



DRAFT LOCAL PLAN OF MAJLIS PERBANDARAN

KLANG 2035

(REPLACEMENT)

EXECUTIVE SUMMARY

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
SEMENANJUNG 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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DIMENSIONS
6

SUB-STRATEGIES
30

PROPOSALS
120

MAJLIS PERBANDARAN

KLANG 2035
LOCAL PLAN
(REPLACEMENT)



نزدوان سندی ڪوتان



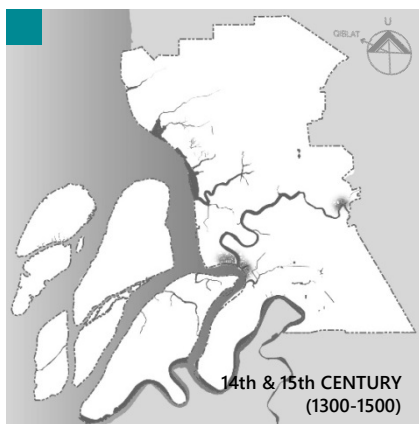
1.1 INTRODUCTION

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-Khymer 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.



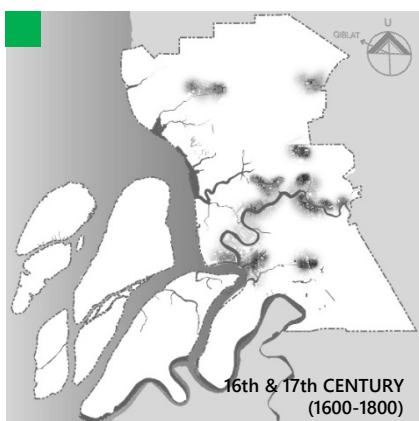
The discovery of archeological and artifacts in 1905 was the basis of human civilization in Neolithic and Iron Age since 2,500 years ago, and subsequently the Majapahit Empire of 600 years ago.



**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.

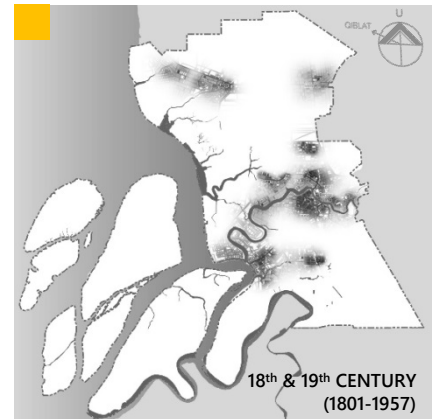
Year
1801-1957

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.



18th & 19th CENTURY
(1801-1957)

Year
1957

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.



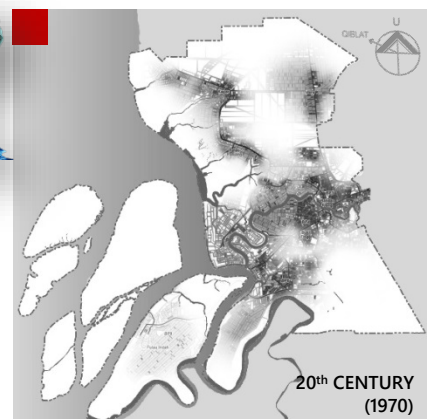
20th CENTURY
(1957)

Year
1970

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.



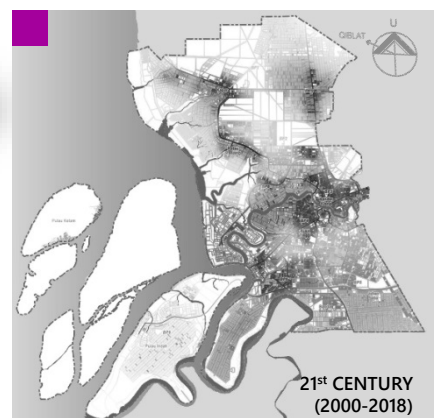
20th CENTURY
(1970)

Year
2000-2018

KLANG URBANIZED IN 21ST CENTURY

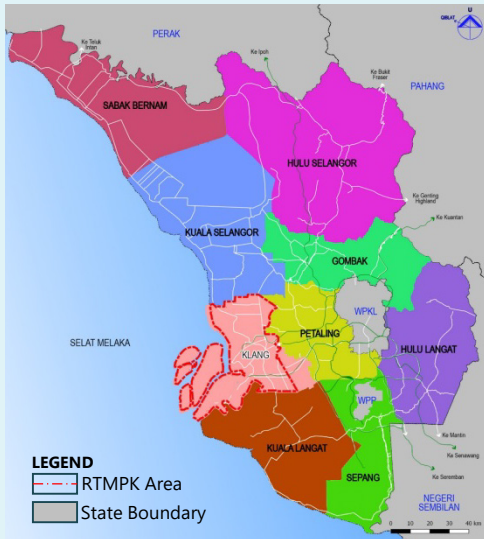


Klang today is a city with modern transportation system and a major economic driver to the state. Port Klang now is identified as the 12th largest port in the world. The strategic location of Port Klang, coupled with the thriving economy has made Klang a competitive port worldwide. The high technology 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.



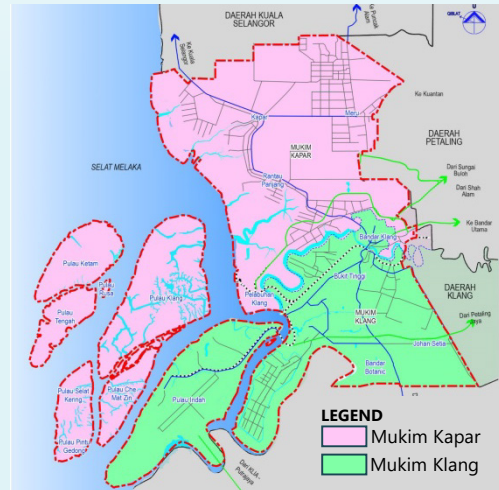
21st CENTURY
(2000-2018)

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
bMAJLIS PERBANDARAN KLANG
c

Development area for MPKLP 2035 (Replacement) is managed and controlled by Majlis Perbandaran Klang.

