



**DRAFT LOCAL PLAN OF MAJLIS PERBANDARAN
KLANG 2035
(REPLACEMENT)**

EXECUTIVE SUMMARY

PLANMalaysia
(JABATAN PERANCANGAN BANDAR DAN DESA
SEMPERANJUNG MALAYSIA)



DRAFT LOCAL PLAN OF MAJLIS PERBANDARAN **KLANG 2035** (REPLACEMENT)

EXECUTIVE SUMMARY



MAJLIS PERBANDARAN KLANG

PLANMalaysia

Perancangan Melangkaui Kelaziman
Planning : Beyond Conventional

JABATAN PERANCANGAN BANDAR DAN DESA
SEMPENANJUNG MALAYSIA

DRAFT LOCAL PLAN OF MAJLIS PERBANDARAN
KLANG 2035 (REPLACEMENT) IS PREPARED IN
ACCORDANCE WITH THE REQUIREMENT OF
SUBSECTION 16 TOWN PLANNING ACT 1976
(ACT 172)

JANUARY 2019



EXECUTIVE SUMMARY

DRAFT LOCAL PLAN OF MAJLIS
PERBANDARAN KLANG 2035 (REPLACEMENT)

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MAJLIS PERBANDARAN

KLANG 2035
LOCAL PLAN
(REPLACEMENT)





1.1 INTRODUCTION

Local Plan (LP) consists of **maps and written statements with detailed explanations on the proposals of Local Authorities** for the purpose of development and land-usage planning by adapting strategic policies of Selangor Structure Plan 2035.

Majlis Perbandaran Klang 2035 Local Plan (Replacement) , also known as MPKLP 2035 (Replacement) is a new development plan to replace the previous local plan, Majlis Perbandaran Klang Local Plan (4th Amendment) 2020.

1.2 DEVELOPMENT HISTORY OF STUDY AREA

Klang is the oldest settlement in Malaysia that holds many important historic and ancient artifacts for the development of human civilizations. The origin of its name is derived from trading and port activities at that time; i.e the word "Klong" means "warehouse" in Mon-Khmer language where Klang is regarded as the most important port with many warehouses used for trading activities. Details of the Klang development timeline is shown in the following diagram.



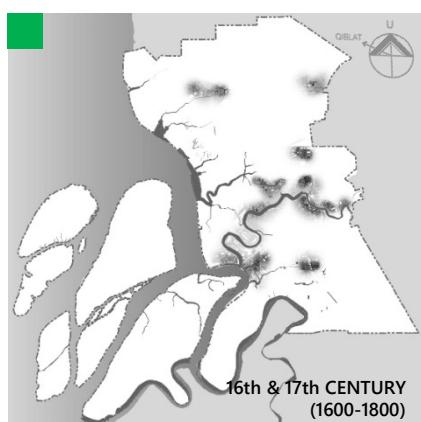
The discovery of archeological and artifacts in 1905 was the basis of human civilization in Neolithic and Iron Age since 2,500 years ago, and subsequently the Majapahit Empire of 600 years ago.



PRE-MALAY SULTANATE AGE

Year
1300 - 1500

Based on the Malay Manuscript, Klang was an important trading centre known especially for its quality tin mining activities along the Klang River. It also served as the main gateway to Malaya through Klang Valley.



In 1903, Klang became the center of Selangor Sultanate at Mahkota Puri Palace. At the same time, Malay culture was started to develop. Teluk Kapas, Rantau Panjang, Meru, Kapar and Bukit Raja were among the earliest settlements along the Klang River and in Selangor.



FORMATION OF SELANGOR SULTANATE

Year
1600 - 1800

Based on the historical records, the Dutch has established Klang as the main tin production site in Malaya. The activity of tin mining in Klang has attracted Bugis and Makasar communities.

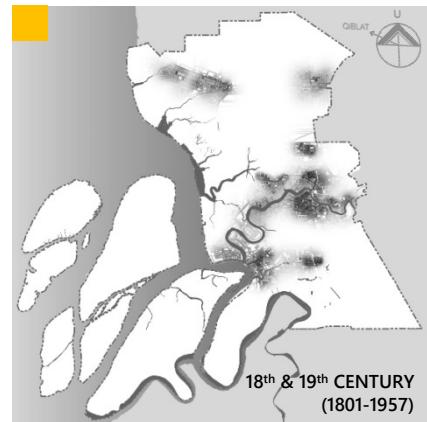


BRITISH COLONIAL ERA



The presence of British to Klang has changed the scenario of the area.

Road and rail networks, as well as postal system were introduced in the 1880's. Klang City became the centre of administration in Selangor following the appointment of first Resident, J.G. Davison. Among the buildings that are still standing are Kota Mahadi, Gedung Raja Abdullah and the train station. In 1901, Swettenham Port started its operation and connected to Kuala Lumpur by train.

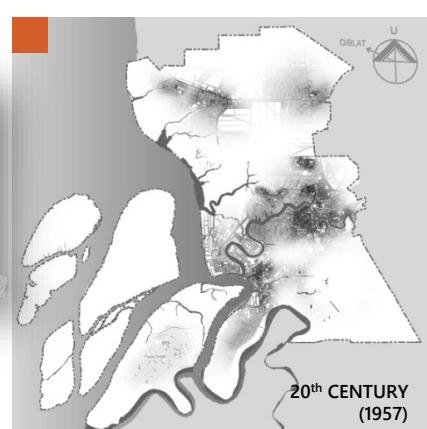


INDEPENDENCE AND FORMATION OF MALAYSIA

The Independence of Malaysia has shown the development of transportation



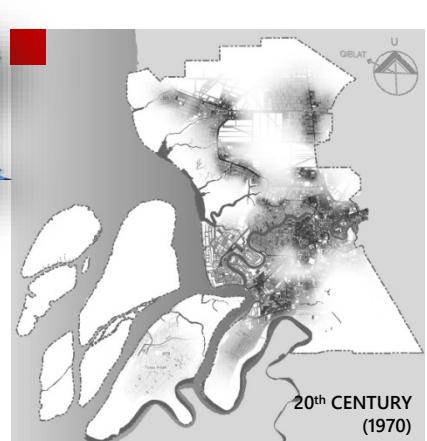
system that contributed to the urban sprawling throughout Klang. The development of new settlements was not only concentrated along the river, but also in northern areas such as Meru and Kapar. The development of City Bridge connects both sides of Klang River and opened up new areas for development and expansion of the city to its vicinity.



MALAYSIA MODERNIZATION AND CONTAINERISATION



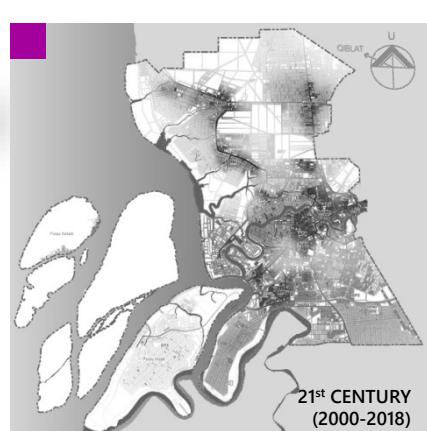
In the 1970's, the increase of container activities has led to expansion of the logistics industry in Klang and Selangor. Apart from port, infrastructural developments such as highways and railway system as well as public facilities have also contributed to the population increase in Klang. This has contributed to the development of early settlements of Kapar, Meru and Klang City Centre. Due to the rapid growth in the main land, Pulau Indah was also developed and became an industrial area.



KLANG URBANIZED IN 21ST CENTURY



Klang today is a city with modern transportation system and a major economic driver to the state. Port Klang now is identified as the 12th largest port in the world. The strategic location of Port Klang, coupled with the thriving economy has made Klang a competitive port worldwide. The high technology and modern transportation system including the LRT 3 link from Kuala Lumpur to Klang will continue to enhance Klang's identity as a competitive city.



1.3 PROFILE OF STUDY AREA

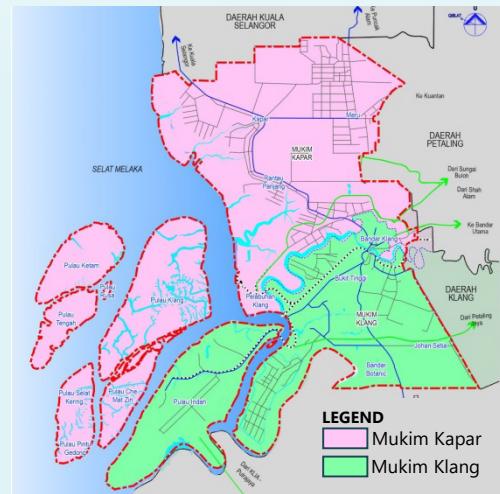
MPKLP STUDY AREA
a



The MPKLP 2035 (Replacement) Study Area is located on the western side of Selangor. The area is bordered by Petaling, Kuala Langat and Kuala Selangor District; and Melaka Straits on the west.

The MPKLP 2035 (Replacement) Study Area involved the Mukims of Kapar and Klang. The official boundary of the study area has been established in 1895. It has been amended four times; in 1890, 1945, 1954 and 1975.

MUKIM
b



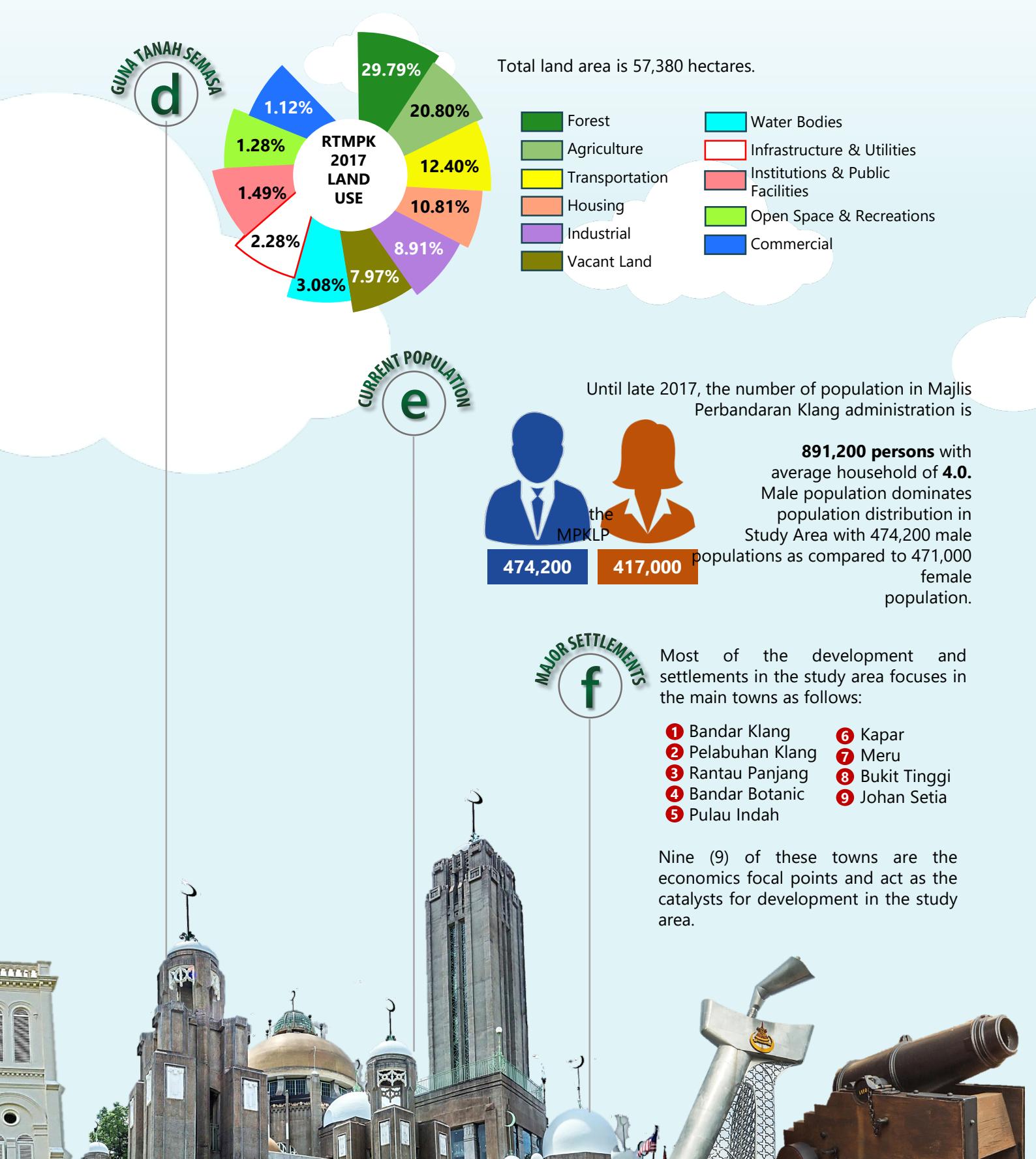
MAJLIS PERBANDARAN KLANG
c



Development area for MPKLP 2035

(Replacement) is managed and controlled by Majlis Perbandaran Klang.

