre providing new opportunities and city environments.

**URBAN RENEWAL CONCEPT**

1. **DEVELOPMENT ACCESS**
   Upgrading the road area in Kajang city centre. As mega MRT mega project was in action and planned to be stationed near Kajang city centre, thus, public transport should enhance the city condition.

   First, Kajang centre, filled with Metro Kajang and nearby commercial building should turned into walking shopping area. Closed all road i Kajang city centre and make it into a circle, all surrounded by road. Pavement area covering city shopping area shall prevent vehicles entering Kajang centre and reduce congestion.
Kajang centre will be a public hub, for bus and taxi pick and drop off passenger from different other district. Thus, a lane will be made crossing Kajang circle centre and visualized as above image.

Main road of Kajang, surrounding Kajang centre and road from Kajang to Bangi should be wider, suggestion is to use avenue which consist of four lane road without divider. Currently, despite connection of Kajang main road to highway, the main road itself is causing a bottle-neck congestion to massive road user during peak hour. This include failure in road condition.

Besides, resident development access should be build such as pedestrian and cyclist lane and also disable access at bustops and other place. With adequate amount of trees planted alongside the road, hopefully the netizen would be encourage to walk and use public transport. This improvisation is aimed to encourage resident in using public transport which will help reduce Kajang pollution and congestion.

Multistorey parking garage shall be provided so that people able to park and ride especially near train station. However, if less parking with high paid fees is build, usage of private vehicle would be reduced largely.
2. MIX-LAND USE

Kajang city was planned to be mix of housing type size and price where there is a proportion of small, medium and rich people which able to buy different type of house.

Thus, privatization method is the best to be adopted in this part. Compact city will be adopted to reduce land use for residential with high building plot ratio. Thus, other area can be used for commercial, office building and industrialization to provide job opportunities and thus attracting more resident to live in Kajang city. This will help increasing the Gross Domestic Product of the Kajang Municipal which can be used to enhance the public facilities in futures.

New building planned to built shall follow the sustainability concept such as flat roof with plantation on rooftop, more windows and many more. Resident also was encourage to share houses especially if the houses was design for family person to live comfortably with lower building plot ratio such as image in the right.
Industry shall be located far from residential areas to prevent pollution from affecting the resident health. Area in Sony factory in Bangi is the suitable area to become industrialized area or in future can be free trade zone.

3. SETTING OF CHARACTER AND INFRASTRUCTURE

Settings and character of Kajang area shall be preserved to attract the community to live in Kajang. Some historic characteristic in Kajang is Kajang Stadium, Sate Kajang, Hentian Kajang and many more.

Facilities in Kajang such as police station, firefighter and hospitals should be enhance where a safe and healthy environment can increase the community productivity.

Also, Sungai Hulu Langat can be transformed into a recreational area. This only required a small space with less budget and also beautifies the natures in Kajang if adopted in future. If once in future Sungai Hulu Langat become deeper, thus, trade activities could be done.

RENEWAL CONCEPT TO BE ADOPTED

Total re-development
This method will involve total demolition of the existing building and clearance of the site which include removal of existing business and residential occupants. It is particularly suitable for blighted housing and industrial areas to
transform a dying area into a positive and dynamic image of the city. The areas identified to re-developed will be more intensified in use such as mixed development and medium to high density residential. All redevelopment areas will be required to provide for community facilities, improved infrastructures and urban parks/local play area.

Any proposals for redevelopment also are required to be integrated with the surrounding urban fabric by ensuring continuity in public realm, green spaces and pedestrian networks. Where redevelopment areas are identified as Transit Planning Zones, provisions for transit facilities are to be made and the developments are to be integrated fully with transit facilities and high quality pedestrian environment.

**Revitalization / Refurbishment**
This method will involve upgrading of the existing building or site in order to rejuvenate and gives a new lease of life to the building or the site.

**Conservation and Preservation**
The method is particularly suitable for buildings or sites with historical value and have tourism potential Urban regeneration is a complex combination of social, economic, planning, construction and management activities. In translating the policies from the State Structure Plan, the Local Plans for these municipalities have earmarked the appropriate areas for redevelopment in these towns.

Mechanisms for preparing the appropriate development plans, refining the legal aspects, stakeholders consultation and institutionalizing the implementation authority to undertake and implement the effort shall have to be carefully planned. The State Government is committed and determined in this venture and has embarked on initial moves towards this. Consultants and experts have been appointed to work along with the State Economic Planning Unit, State Town and Country Planning Department and the Local Authorities to study and identify actual sites for regeneration and to suggest priorities in developing them. A Special Committee has been appointed to oversee these studies and actions for the regeneration efforts. For the Klang area, the
redevelopment of the Klang River is of priority. The State is now undertaking a land use study to inventorize development.

CONCLUSION

Urban renewal is applicable and totally dependent on the investment on the city itself.

As in terms of funding, experiences of successful urban regeneration efforts demonstrate that urban regeneration is most effective when it is delivered in partnership with those groups and organizations best placed to influence the success of urban regeneration projects. The initiative for private funding or joint public-private funding is essential. This means that Government and Local Authorities would work in partnership with construction companies, private sector organizations and local communities. From the social perspective, consultation with local communities about urban regeneration plans has been recognized as being vital to the project’s success. This is because urban regeneration has direct links to, and affects directly, the communities living in the areas where regeneration is planned.

As a consequence, community regeneration is an integral part of urban regeneration. Successful urban regeneration will not only work at the physical level but will result in the building of successful, vibrant and sustainable communities. In Selangor, perhaps a Citizen’s Committee could be formed like in Korea, in order to emulate the experiences of successful projects from abroad. The State is determined that renewal efforts shall involve social inclusion of stakeholders into redevelopment efforts. Initial plans under discussion have touched on aspects of provision of affordable housing for low income households, micro-financing schemes for qualified low income individuals to ensure their direct involvement in development of urban slum areas, the improvement of IT infrastructure and broadband penetration and to enlarge regeneration areas into mini-city centres. These areas can then be transformed into hubs of economic activity for business, education and social activities as well as enhancing growth small and medium enterprises(SMEs) in these areas. Its would suggest that the possible approaches to neighborhood
regeneration can therefore be identified as: (i) redevelopment, wherein a neighborhood is rebuilt a new; (ii) rehabilitation, wherein the existing structures are preserved and upgraded;(iii) and integration, a combination of the first two approaches. Each approach can involve the re-housing of the population on the original site or its relocation to another part of the city. In terms of redevelopment, for developers, redevelopment represents maximum profit through the sale of new centrally -located units. For local governments, this approach represents maximum use of land, higher floor area ratio, and has the advantage of introducing higher income groups and commercial activities to the city center, which increase tax revenues. It also leads to higher population density and improved services and infrastructures, which is highly desirable for modernizing inner-city areas.