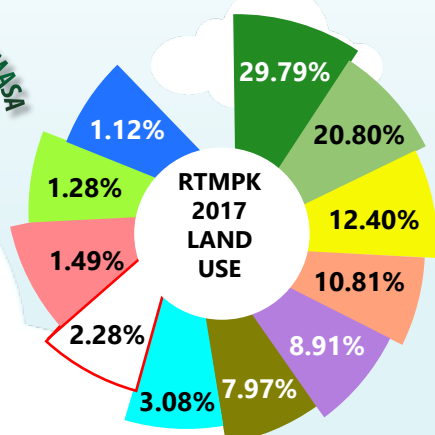
MPK was established in May 1890 as the local authority. MPK was also known as Lembaga Kesihatan Klang and was later upgraded to Klang District Council. With the enforcement of Local Authorities Act 1976 (Act 171) and restructuring of local authorities, this Klang District Council was then upgraded to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

PORT KLANG FREE ZONE

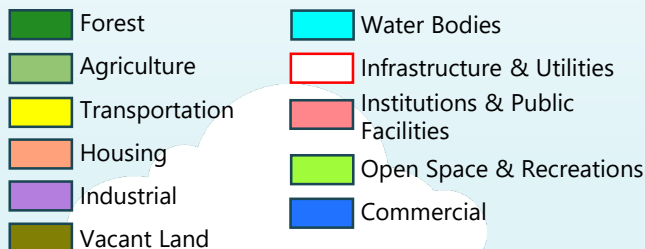
1928

CHURCH OF OUR LADY OF JUDITH

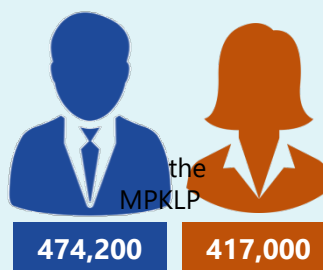
GUNAH TANAH SEMASA
d



Total land area is 57,380 hectares.



CURRENT POPULATION
e



Until late 2017, the number of population in Majlis Perbandaran Klang administration is

891,200 persons with average household of **4.0**. Male population dominates the population distribution in Study Area with 474,200 male populations as compared to 471,000 female population.

MAJOR SETTLEMENTS
f

Most of the development and settlements in the study area focuses in the main towns as follows:

- | | |
|-------------------|----------------|
| 1 Bandar Klang | 6 Kapar |
| 2 Pelabuhan Klang | 7 Meru |
| 3 Rantau Panjang | 8 Bukit Tinggi |
| 4 Bandar Botanik | 9 Johan Setia |
| 5 Pulau Indah | |

Nine (9) of these towns are the economics focal points and act as the catalysts for development in the study area.



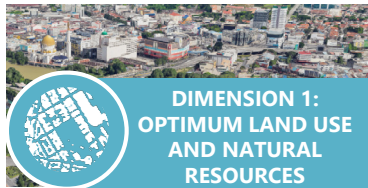


1.4 DEVELOPMENT DIMENSION

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:



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



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



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



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



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



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) |

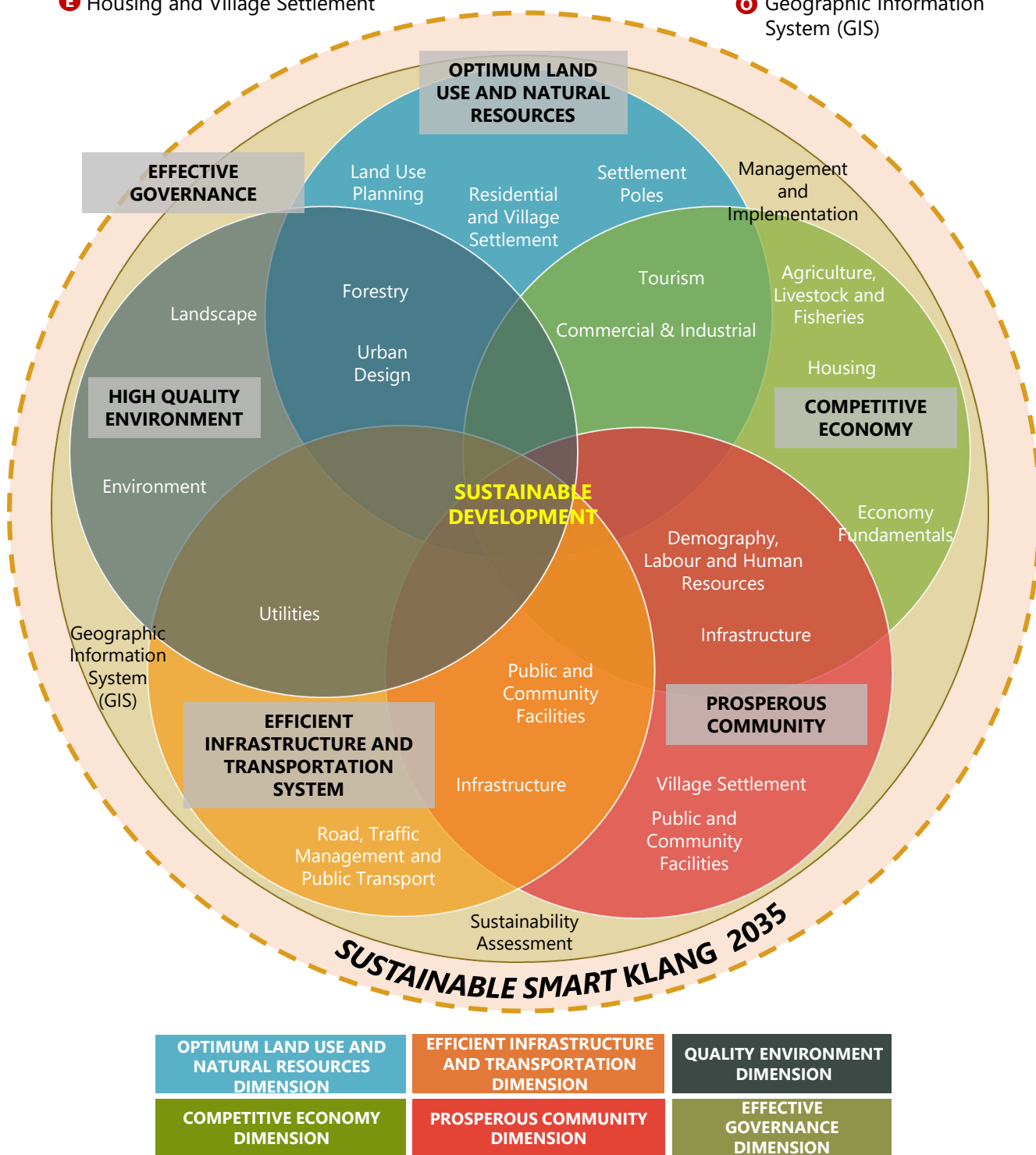


Figure 1: Relationship between Six (6) Development Dimensions and Fifteen (15) Planning Sectors in Sustainable Development

Source: MPKLP 2035 (Replacement) study



CHAPTER 2

EXISTING DEVELOPMENT PROFILE

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



1 Incomprehensive development of land use planning of small lots



2 Increasing number of brownfield sites and abandoned projects



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



4 Insufficient provision of community facilities, support facilities and infrastructure



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



6 Provision of affordable housing for the selected B40 and M40 groups



7 Less emphasis on local economic development



8 Lack of job offers that are relevant to existing human resources



9 No distinct and clear image for development in RT Klang area



10 No specific development control guidelines in the heritage area



11 Occupation of factories and unauthorized development in agricultural areas



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



13 Dangerous and inefficient road transport system



14 Less emphasis on the provision of proper pedestrian paths



15 Unrecycled solid waste dumping



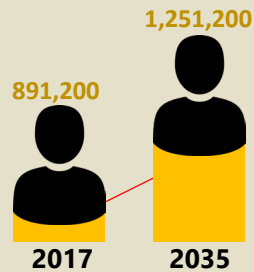
16 Flash flood - poor drainage maintenance

2.3 DEVELOPMENT PROJECTION 2035



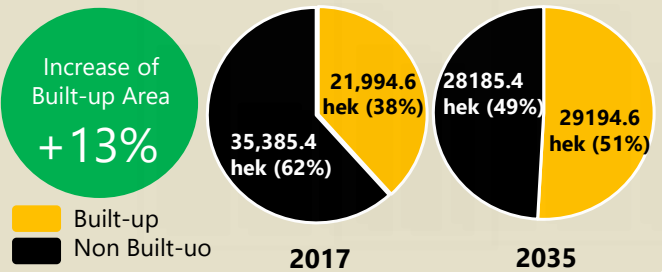
RT AREA POPULATION PROJECTION

Based on the
Estimated
Increase
+1.9%



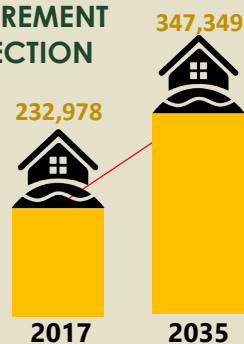
BUILT-UP AND NON-BUILT UP AREA PROJECTION

Increase of
Built-up Area
+13%



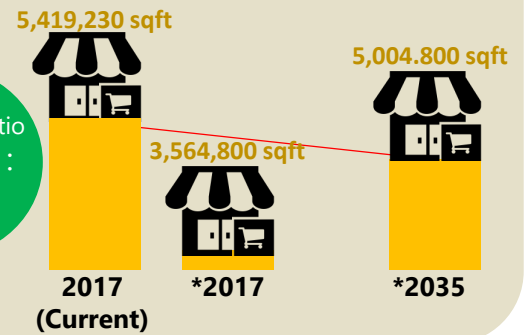
HOUSING UNITS REQUIREMENT PROJECTION

Based on the
Estimated
Increase
+10.6%



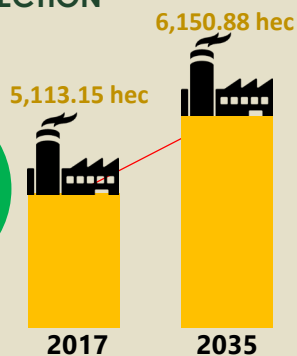
COMMERCIAL FLOOR SPACE REQUIREMENT PROJECTION

*Based on ratio
1 person :
4sqft



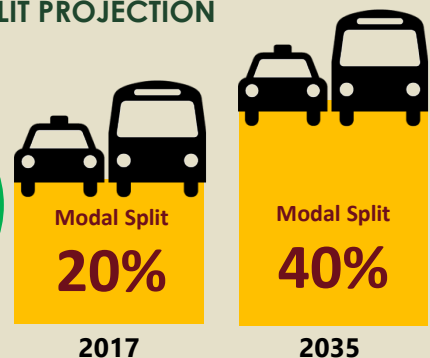
INDUSTRIAL LAND USE AREA PROJECTION

Based on the
Estimated
Increase
+1.19%



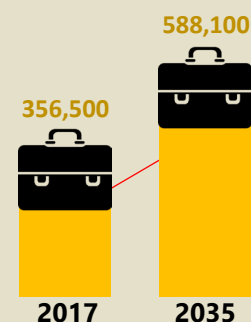
TRAFFIC VOLUME AND MODAL SPLIT PROJECTION

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%





CHAPTER 3 DEVELOPMENT STRATEGY

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**.