MPK was established in May 1890 as the local authority. MPK was also known as Lembaga Kesihatan Klang and was later upgraded to Klang District Council. With the enforcement of Local Authorities Act 1976 (Act 171) and restructuring of local authorities, this Klang District Council was then upgraded to Majlis Perbandaran Klang (MPK) on 1st January 1977.





1.4

DEVELOPMENT DIMENSION

The formation of MPKLP 2035 (*Replacement*) is implemented based on the planning in accordance to the 6 dimensions of sustainable development introduced by PLANMalaysia in the MURNInets system.

These 6 development dimensions are formulated by taking into account the sustainable development principles, strategies and policies as suggested by the United Nations of **four (4) levels of sustainability**; namely at global, national, state and local levels.

The definitions of each dimension can be summarized as follows:



DIMENSION 1: OPTIMUM LAND USE AND NATURAL RESOURCES

This dimension will examine the physical development component that includes the need for planning and resource management to achieve sustainable development.

Related Research Field:

- Land Use Planning Field



DIMENSION 2: COMPETITIVE ECONOMY

This dimension will explain the fundamentals and key economic resources that contributes to economic development in Klang.

Related Research Field:

- Economy Fundamentals and Settlement Poles
- Commercial and Industrial
- Tourism
- Agriculture, Livestock and Fisheries



DIMENSION 3: PROSPEROUS COMMUNITY

This dimension involves several fields relating to population, institutions, and facilities that contributes to improve the quality of life.

Related Research Field:

- Demography, Labour and Human Resources
- Housing and Village Settlement



DIMENSION 4: EFFICIENT INFRASTRUCTURE AND TRANSPORTATION SYSTEM

This dimension is related to improving the provision of infrastructure and telecommunication systems in Klang with other surrounding cities.

Related Research Field:

- Traffic Management and Public Transport
- Infrastructure and Utilities



DIMENSION 5: HIGH QUALITY ENVIRONMENT

This dimension will identify areas that require care and conservation of the environment to generate a quality environment.

Related Research Field:

- Public and Community Facilities
- Landscape and Urban Design
- Environment and Forestry



DIMENSION 6: EFFECTIVE GOVERNANCE

This dimension involves efforts in providing and improving an effective governance to ensure that overall development goals of RTMPK 2035 (*Penggantian*) are achieved.

Related Research Field:

- Sustainability Assessment
- Management and Implementation
- Geographic Information System (GIS)

This Local Plan takes into account fifteen (15) planning sectors and adjusted accordingly into six (6) development dimensions as shown in **Figure 1**. The sectors are:

- | | | |
|--|--|--|
| A Land Use Planning | F Community Facilities | J Tourism |
| B Demography, Labour and Human Resources | G Landscape and Urban Design | K Environment and Forestry |
| C Economy Fundamentals and Settlement Poles | H Traffic Management and Public Transport | L Infrastructure and Utilities |
| D Commercial and Industrial | I Agriculture, Livestock and Fisheries | M Management and Implementation |
| E Housing and Village Settlement | | N Sustainability Assessment |
| | | O Geographic Information System (GIS) |

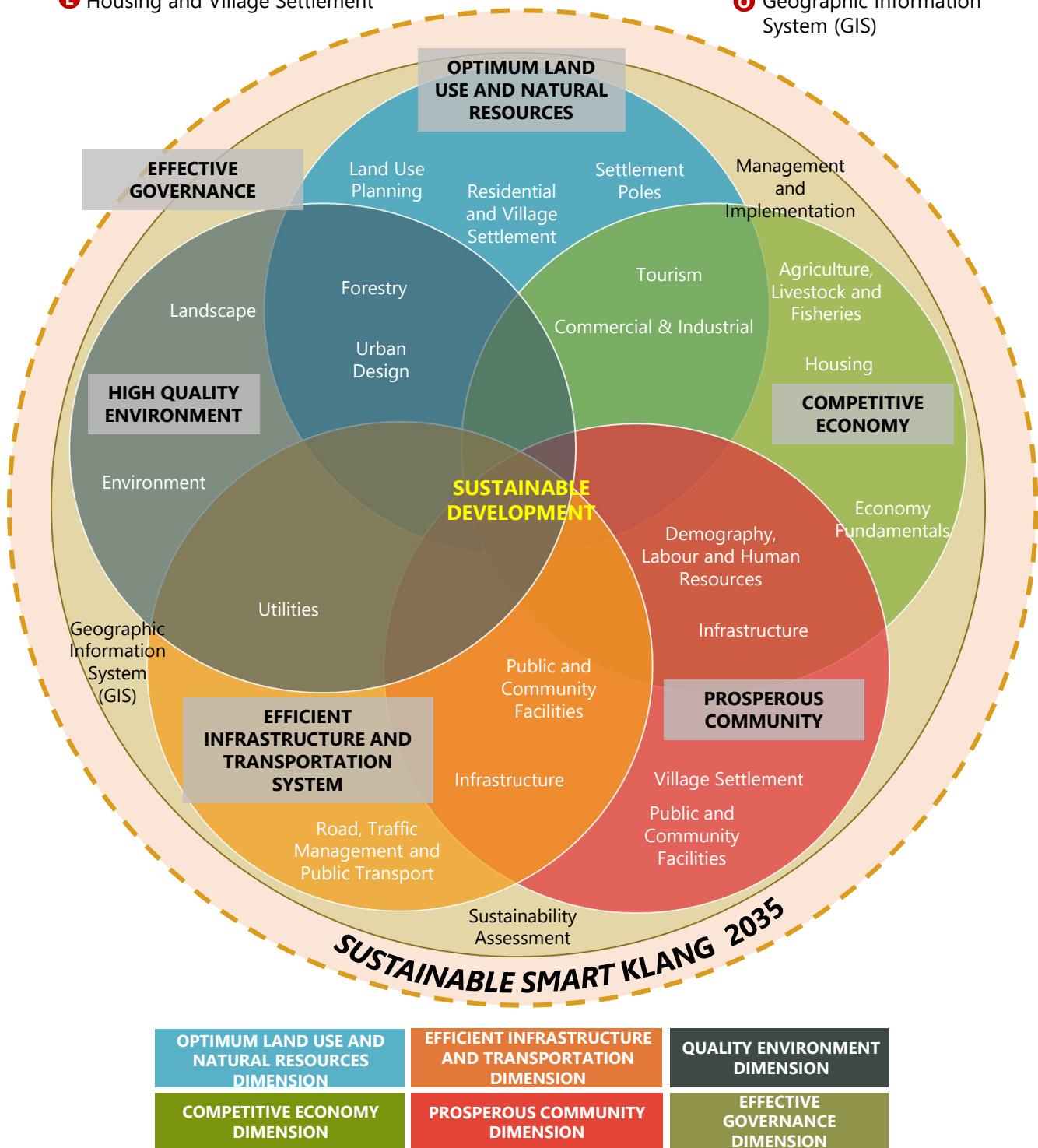


Figure 1: Relationship between Six (6) Development Dimensions and Fifteen (15) Planning Sectors in Sustainable Development

Source: MPKLP 2035 (Replacement) study



2.1 INTRODUCTION

This section provides a summary of the current development profile of the RT Klang area. The current development profile comprises of issues and problems and major development projections where these information are the basis for the development of strategies and development concepts in the MPKLP 2035 (Replacement) area which will be discussed in Chapter 3: Development Strategy.

2.2 MAIN ISSUES AND PROBLEMS



Incomprehensive development of land use planning of small lots



Increasing number of brownfield sites and abandoned projects



Developments that do not follow the standards of planning permission such as buffer zones



Insufficient provision of community facilities, support facilities and infrastructure



Non-strategic location of development of housing and public infrastructure.



Provision of affordable housing for the selected B40 and M40 groups



Less emphasis on local economic development



Lack of job offers that are relevant to existing human resources



No distinct and clear image for development in RT Klang area



No specific development control guidelines in the heritage area



Occupation of factories and unauthorized development in agricultural areas



Degradation of natural resources and the quality of river / sea water that affects aquaculture



Dangerous and inefficient road transport system



Less emphasis on the provision of proper pedestrian paths



Unrecycled solid waste dumping



Flash flood - poor drainage maintenance

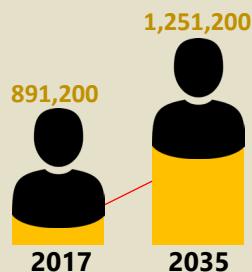
CHAPTER 2 EXISTING DEVELOPMENT PROFILE

2.3 DEVELOPMENT PROJECTION 2035



RT AREA POPULATION PROJECTION

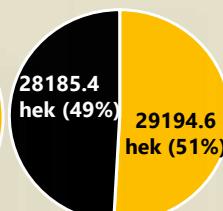
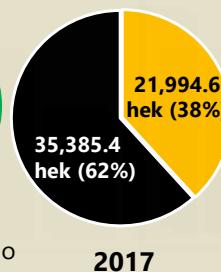
Based on the
Estimated
Increase
+ 1.9%



BUILT-UP AND NON-BUILT UP AREA PROJECTION

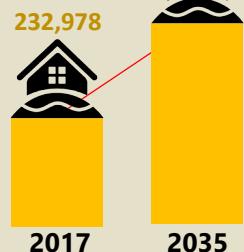
Increase of
Built-up Area
+ 13%

Built-up
Non Built-up



HOUSING UNITS REQUIREMENT PROJECTION

Based on the
Estimated
Increase
+ 10.6%



COMMERCIAL FLOOR SPACE REQUIREMENT PROJECTION

5,419,230 sqft

*Based on ratio
1 person :
4sqft



INDUSTRIAL LAND USE AREA PROJECTION

Based on the
Estimated
Increase
+ 1.19%



TRAFFIC VOLUME AND MODAL SPLIT PROJECTION

Based on
projection from
Road and Traffic
Malaysia Report
2016



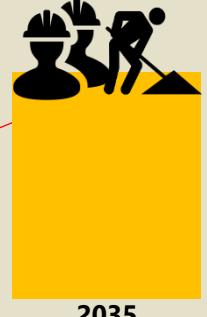
NUMBER OF JOB OPPORTUNITIES PROJECTION

Based on the
Estimated
Increase
+ 2.8%



LABOUR FORCE PROJECTION

Based on the
Estimated
Increase
+ 0.71%





3.1 INTRODUCTION

The development strategy of MPKLP 2035 (Replacement) was formed after taking into account and considering the findings of:

- i An analysis of the sustainable development policies and strategies that will be the main target by 2035;
- ii Physical, economic, social, cultural and governance positions;
- iii Issues, challenges and current developments and future targets; and
- iv The pattern of current development trends and the potential of MPK as a international sustainable city that meets the aspirations of residents, visitors, administrators, investors and entrepreneurs, and all stakeholders.