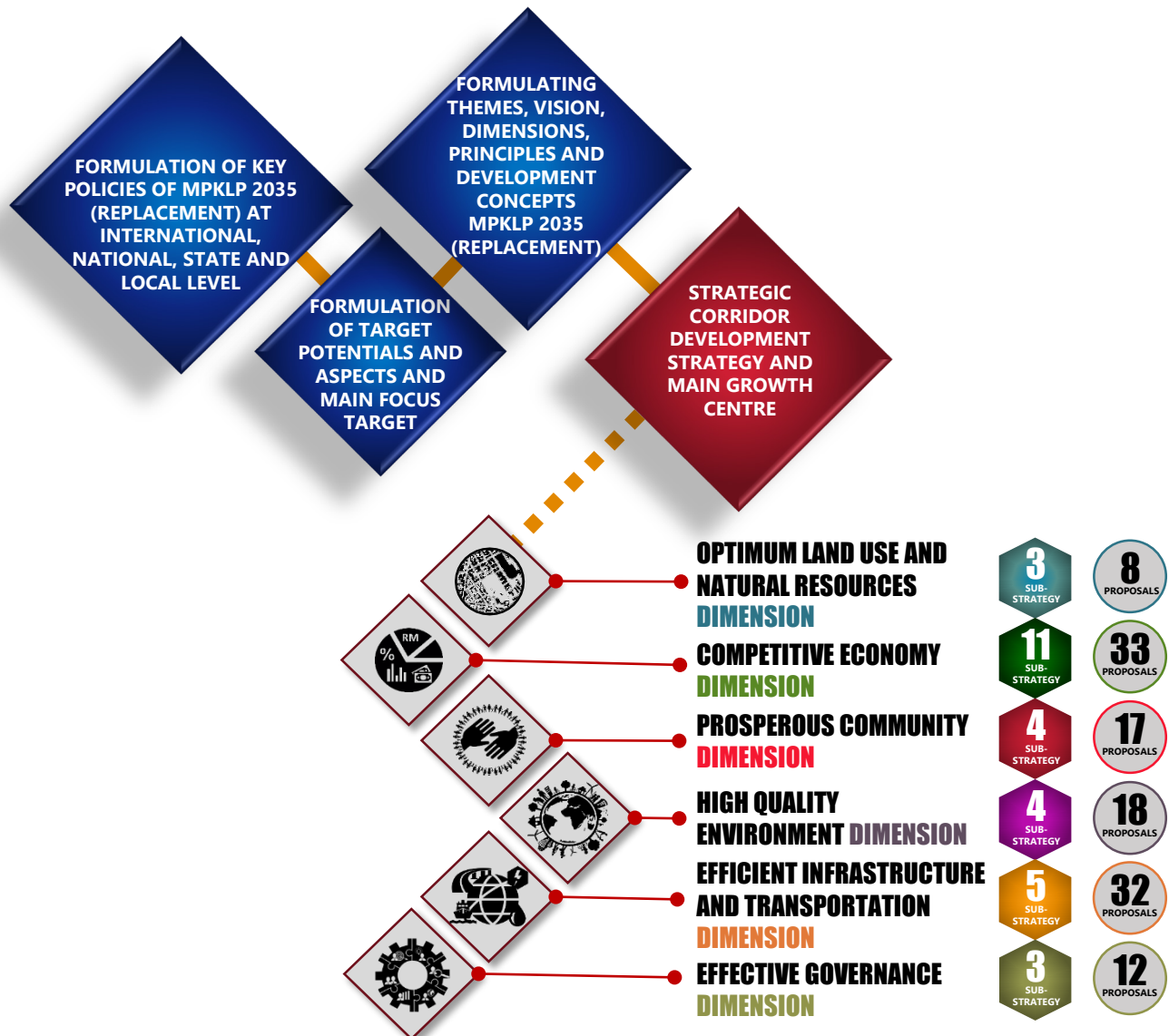


Figure 1: Strategy Formulation Process MPKLP 2035 (Replacement)

3.2

THEME, VISION AND DEVELOPMENT STRATEGY

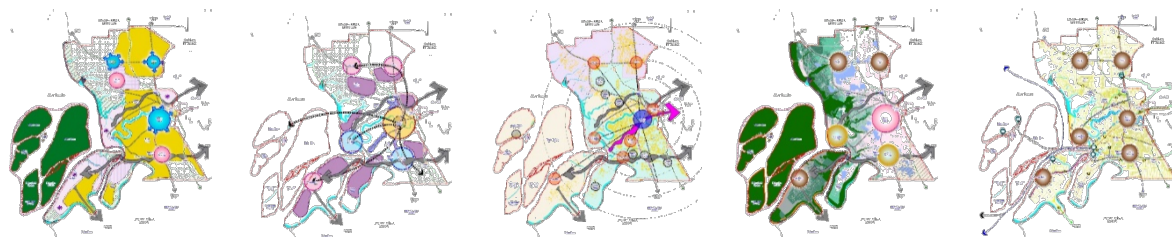
THEME

Klang Bandaraya Warisan Diraja 2035

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

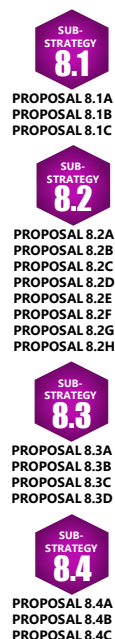


STRATEGIC CORRIDOR DEVELOPMENT STRATEGY AND PRIMARY GROWTH CENTRE

DIMENSION



SUB-STRATEGY & DEVELOPMENT PROPOSAL





DIMENSION 1: OPTIMUM LAND USE AND NATURAL RESOURCES



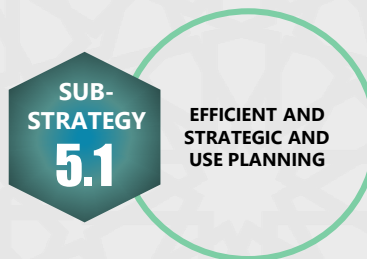
ISSUES

- ISSUE PGT 1** Incomprehensive land use planning
- ISSUE PGT 2** Brownfield development sites that are not utilized

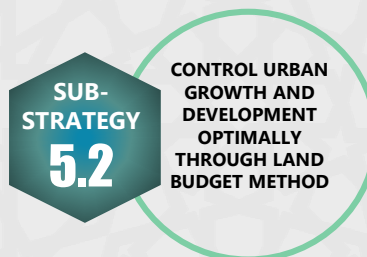
- ISSUE PGT 3** Development pressure
- ISSUE PGT 4** Inconsistency and discontinuity of development between current and surrounding land use

- ISSUE PGT 5** Unbalanced urban development
- ISSUE PGT 6** Urban sprawl primarily in Bandar Klang and Perlabuhn Klang

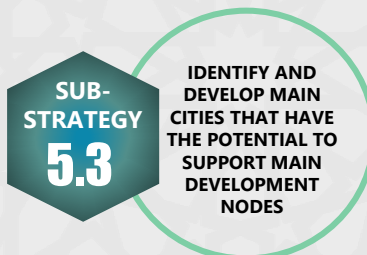
SUB-STRATEGIES AND PROPOSALS



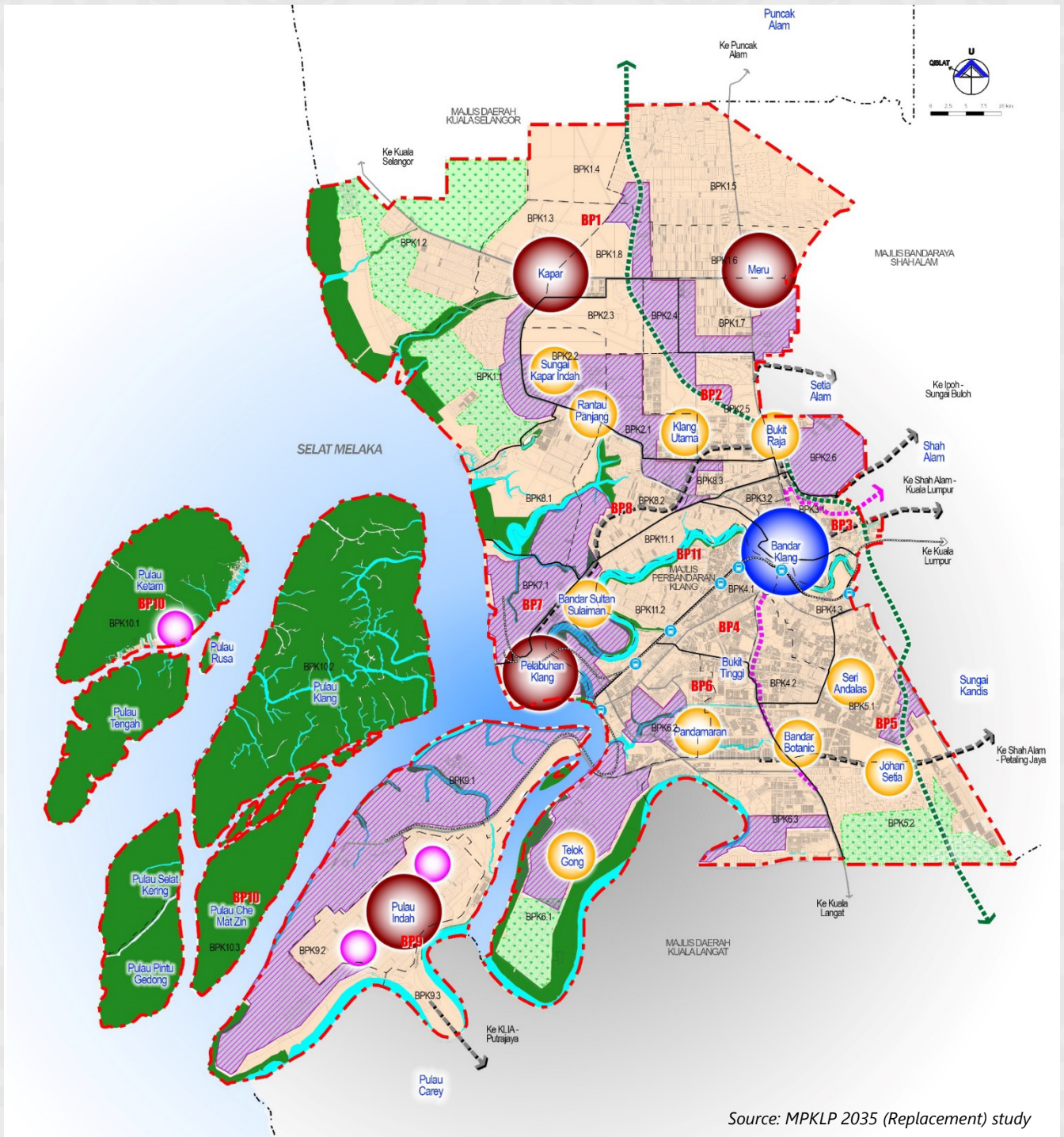
- 5.1A** Proposed Land Use RTMPK 2035 (*Penggantian*)
- 5.1B** Proposed Redevelopment of Brownfield Sites
- 5.1C** Proposal to encourage TOD Development
- 5.1D** Proposal to encourage Mixed-Used Development
- 5.1E** Proposed Preparation of Planning Block (BP) specifically for SMG development.