Among the steps and processes that will undertaken for the development of the MPKLP 2035 (Replacement) development strategy are as shown in **Figure 2**.

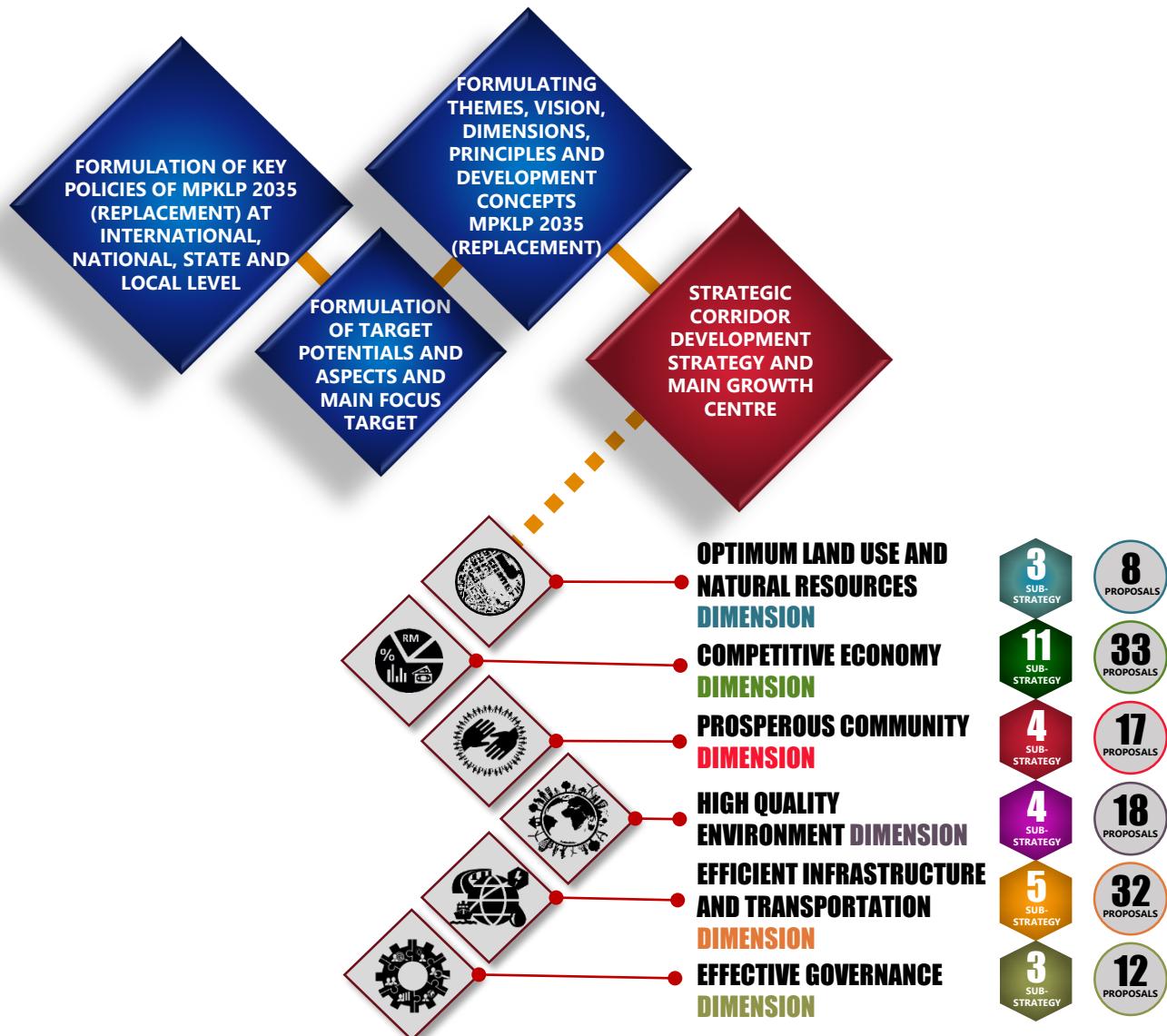
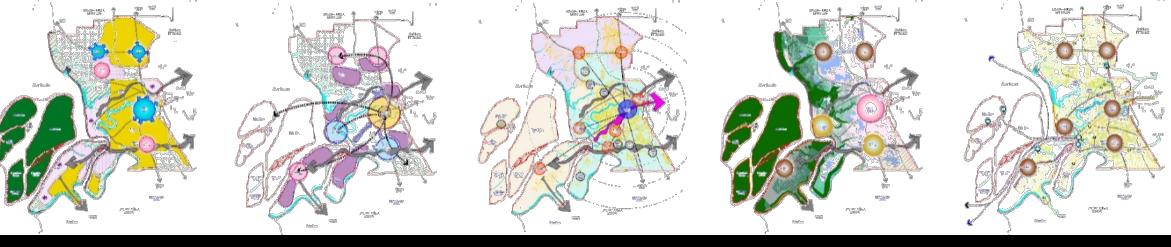


Figure 1: Strategy Formulation Process MPKLP 2035 (Replacement)



3.2 THEME, VISION AND DEVELOPMENT STRATEGY

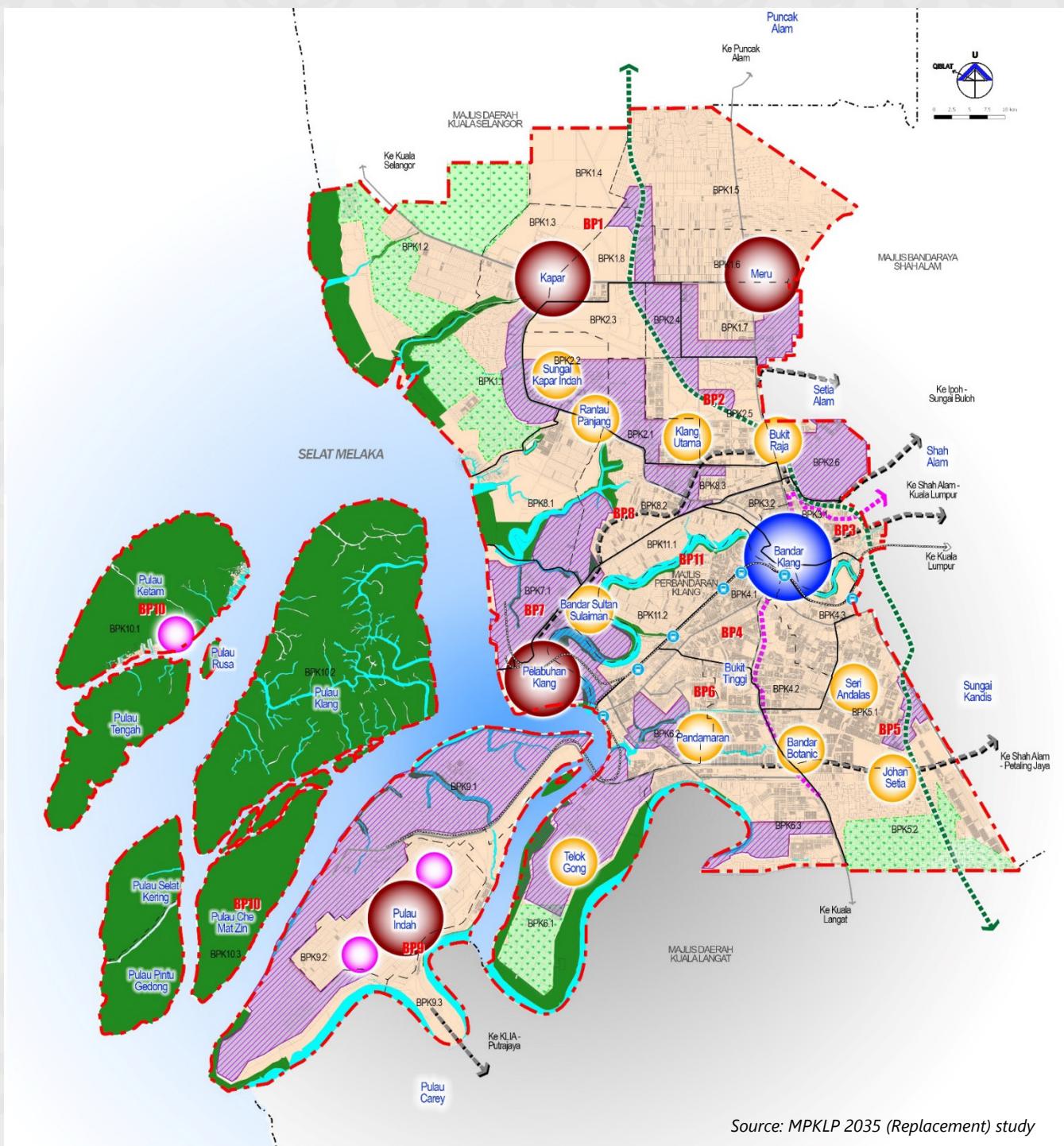
THEME	<i>Klang Bandaraya Warisan Diraja 2035</i>					
VISION	STRENGTHENING KLANG AS A ROYAL HERITAGE AND PORT CITY WHICH IS COMPETITIVE AT A GLOBAL LEVEL BY EMPHASIZING ON SUSTAINABLE DEVELOPMENT HOLISTICALLY AND BEARING THE IMAGE OF A HERITAGE AND DIGITAL CITY BY 2035					
CONCEPT & STRATEGY						
STRATEGIC CORRIDOR DEVELOPMENT STRATEGY AND PRIMARY GROWTH CENTRE						
DIMENSION	OPTIMUM LAND USE AND NATURAL RESOURCES DIMENSION	COMPETITIVE ECONOMY DIMENSION	PROSPEROUS COMMUNITY DIMENSION	QUALITY ENVIRONMENT DIMENSION	EFFICIENT INFRASTRUCTURE AND TRANSPORTATION DIMENSION	EFFECTIVE GOVERNANCE DIMENSION
SUB-STRATEGY & DEVELOPMENT PROPOSAL	<div>  <p>5.1 PROPOSAL 5.1A PROPOSAL 5.1B PROPOSAL 5.1C PROPOSAL 5.1D PROPOSAL 5.1E</p> <p>5.2 PROPOSAL 5.2A PROPOSAL 5.2B</p> <p>5.3 PROPOSAL 5.3A</p> <p>6.1 PROPOSAL 6.1A PROPOSAL 6.1B</p> <p>6.2 PROPOSAL 6.2A PROPOSAL 6.2B</p> <p>6.3 PROPOSAL 6.3A PROPOSAL 6.3B PROPOSAL 6.3C</p> <p>6.4 PROPOSAL 6.4A PROPOSAL 6.4B</p> <p>6.5 PROPOSAL 6.5A PROPOSAL 6.5B</p> <p>6.6 PROPOSAL 6.6A PROPOSAL 6.6B PROPOSAL 6.6C</p> <p>6.7 PROPOSAL 6.7A PROPOSAL 6.7B PROPOSAL 6.7C PROPOSAL 6.7D PROPOSAL 6.7E</p> </div>	<div>  <p>6.8 PROPOSAL 6.8A PROPOSAL 6.8B</p> <p>6.9 PROPOSAL 6.9A PROPOSAL 6.9B PROPOSAL 6.9C PROPOSAL 6.9D PROPOSAL 6.9E</p> <p>6.10 PROPOSAL 6.10A PROPOSAL 6.10B PROPOSAL 6.10C PROPOSAL 6.10D PROPOSAL 6.10E</p> <p>6.11 PROPOSAL 6.11A PROPOSAL 6.11B</p> </div>	<div>  <p>7.1 PROPOSAL 7.1A PROPOSAL 7.1B</p> <p>7.2 PROPOSAL 7.2A PROPOSAL 7.2B</p> <p>7.3 PROPOSAL 7.3A</p> <p>7.4 PROPOSAL 7.4A PROPOSAL 7.4B PROPOSAL 7.4C PROPOSAL 7.4D PROPOSAL 7.4 E PROPOSAL 7.4 F PROPOSAL 7.4 G PROPOSAL 7.4 H PROPOSAL 7.4 J PROPOSAL 7.4 K PROPOSAL 7.4 L PROPOSAL 7.4 M</p> </div>	<div>  <p>8.1 PROPOSAL 8.1A PROPOSAL 8.1B PROPOSAL 8.1C</p> <p>8.2 PROPOSAL 8.2A PROPOSAL 8.2B PROPOSAL 8.2C PROPOSAL 8.2D PROPOSAL 8.2E PROPOSAL 8.2F PROPOSAL 8.2G PROPOSAL 8.2H</p> <p>8.3 PROPOSAL 8.3A PROPOSAL 8.3B PROPOSAL 8.3C PROPOSAL 8.3D</p> <p>8.4 PROPOSAL 8.4A PROPOSAL 8.4B PROPOSAL 8.4C</p> </div>	<div>  <p>9.1 PROPOSAL 9.1A PROPOSAL 9.1B PROPOSAL 9.1C PROPOSAL 9.1D PROPOSAL 9.1E PROPOSAL 9.1F PROPOSAL 9.1G PROPOSAL 9.1H PROPOSAL 9.1J PROPOSAL 9.1K</p> <p>9.2 PROPOSAL 9.2A PROPOSAL 9.2B PROPOSAL 9.2C PROPOSAL 9.2D PROPOSAL 9.2E PROPOSAL 9.2F PROPOSAL 9.2G</p> <p>9.3 PROPOSAL 9.3A PROPOSAL 9.3B</p> <p>9.4 PROPOSAL 9.4A PROPOSAL 9.4B PROPOSAL 9.4C PROPOSAL 9.4D PROPOSAL 9.4E PROPOSAL 9.4F PROPOSAL 9.4G PROPOSAL 9.4H PROPOSAL 9.4J PROPOSAL 9.4K</p> <p>9.5 PROPOSAL 9.5A PROPOSAL 9.5B PROPOSAL 9.5C</p> </div>	<div>  <p>10.1 PROPOSAL 10.1A PROPOSAL 10.1B PROPOSAL 10.1C PROPOSAL 10.1D PROPOSAL 10.1E PROPOSAL 10.1F PROPOSAL 10.1G PROPOSAL 10.1H</p> <p>10.2 PROPOSAL 10.2A PROPOSAL 10.2B</p> <p>10.3 PROPOSAL 10.3A PROPOSAL 10.3B</p> </div>

DIMENSION 1: OPTIMUM LAND USE AND NATURAL RESOURCES



ISSUES	SUB-STRATEGIES AND PROPOSALS
ISSUE PGT 1 Incomprehensive land use planning	SUB-STRATEGY 5.1 EFFICIENT AND STRATEGIC AND USE PLANNING <ul style="list-style-type: none"> 5.1A Proposed Land Use RTMPK 2035 (<i>Penggantian</i>) 5.1B Proposed Redevelopment of Brownfield Sites 5.1C Proposal to encourage TOD Development 5.1D Proposal to encourage Mixed-Used Development 5.1E Proposed Preparation of Planning Block (BP) specifically for SMG development.
ISSUE PGT 2 Brownfield development sites that are not utilized	
ISSUE PGT 3 Development pressure	SUB-STRATEGY 5.2 CONTROL URBAN GROWTH AND DEVELOPMENT OPTIMALLY THROUGH LAND BUDGET METHOD <ul style="list-style-type: none"> 5.2A Proposed Urban Growth Limit 5.2B Proposed Retaining Farm Zones at Minimum Level of 3,000 Hectares
ISSUE PGT 4 Inconsistency and discontinuity of development between current and surrounding land use	
ISSUE PGT 5 Unbalanced urban development	SUB-STRATEGY 5.3 IDENTIFY AND DEVELOP MAIN CITIES THAT HAVE THE POTENTIAL TO SUPPORT MAIN DEVELOPMENT NODES <ul style="list-style-type: none"> 5.3A Proposed Settlement Hierarchy RTMPK 2035 (<i>Penggantian</i>)
ISSUE PGT 6 Urban sprawl primarily in Bandar Klang and Perlabuhn Klang	





Source: MPKLP 2035 (Replacement) study

PLAN 1: OPTIMUM LAND USE AND NATURAL RESOURCES DIMENSION STRATEGY

- Legend**
- Study Area
 - BP Boundary
 - BPK Boundary
 - PBT Boundary

- Development Strategy**
- Residential Focused Area
 - Industrial Focused Area
 - Food Production Zone

- Conservation and Preservation Zone**
- Forest (green circle)
 - River (cyan circle)

- Settlement Hierarchy**
- Sub-Regional Growth Centre (blue circle)
 - Major Settlement Centre (dark red circle)
 - Minor Growth Centre (orange circle)
 - Rural Growth Centre (pink circle)

- Accessibility**
- Existing Highway
 - Main Road
 - KTM Line
 - KTM Station
 - West Coast Expressway Route
 - LRT 3 Line



PROPOSED LAND USE RTMPK 2035

PROPOSAL DESCRIPTION

Proposed Land Use of MPKLP 2035 (Replacement) is based on the land budget in relation to the needs and provision of sufficient land at a given time (usually 5 years) and taking into consideration:

- i. Current development trends;
- ii. Klang District development potentials;
- iii. Development strategy of MPKLP 2035 (Replacement) ;
- iv. Projection of population distribution by 2035;
- v. Projection of housing unit required by 2035; and
- vi. Projection of business and industrial space requirements, infrastructure and public utilities by 2035.

Establishment of land budget is needed to plan for optimum land use. This method also reduces wastage of land space while controlling the supply of housing units, commercial space and excessive industries and sufficient land. To achieve a sustainable land use planning, MPKLP 2035 (Replacement) land use proposals takes into account several factors such as food security, KSAS development zone, disaster risk zones and city boundary limits. These factors are considered in determining the appropriate type of land use for an area.

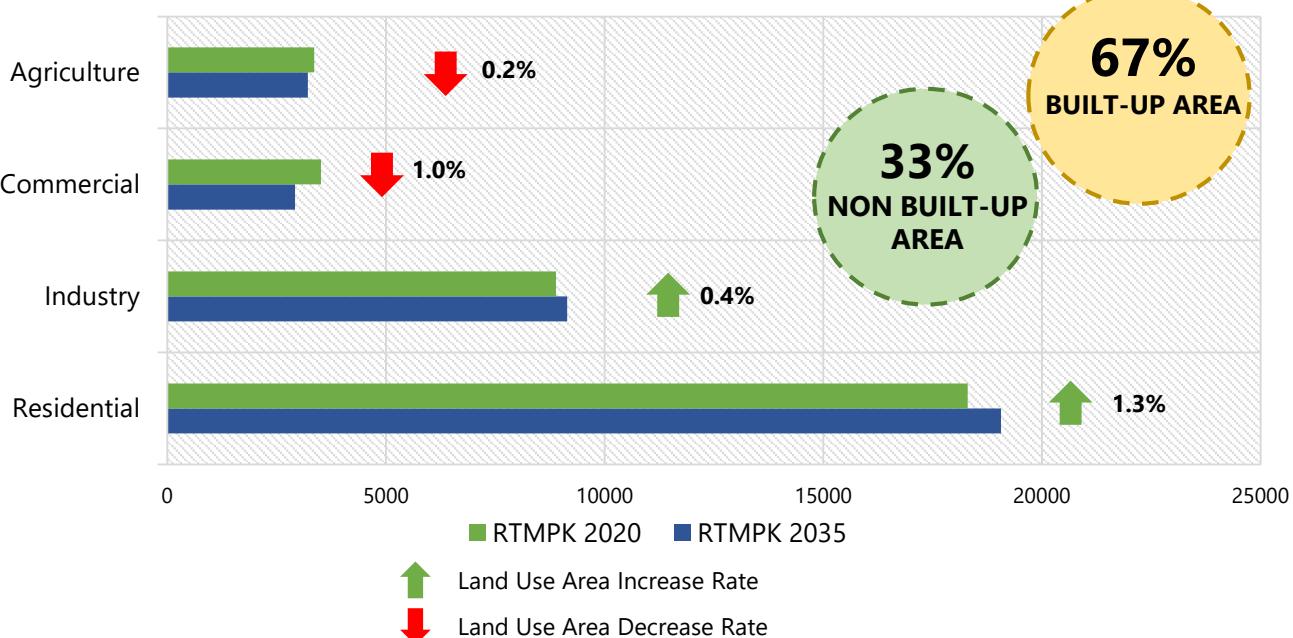
DEVELOPMENT COMPONENT

Table 1: Proposed Land Use MPKLP 2035 (Replacement)

LAND USE	AREA (HEC)	PERCENTAGE (%)
Built-up Area		
Residential	19,062.73	33.22
Commercial	2,922.53	5.09
Industry		
Special Industry	9,145.74	15.94
Institution & Community Facilities	1,043.85	1.82
Open Space & Recreation	581.99	1.01
Transportation	4,311.21	7.51
Infrastructure & Utilities	1,121.63	1.95
Non Builtup		
Agriculture	3,209.93	5.59
Forest	14,738.41	25.69
Water Body	1,241.98	2.16
TOTAL	57,380.00	100.00