- 5.2A** Proposed Urban Growth Limit
- 5.2B** Proposed Retaining Farm Zones at Minimum Level of 3,000 Hectares



- 5.3A** Proposed Settlement Hierarchy RTMPK 2035 (*Penggantian*)



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

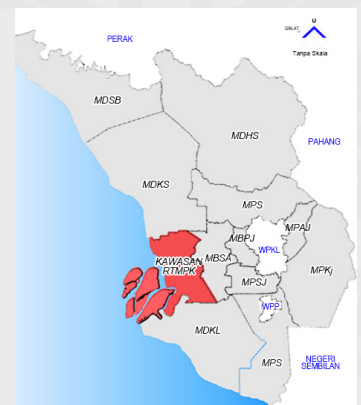
- Forest
- River

Settlement Hierarchy

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

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:

- Current development trends;
- Klang District development potentials;
- Development strategy of MPKLP 2035 (Replacement) ;
- Projection of population distribution by 2035;
- Projection of housing unit required by 2035; and
- 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.

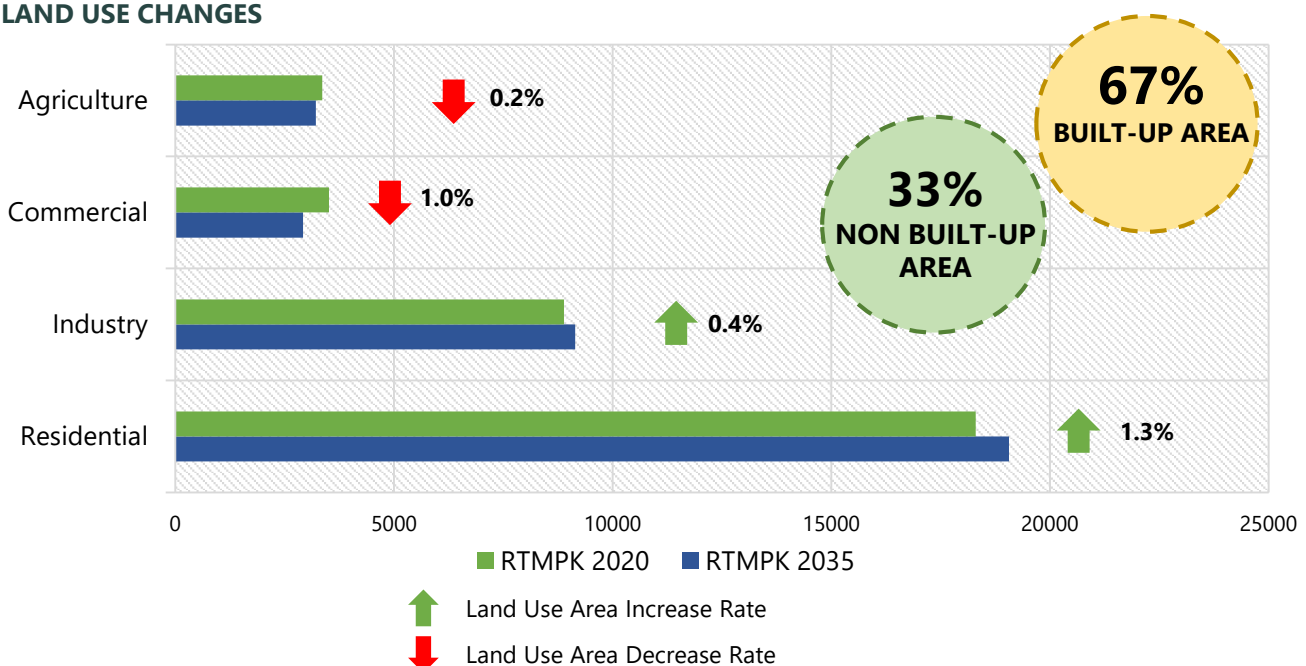
DEVELOPMENT COMPONENT

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	9,145.74	15.94
Special Industry		
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