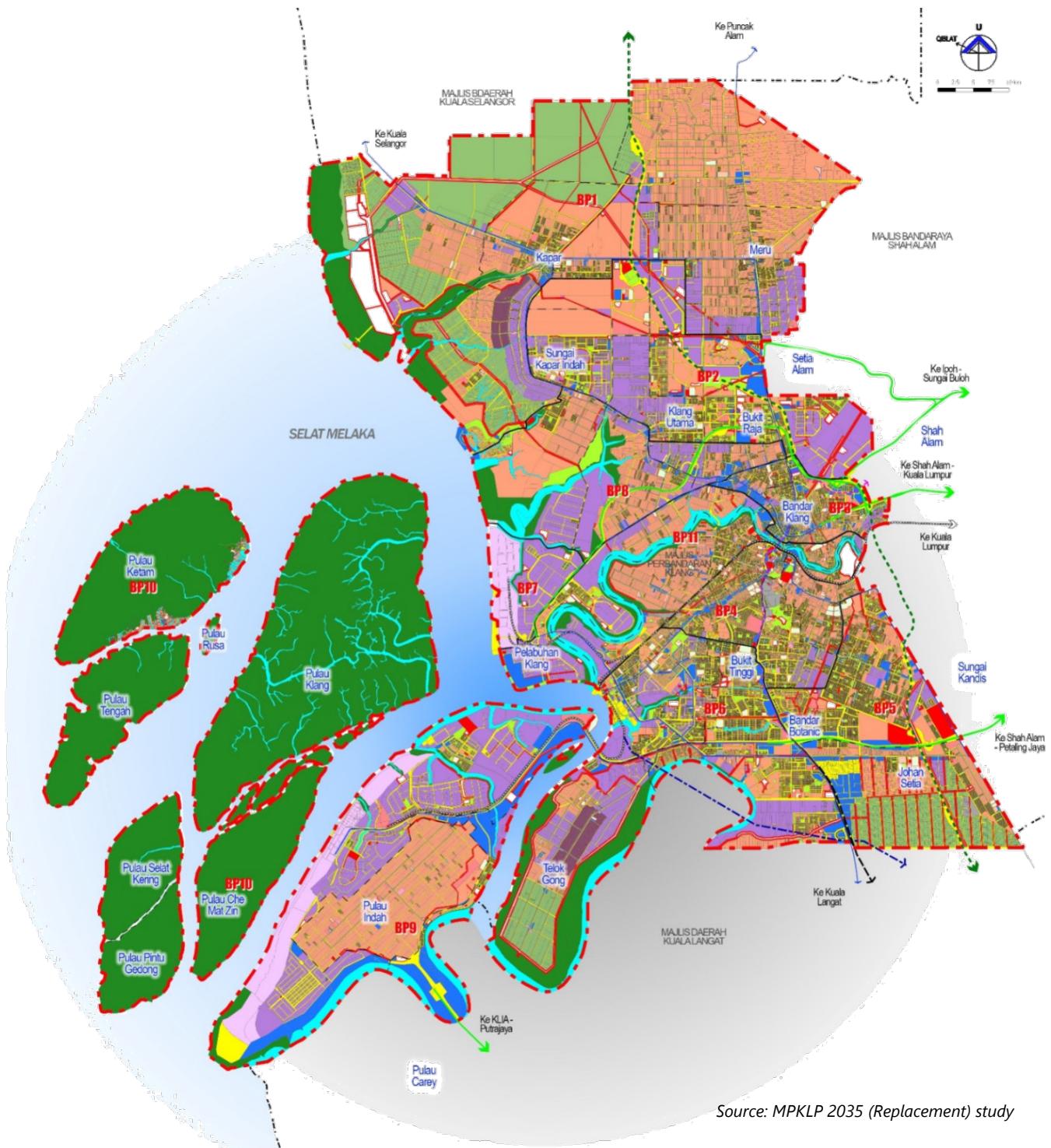
Source: MPKLP 2035 (Replacement) Study

LAND USE CHANGES



Rajah 4: Land Use Changes RTMPK (Ammendment 4) 2020 dan RTMPK 2035
Source: MPKLP 2035 (Replacement)





PLAN 2: PROPOSED LAND USE RTMPK 2035

Legend

- - - Study Area
- - - PBT Boundary
- BP Boundary
- Railway Line
- Highway
- Federal Road
- State Road
- Proposed LRT3
- Proposed West Coast Highway Route

Residential

Commercial

Industry

Mixed Development

Open Space and Recreation

Transportation

Infrastructure & Utilities

Vacant Land

Agriculture

Forest

Water Body

Maritime Industry

Institution and Community Facilities

Education

Health

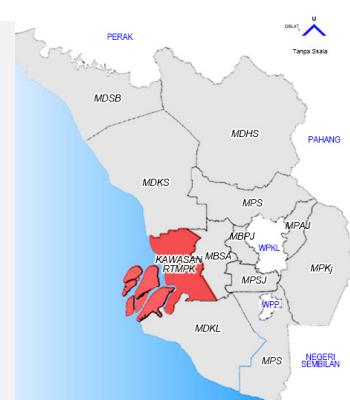
Religious

Security & Government Use

Cemetery

Welfare Home

Public Facilities



DIMENSION 2: COMPETITIVE EKONOMY



ISSUES

ISSUE KP 1 Commercial hierarchy in the RT area is at low level.

ISSUE KP 2 Limited attention given to local economic activities

ISSUE KP 3 Imbalance between demand and supply

ISSUE KP 4 Lack of continuity between existing commercial centres

ISSUE KP 5 Supporting facilities at commercial areas are insufficient and not maintained

ISSUE KP 6 Inadequate infrastructure facilities

ISSUE KP 7 Impact of ad-hoc projects on land use planning

ISSUE KP 8 Uncomprehensive, unplanned and scattered industrial planning

ISSUE KP 9 Less emphasis on local Industri Kecil dan Sederhana (IKS)

SUB-STRATEGIES AND PROPOSALS

SUB-STRATEGY 6.1

STABILIZE DEVELOPMENT OF COMMERCIAL AREAS AT RT AREA

6.1A Strengthening Commercial Centre Based on Urban Hierarchy

6.1B Encouraging Growth in Small Medium-Commercial Activities And Increasing People's Involvement in Business Sector As An Economic Driver

SUB-STRATEGY 6.2

STRENGTHENING COMMERCIAL ACTIVITIES POTENTIALS AS DEVELOPMENT CATALYST

6.2A Development of International Class Maritime University

6.2B Promoting Development / Investment of Private Institutions As An Economic Enablers

SUB-STRATEGY 6.3

PROVIDE INTEGRATED AND VIBRANT COMMERCIAL AREA AND ENHANCED BY SUPPORTING FACILITIES

6.3A Integrated and Planned Commercial Development

6.3B Redevelopment of Abandoned Commercial brownfields.

6.3C Improvement and Provision of Services and Basic Amenities at Commercial Areas

SUB-STRATEGY 6.4

ENCOURAGING PREPAREDNESS IN THE FLOW AND TREND OF INDUSTRY 4.0 AT RT AREA

6.4A Promoting K-Economy at the Strategic Growth Center

6.4B Promoting Electronic Based Business Sectors (E-Commerce)

SUB-STRATEGY 6.5

CREATING AN INDUSTRIAL CHAIN THAT IS SUITABLE AND EFFICIENT ECONOMICALLY

6.5A Proposed *Koridor Industri Berkelompok / Kluster*

6.5B Strengthening The Function of Klang as a Maritime Centre



● ● ● Continued

- ISSUE PL 1** Unorganized tourism development
- ISSUE PL 2** Limited basic facilities and support facilities for tourism activities

SUB-STRATEGY 6.6

STRENGTHENING TOURISM MASTER PLAN AT KLANG RT AREA TO ENSURE ITS VIABILITY AND IMPLEMENTATION

6.6A

Rezoning of Tourism Areas according to Product Types and its Strength

6.6B

Proposed for RT Klang Tourism Area Master Plan

6.6C

Provision for Tourism Support Facilities (Quality Environment)

- ISSUE PL 1** Unorganized tourism development
- ISSUE PL 2** Lack of promotion of tourism potentials that are available in RT area

SUB-STRATEGY 6.7

STRENGTHENING AND UPGRADING TOURISM INFORMATION PRODUCTS IN RT KLANG

6.7A

Provision for Tourism Information Centre

6.7B

Promoting Tourism Products through Media and Digital Channels

6.7C

Encouraging Collaboration Between Local Authorities and Related Agencies in Promoting Tourist Attractions in RT Area

6.7D

Encouraging Tourism Programme as an Initiative to Promote RT Area

6.7E

Introducing Tourism Products in Packages at RT Klang Area

- ISSUE PL 3** Lack of cultural, life, heritage and tradition values in villages
- ISSUE PL 4** Lack of development on variety of tourism products

SUB-STRATEGY 6.8

EMPOWERING CULTURAL, HERITAGE AND ROYAL CITY TOURISM PRODUCTS WITH CURRENT LOCAL CONTEXT

6.8A

Empowering Heritage, Cultural & Royal City Tourism Products as the Main Tourism Product in the Klang RT Area

6.8B

Strengthening Attraction to Local Products by Integrating Heritage, Culture & Royal City Tourism Products

- ISSUE PL 6** Maintenance of tourism area as well as building form

SUB-STRATEGY 6.9

INTRODUCING SUPPORT AND POTENTIALS FOR NEW TOURISM PRODUCTS IN RT KLANG AREA

6.9A

Strengthening Agriculture and Aquaculture Products

6.9B

Strengthening Gastronomy and Shopping Travel Products

6.9C

Strengthening Natural Environment Tourism Products

6.9D

Provision for Maritime Museum / Gallery in RT Area

6.9E

Introducing an Academic Scheduled Tourism Industry





● ● ● Continued

ISSUE PPP 1 Unorganized and unsystematic planning of agricultural sector in Klang

ISSUE PPP 3 Decline in the sustainability of the aquaculture industry

ISSUE PPP 4 Lack of attention to basic agricultural activities by locals

ISSUE PPP 5 Diminishing agriculture area

ISSUE PPP 6 Urban overflow to rural agricultural areas

**SUB-STRATEGY
6.10**

INCREASING PRODUCTION & PRODUCTIVITY OF AGRICULTURE ESPECIALLY IN FOOD CROPS, LIVESTOCK AND AQUACULTURE TO CONTRIBUTE TO THE NATIONAL FOOD SECURITY

6.10A Proposed Planning for Agricultural Land Development in Johan Setia

6.10B Increasing 'Taman Kekal Pengeluaran Makanan (TKPM) Area

6.10C Establishing Agrotechnology Park & Urban Agricultural Excellence Centre (*Taman Agroteknologi & Pusat Kecemerlangan Pertanian Bandar*)

6.10D Enhancing Dairy and Beef Cattle Production Intensively

6.10E Maintaining & Improving Productivity and Sustainability of *Zon Industri Akuakultur (ZIA)* Area

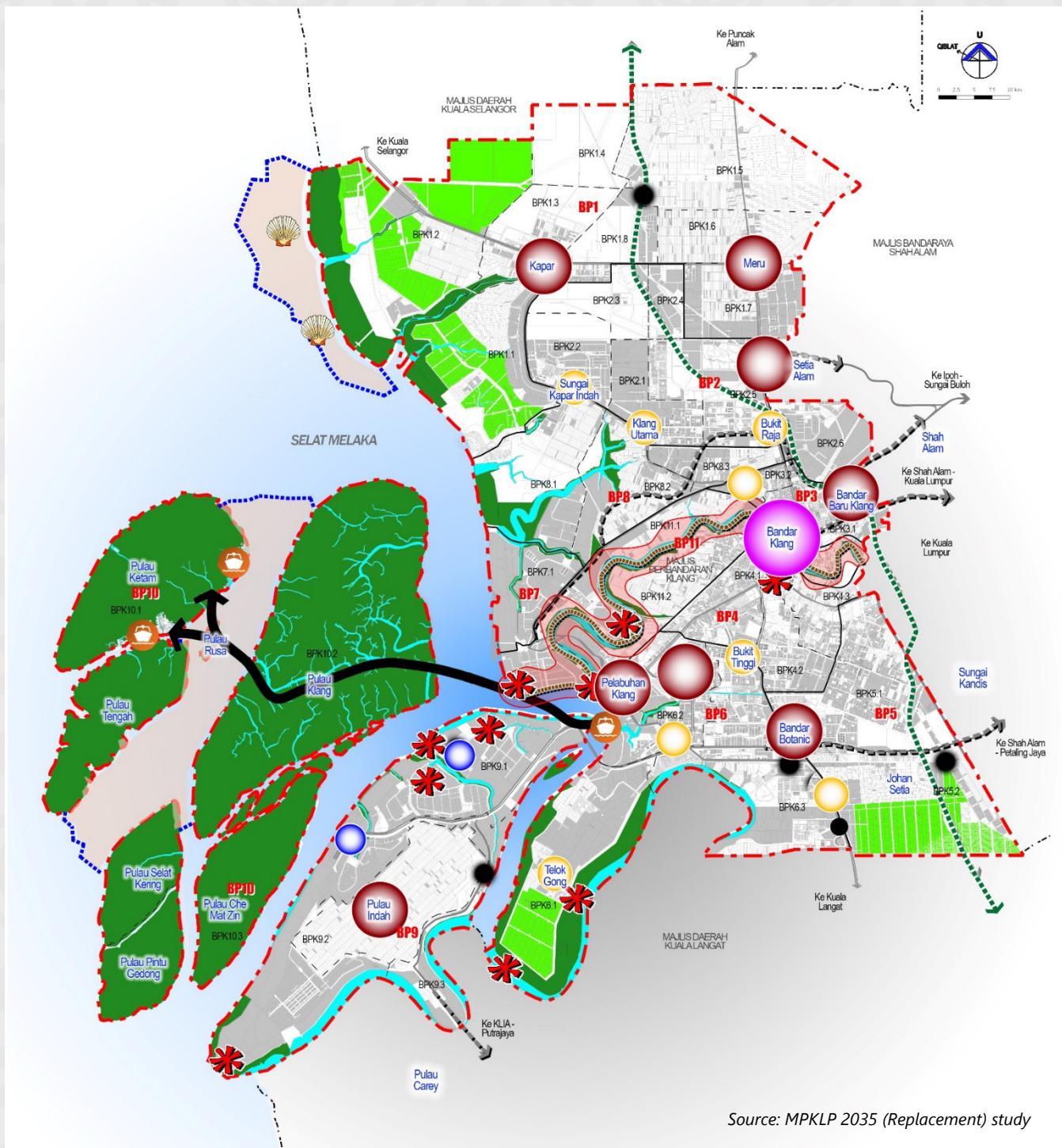
**SUB-STRATEGY
6.11**

INCREASING CROP PRODUCTIVITY IN URBAN AREA

6.11A Enhancing The Value Added Activities Through Farming Industry

6.11B Enhancing Urban Agriculture Activities





PLAN 3: COMPETITIVE ECONOMY DIMENSION STRATEGY

Legend

- Study Area
— BP Boundary
- - - BPK Boundary
- - - PBT Boundary

Commercial Hierarchy

- Central Business District- CBD
 - General Business Center
 - Neighbourhood Business Center
 - Growth Corridor and Development Area

Main Land Use

- Industry and Commercial
 - Agriculture
 - Forest
 - River
 - Brownfield Commercial

Tourism Zone

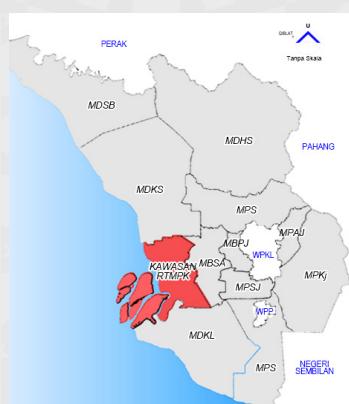
- ## Mangrove Marathon Path Alignment Tourism Nodes

Aquaculture Zone

-  Aquaculture Industrial Zone
 -  Cockles Farm

Accessibility

- → Existing Highway
 - Main Road
 - KTM Line
 - West Coast Expressway Route
 - LRT 3 Line



DIMENSION 3: PROSPEROUS COMMUNITY



ISSUES

SUB-STRATEGIES DAN PROPOSALS

ISSUE PRPD1 Provision of housing for all groups with an ideal household size

ISSUE PRPD2 Placement of low cost housing at the outskirts

ISSUE PRPD3 Lack of/no public utilities for specific developments at villages

ISSUE PRPD4 Maintenance of strata residential buildings

ISSUE KMK1 Community facilities that are not properly maintained and unsafe

ISSUE KMK2 Incomprehensive provision of community facilities

ISSUE KMK3 Limited land and less strategic location of community facilities

SUB-STRATEGY 7.1

ENSURING PUBLIC ACCESS FOR AFFORDABLE HOUSING

SUB-STRATEGY 7.2

ENSURE A CONTROLLED AND WELL-PLANNED HOUSING DEVELOPMENT PLAN WHILE PRESERVING CULTURAL AND HERITAGE FEATURES

SUB-STRATEGY 7.3

ENSURE QUALITY, HEALTHY AND LIVABLE HOUSING ENVIRONMENT

SUB-STRATEGY 7.4

ENSURE PUBLIC ACCESS TO SUFFICIENT, SAFE AND INCLUSIVE COMMUNITY FACILITIES

7.1A Development of 19,000 unit of *Perumahan Mampu Milik (RMM)*

7.1B Redevelopment of Residential Brownfields

7.2A Retaining Traditional Village as a Heritage Elements through Preparation of RKK

7.2B Proposed Village Settlement Centre through Provision of Centralized Facilities

7.3A Upgrading Existing *Perumahan Mampu Milik (RMM)*

7.4A Increase number of Hospital and Health Clinic according to Population Projection

7.4B Increase number of Secondary Schools according to Population Projection

7.4C Increase number of Primary Schools according to Population Projection

7.4D Increase number of Fire Stations according to Population Projection and Land Use Needs

7.4E Increase number of Police Stations according to Population Projection

7.4F Increase number of Multi-Purpose Halls according to Population Projection



● ● ● Continued

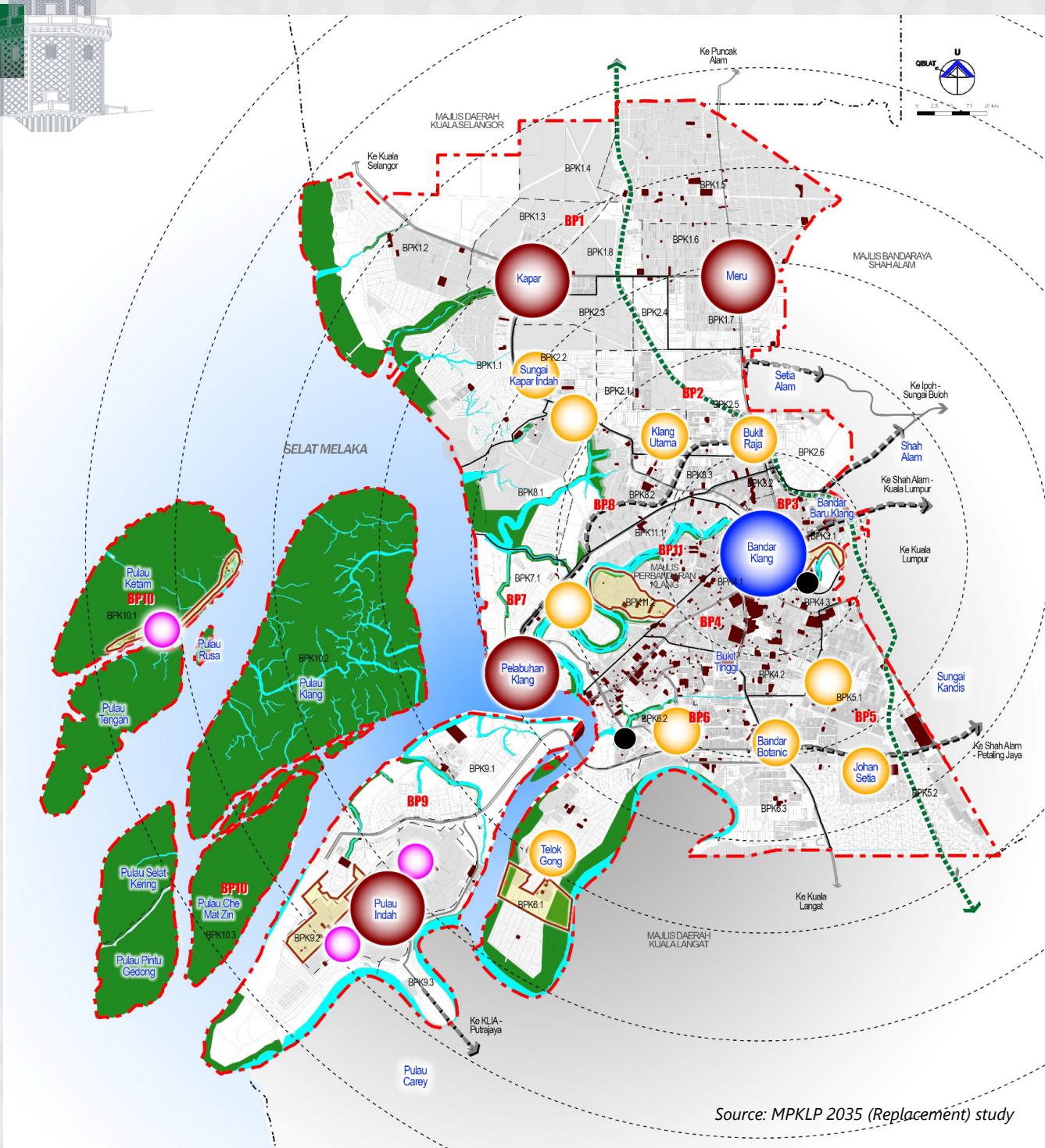
- ISSUE KMK 1** Community facilities that are not properly maintained and unsafe
- ISSUE KMK 2** Incomprehensive provision of community facilities
- ISSUE KMK 3** Limited land and less strategic location of community facilities

**SUB-STRATEGY
7.4**

ENSURE POPULATION ACCESS TO SUFFICIENT PUBLIC FACILITIES WHICH ARE SAFE AND INCLUSIVE

- 7.4E** Increase number of Mosque According to Population Projections
- 7.4H** Increase number of Non-Muslim Places of Worship According to Population Projections
- 7.4J** Need for Burial Reserve According to Population Projections
- 7.4K** Increasing number of Open Spaces According to Population Projections
- 7.4L** Proposed Improvement of Public Utilities Reserve to be More Flexible and Suitable
- 7.4M** Proposed Improvement of Public Utilities Reserve to be More Flexible and Suitable





PLAN 4: PROSPEROUS COMMUNITY DIMENSION STRATEGY

Petunjuk

- Study Area
- BP Boundary
- BPK Boundary
- PBT Boundary

Hierarki Bandar

- Sub-Regional Growth Centre
- Major Settlement Centre
- Minor Settlement Centre
- Rural Growth Centre