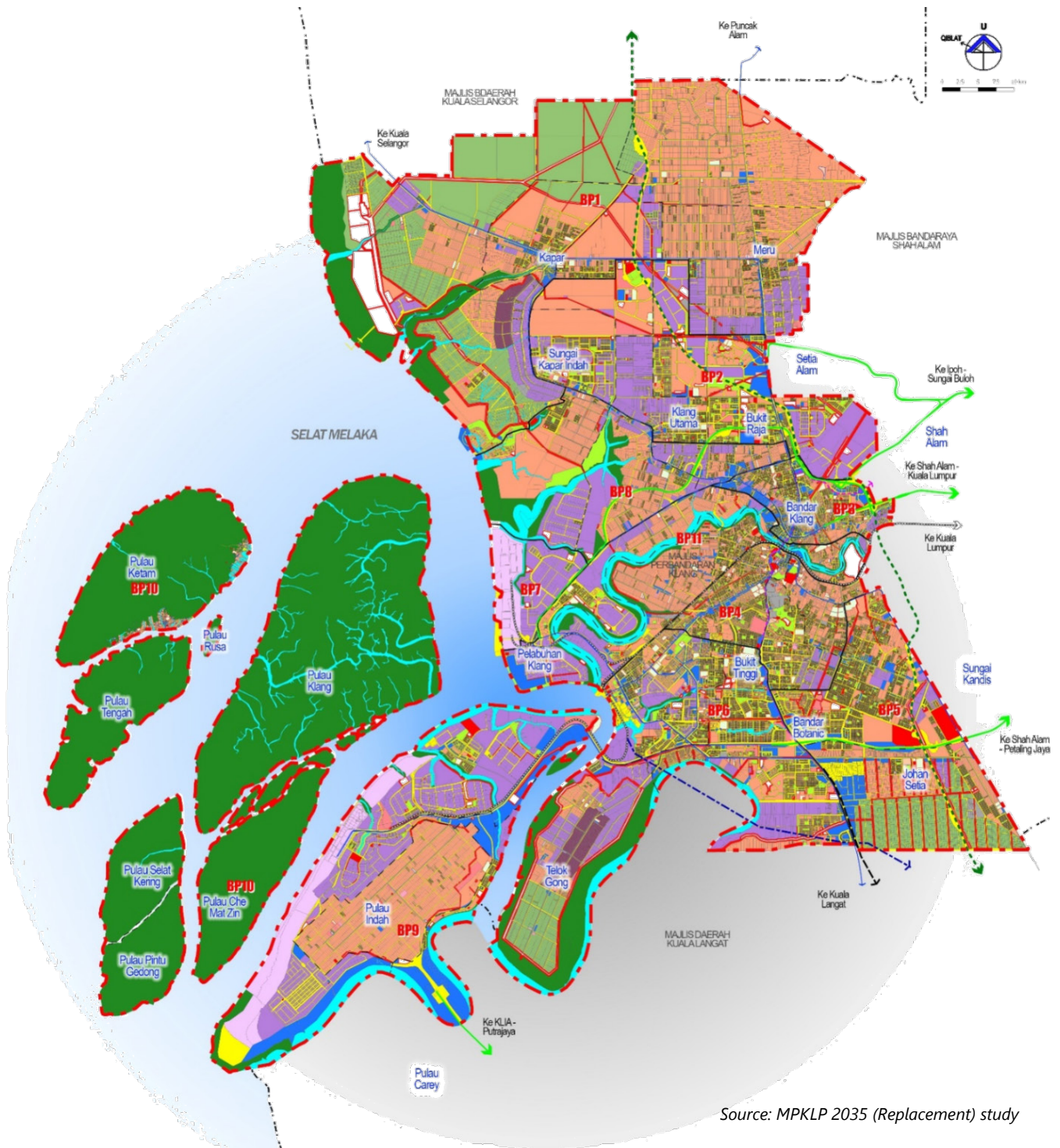
Source: MPKLP 2035 (Replacement) Study

LAND USE CHANGES

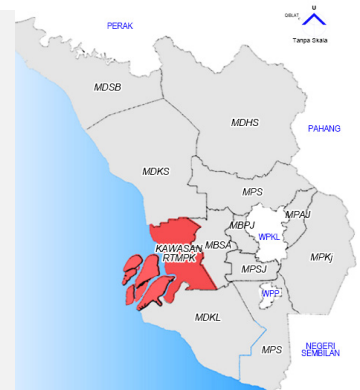
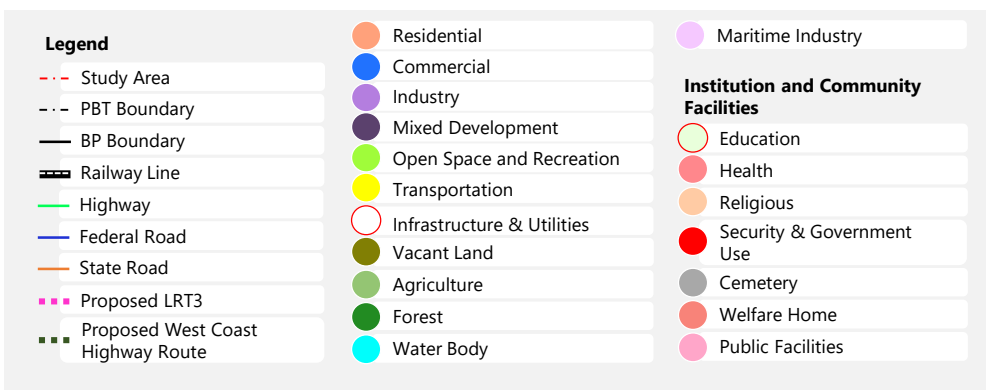


Rajah 4: Land Use Changes RTMPK (Amendment 4) 2020 dan RTMPK 2035

Source: MPKLP 2035 (Replacement)



PLAN 2: PROPOSED LAND USE RTMPK 2035





DIMENSION 2: COMPETITIVE EKONOMY



ISSUES

SUB-STRATEGIES AND PROPOSALS

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-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 Martitme 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)

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 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