Guna Tanah Utama

- Commercial and Industry
- Institution and Public Facilities
- Forest
- River

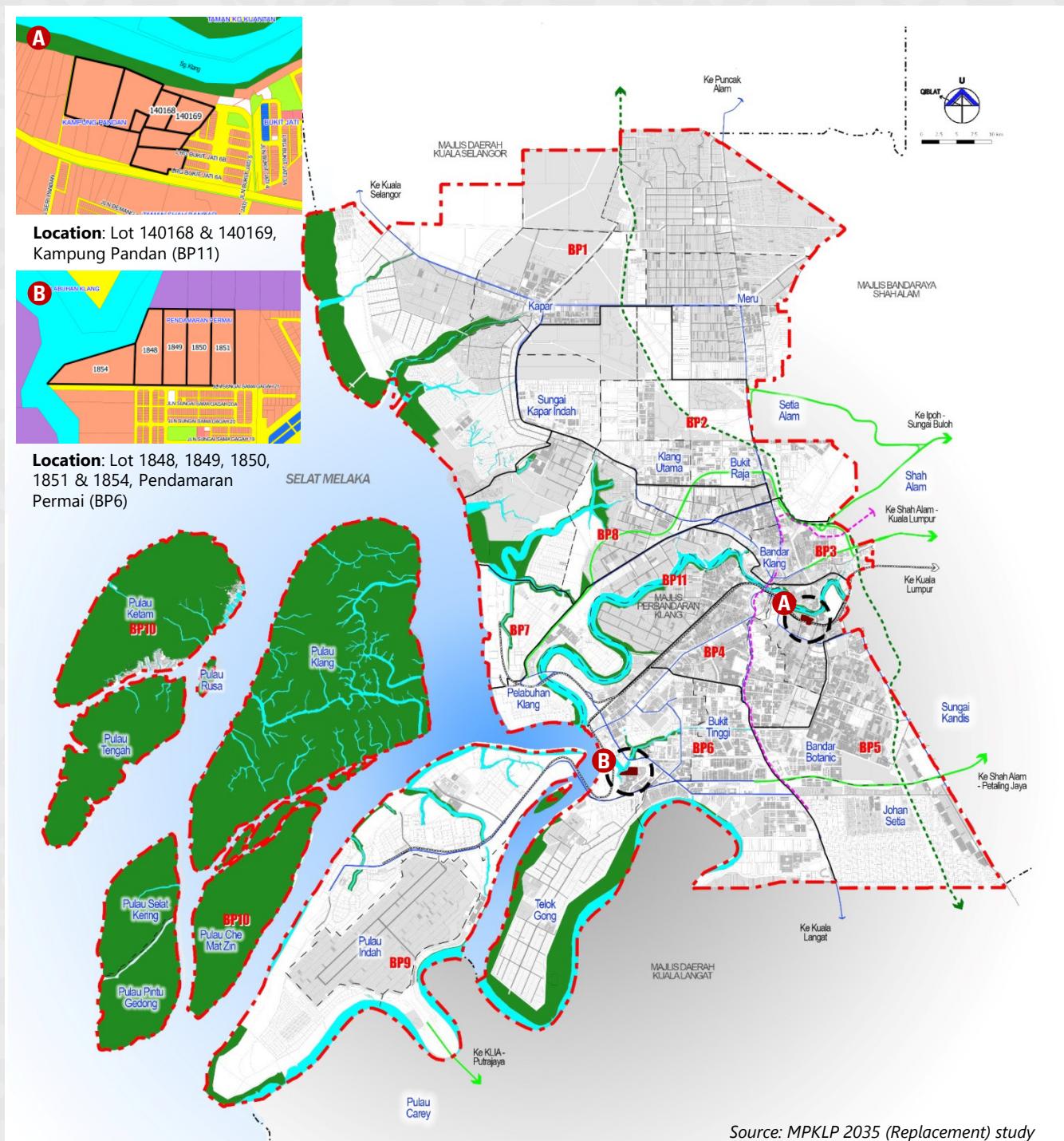
Petempatan Utama

- Affordable Public Housing Site
- Traditional Village Boundary

Aksesibiliti

- Existing Highway
- Main Road
- KTM Line
- West-Coast Expressway Route
- LRT 3 Line





PLAN 5: PROPOSED SITE OF AFFORDABLE PUBLIC HOUSING

Legend

- - - RT Boundary
- - - PBT Boundary
- BP Boundary
- Railway Line
- Highway
- Federal Road
- State Road
- LRT 3 Line
- Proposed West-Coast Expressway Route

Affordable Public Housing

- Proposed Residential Zone
- Proposed Site of Affordable Public Housing



DIMENSION 4: HIGH QUALITY ENVIRONMENT



SUB-STRATEGIES

4

PROPOSALS

18

ISSUES

- ISU ASP 1** Lack of Carbon City Application
- ISU KMK 4** Low emphasize on integrated open space development.

- ISU LRB 1** There is no clear image for study area of Klang.

- ISU LRB 2** Urban image is unattractive and less prominent

- ISU ASP 2** There are no specific development control guidelines in the heritage area
- ISU ASP 3** Less awareness on the environment preservation.

- ISU ASP 2** There are no specific development control guidelines in the heritage area
- ISU ASP 3** Less awareness on the environment preservation.

SUB-STRATEGIES AND PROPOSALS

SUB-STRATEGY

8.1

IMPLEMENTING GREEN DEVELOPMENT AND LOW CARBON CITY ELEMENTS AT THE MAIN TOWN OF KLANG DISTRICT.

SUB-STRATEGY

8.2

STRENGTHENING THE IMAGE OF STUDY AREA IN ACCORDANCE TO THE SUITABILITY AND LOCAL FUNCTION

SUB-STRATEGY

8.3

MAINTAINING THE ENVIRONMENT AND ITS RESOURCES IN AN INTEGRATED AND SUSTAINABLE WAY

SUB-STRATEGY

8.4

IMPROVE THE ENVIRONMENT QUALITY

8.1A Proposed Carbon Management

8.1B Proposed Promoting Green Neighbourhood Development

8.1C Proposed Centralized Open Space Preparation in North Klang

8.2A Planning Development of Landscape and Urban Design of Study Area

8.2B Proposed Development of Open Space according to Hierarchy and Identity.

8.2C Proposed Strengthening Image and Identity of Bandar Klang as Heritage City

8.2D Proposed Strengthening the Image of Kapar and Meru

8.2E Proposed Tree Planting according to the Functions and Location

8.2F Proposed Placement of Entrance Statement at the Entrance Boundary of Study Area and Klang City Center

8.2G Proposed Preservation and Reuse of Heritage Buildings

8.2H Proposed Skyline at Main Town of Klang

8.3A Proposed Setting of KSAS Stages

8.3B Proposed Development Control and Monitoring at Disaster Prone Area

8.3C Proposed Integrated Development Control Around the Mangrove and River Area.

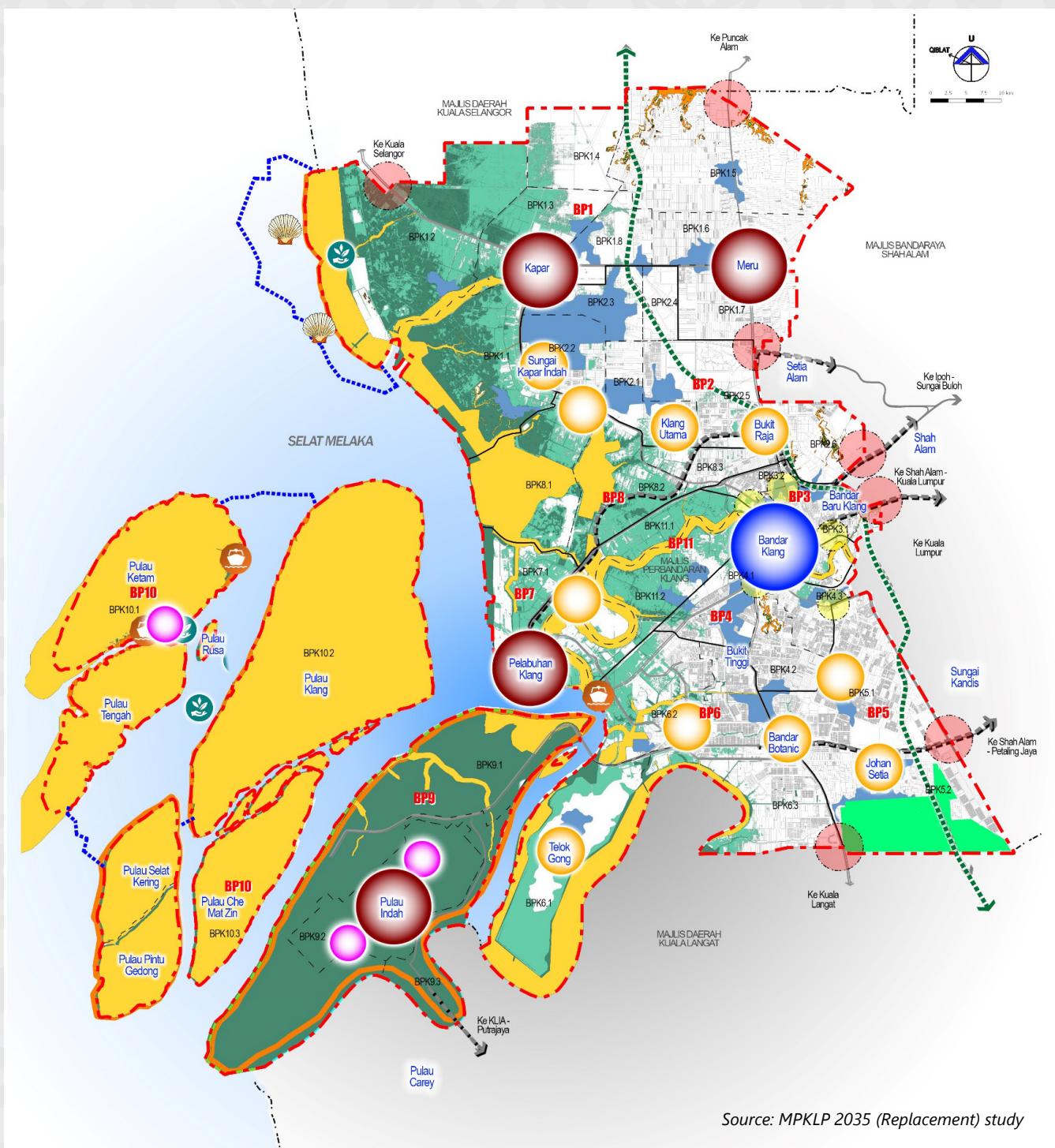
8.3D Proposed Protecting Aquaculture Industry Zone and IBA (*Important Biodiversity Area*)

8.4A Proposed Development Control of Industrial Activity

8.4B Proposed Promotion of Low / Clean Impact Industrial Development

8.4C Proposed Improvement of River Water Quality





PLAN 6: HIGH QUALITY ENVIRONMENT DIMENSION STRATEGY

Legend

- RT Boundary
- BP Boundary
- BPK Boundary
- PBT Boundary

Settlement Hierarchy

- Sub-Regional Growth Centre (Blue circle)
- Major Settlement Centre (Maroon circle)
- Minor Settlement Centre (Yellow circle)
- Rural Growth Centre (Pink circle)

KSAS

- Level 1 (Yellow)
 - Level 2 (Green)
 - Level 3 (Orange)
- Risk Area**
- Flood Prone Area (Blue)
 - High Tide (Teal)
 - Sea Level Rise (Dark Green)
 - Fire on Peat Soil (Green)
 - Landslide (>25°) (Red)
 - Coastal Erosion (Level 3) (Orange)
 - Risk Free Zone (White)

Entrance

RTMPK Entrance Gates

Klang Town Centre

Entrance Gates

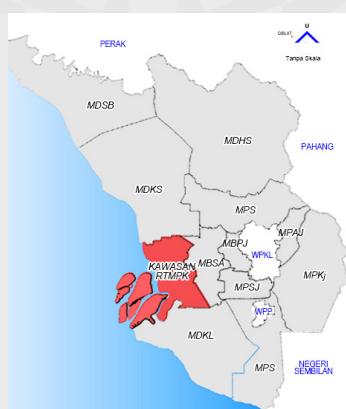
Protection Zone

Aquaculture Industrial Zone & Important Biodiversity Area (IBA)

Aquaculture Tourism

Cockles Farm

Ferry Jetty



DIMENSION 5: EFFICIENT INFRASTRUCTURE AND TRANSPORTATION SYSTEM



ISSUES

- ISU PPA 1** Traffic Congestion
- ISU PPA 2** High Rate of Road Accidents
- ISU PPA 3** Poor Road Condition and Dangerous Intersection

SUB-STRATEGIES AND PROPOSALS



- 9.1A** Proposed Establishment of Accessibility Between Regions
- 9.1B** Proposed Road Hierarchy Settings
- 9.1C** Proposed Construction of New Road Network and New Intersection
- 9.1D** Proposed Upgrading of Main Road to Highway
- 9.1E** Proposed Upgrading of Main Roads
- 9.1F** Proposed Upgrading of Main Intersection
- 9.1G** Proposed Placement of Height Limit Entering Local Road
- 9.1H** Proposed Provision of Separate Motorcycle Lane
- 9.1I** Proposed Provision of Separate Lane for Heavy Vehicle
- 9.1K** Traffic Management at City Center of Klang



- 9.2A** Proposed Integrated Public Transportation Network
- 9.2B** Proposed Addition of Rail Transportation
- 9.2C** Proposed Rapid Transit Bus Route (BRT)
- 9.2D** Proposed Water Transportation
- 9.2E** Proposed Provision of Intercity Bus Line Route
- 9.2F** Proposed Multimode Transportation Hub
- 9.2G** Proposed Traffic Management at City Center of Klang



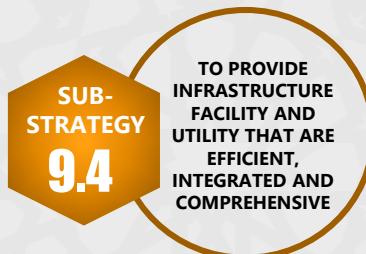
- 9.3A** Proposed Pedestrian Networks at Klang City Center
- 9.3B** Proposed Bicycle Lane of Klang City Center



● ● ● **Sambungan**



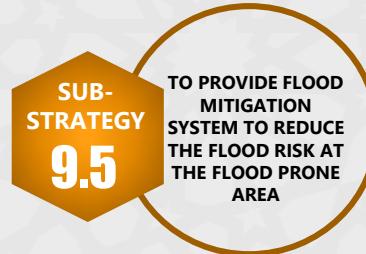
- ISU IU 1 Low Optimum of Infrastructure and Utility System
ISU IU 2 Reducing of Clean Water Supply



- 9.4A** Proposed Water Treatment Plant (LRA) Development Integrated with Detention Pond
- 9.4B** Proposed Generating Alternative Water Sources
- 9.4C** Proposed Promoting Provision of Rainwater Harvesting
- 9.4D** Proposed Use of Compact Modular Sewerage Treatment Plant
- 9.4E** Proposed Development of Regional Sewage Treatment Plant in North Klang
- 9.4F** Proposed Upgrading Road Structure that Usually Used by Heavy Vehicles
- 9.4G** Proposed Solid Waste Separation Centre and Recycling Centre
- 9.4H** Proposed Development of Electrical Supply System
- 9.4J** Proposed Upgrading Telecommunication Services
- 9.4K** Proposed Generating Alternative Energy / Renewable Energy



- ISU IU 3 Flash Flood
ISU IU 4 High Tide Phenomenon



- 9.5A** Proposed Master Plan on Flood Mitigation System
- 9.5B** Proposed Upgrading Drainage System along the Road
- 9.5C** Proposed Provision of Flood Warning System



Source: MPKLP 2035 (Replacement) study

PLAN 7: EFFICIENT INFRASTRUCTURE AND TRANSPORTATION SYSTEM DIMENSION STRATEGY (TRANSPORTATION SYSTEM)

Legend

- Study Area
- BP Boundary
- BPK Boundary
- PBT Boundary

Road Transportation System

- Outer Ring Road
- Inner Ring Road
- Proposed New Road
- Proposed West-Coast Expressway Route
- Existing Road

Public Transportation System

- KTM Line
- Proposed LRT 3 Line
- Proposed KTM Line Extension (Pelabuhan Klang – Pulau Indah)
- Proposed KTM Line Extension (Serendah – Pelabuhan Klang – Seremban)
- Proposed LRT Line Extension (Bukit Tinggi – Bandar Sultan Sulaiman)
- Proposed LRT Line Extension (Johan Setia – Nilai)
- Proposed BRT Route (Kuala Lumpur – Klang)
- Proposed BRT Route (Bandar Klang – Kapar – Meru)

Public Transportation Route

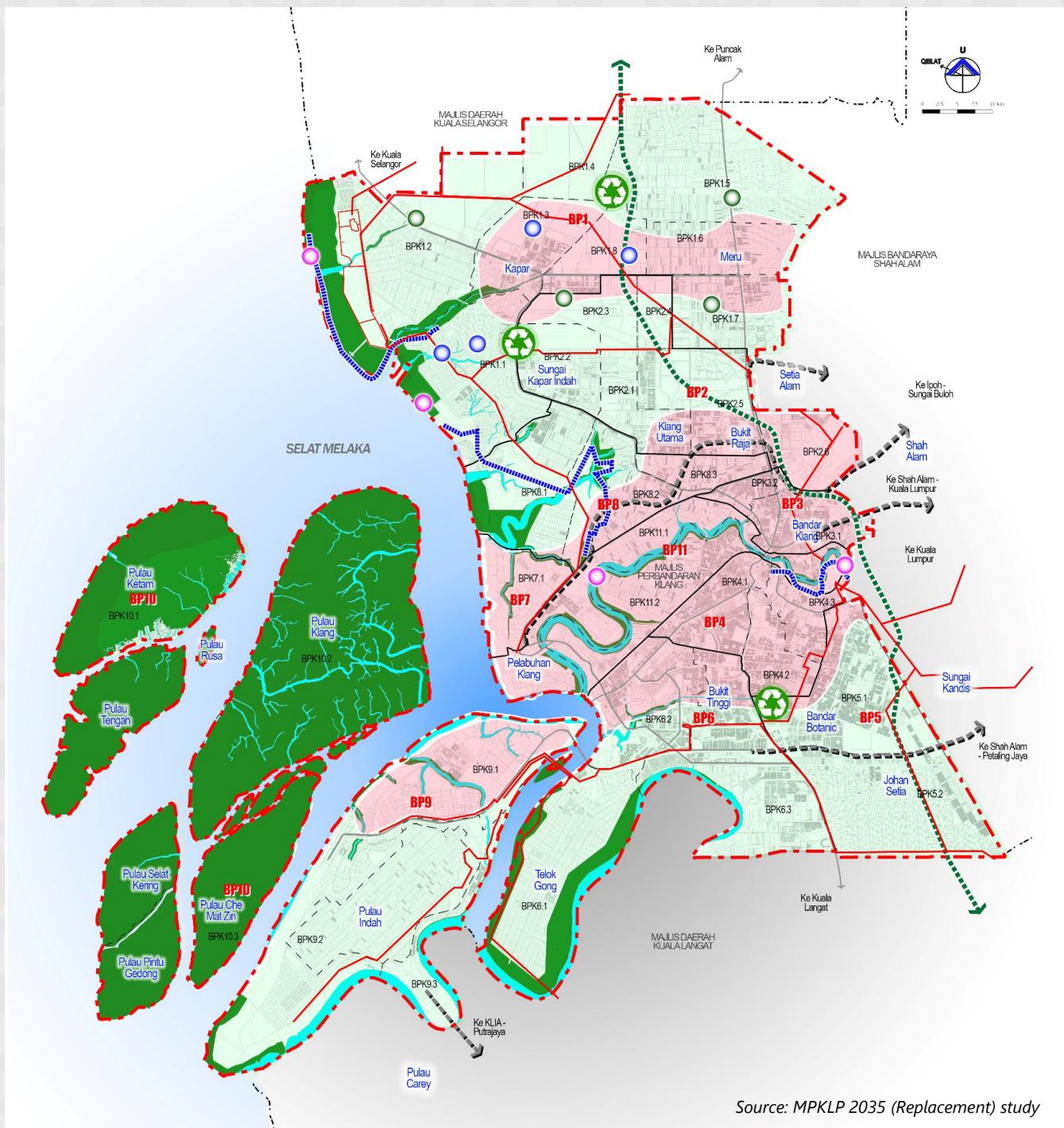
Water Transportation Route

- Water Transportation Route

Public Transportation Station

- KTM Komuter Station
- LRT 3 Station (Under Construction)
- Jetty
- Proposed Jetty (Water Taxi)
- Multi-Modal Transportation Hub





PLAN 8: EFFICIENT INFRASTRUCTURE AND TRANSPORTATION SYSTEM DIMENSION STRATEGY (INFRASTRUCTURE)

Legend

- Study Area
- BP Boundary
- BPK Boundary
- PBT Boundary
- Road Transportation System**
- Outer Ring Road
- Inner Ring Road
- Proposed New Road
- Proposed West-Coast Expressway Route
- Existing Road

Infrastructure & Utilities

- TNB Line
- Solid Waste Isolation & Recycle Centre
- Water Treatment Plant
- Water Supply Sources
- Regional Sewage Treatment
- Plant
- Flood Mitigation Area
- Telecommunication Coverage**
- Tier 1 Coverage Area
- Tier 2 Coverage Area



DIMENSION 6: EFFECTIVE GOVERNANCE



ISSUES	SUB-STRATEGIES AND PROPOSALS
<p>ISU PPL1 Inefficient of Task Specification and Management</p> <p>ISU PPL2 Unorganized of Planning Implementation</p> <p>ISU PPL3 The Implementation of the MPK Sustainability Agenda is not Comprehensive</p>	<p>SUB-STRATEGY 10.1 INCREASING ABILITY AND EFFICIENCY LEVEL OF MANAGEMENT AND IMPLEMENTATION BODY OF MPK</p> <p>10.1A Establishment and Implementation of MPKLP Implementation Committee</p> <p>10.1B Implementation of Integrated MPKLP 2035 (Replacement)</p> <p>10.1C Sustainability Monitoring (MURNInets)</p> <p>10.1D Upgrade Klang as an Efficient and Effective City</p> <p>10.1E Fully Implementation of MPK Sustainability Agenda</p> <p>10.1F Strengthen Integrity Values in Working Culture as well as Productivity of MPK Staff</p> <p>10.1G Strengthen Labour Force And Financial Power of MPK Planning Department</p> <p>10.1H Empower Role of Internal and External Technical Department on the Implementation of RT</p>
<p>ISU PPL4 Less involvement of private sector and residents in development planning</p>	<p>SUB-STRATEGY 10.2 ENCOURAGE RELEVANT AGENCY INVOLVEMENT IN DEVELOPMENT PLANNING OF MPK</p> <p>10.2A Strengthen R&D Programs and Innovation Studies</p> <p>10.2B Increase Community Involvement and Other Stakeholders</p>
<p>ISU PPL5 Information can not be channelled extensively to Klang residents</p> <p>ISU PPL6 Inefficient of Controlling System and Development Planning Implementation</p>	<p>SUB-STRATEGY 10.3 INCREASE PUBLIC ACCESSIBILITY OF INFORMATION RELATED TO DEVELOPMENT PLANNING OF MPK</p> <p>10.3A Fully Implementation of DPMS (<i>Development Project Management System</i>)</p> <p>10.3B Online Process for Development Proposal by 2020</p>





MAJLIS PERBANDARAN KLANG

Established in May 1890 and formerly known as Lembaga Kesihatan Klang; later upgraded to Lembaga Bandaran Klang in 1945 when merged with Port Swettenham in 1926. Became Majlis Bandaran Klang in 1954 and Majlis Daerah Klang in 1975 when Port Klang, Kapar and Meru was incorporated. By 1977, Klang District Council was upgraded to Klang Municipal Council till today.