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

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

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



Continued

ISSUE
PPP 1

Unorganized and unsystematic planning of agricultural sector in Klang

ISSUE
PPP 3

Decline in the sustainability of the aquaculture industry

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

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
6.11

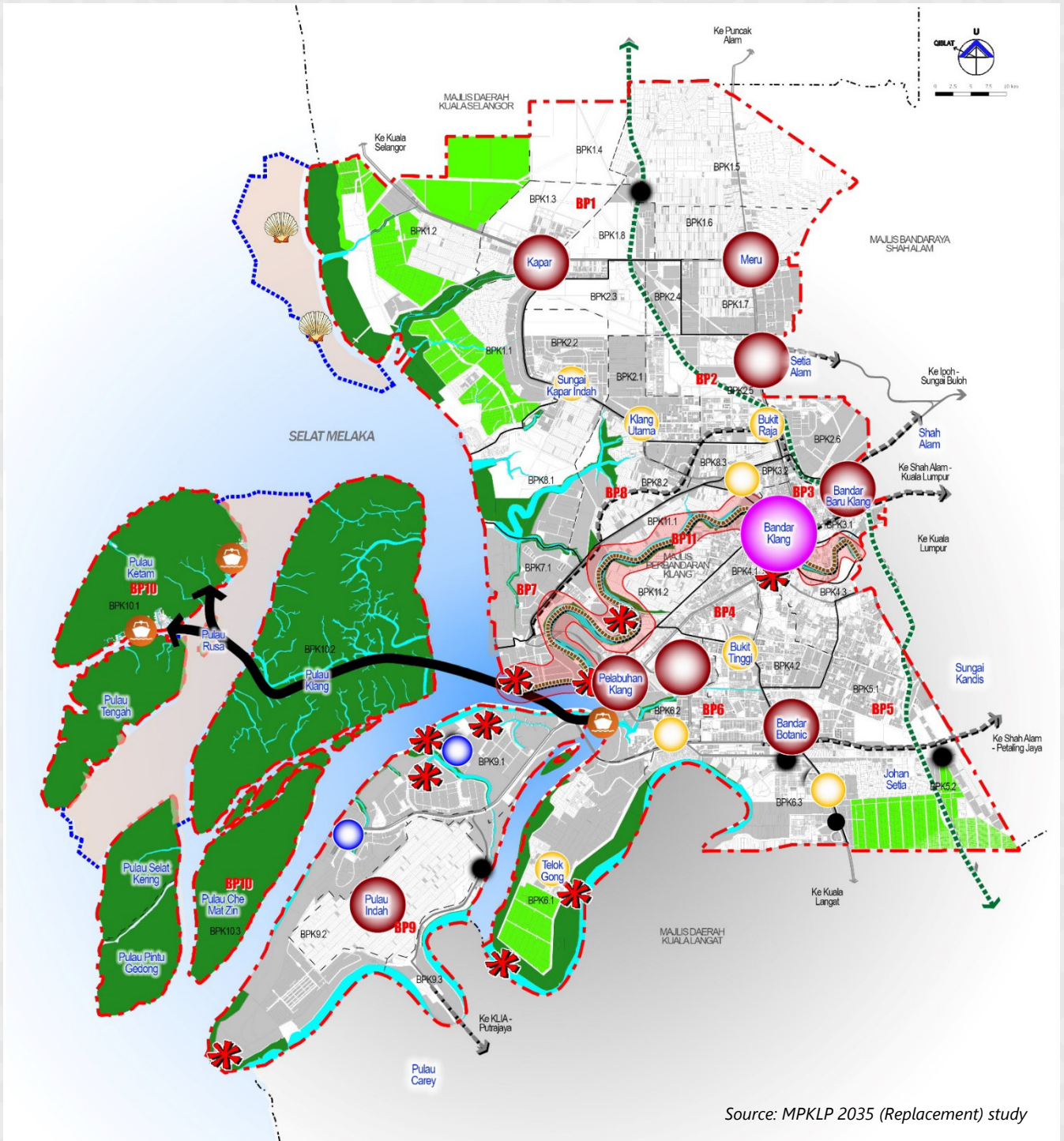
INCREASING CROP PRODUCTIVITY IN URBAN AREA

6.11A

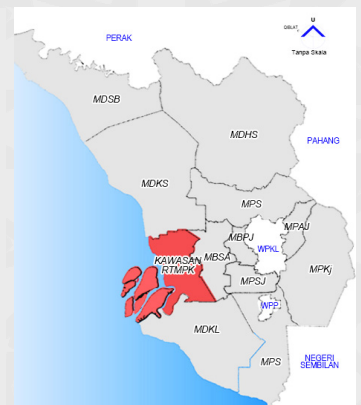
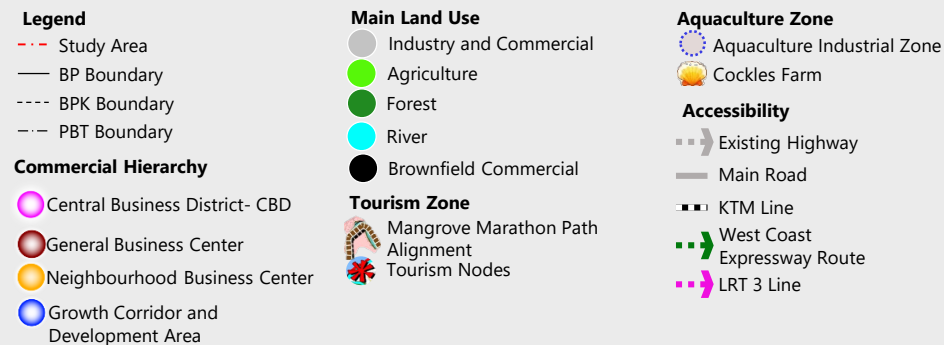
Enhancing The Value Added Activities Through Farming Industry

6.11B

Enhancing Urban Agriculture Activities



PLAN 3: COMPETITIVE ECONOMY DIMENSION STRATEGY





DIMENSION 3: PROSPEROUS COMMUNITY



ISSUES

ISSUE PRPD 1

Provision of housing for all groups with an ideal household size

ISSUE PRPD 2

Placement of low cost housing at the outskirts

ISSUE PRPD 3

Lack of/no public utilities for specific developments at villages

ISSUE PRPD 4

Maintenance of strata residential buildings

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 7.1

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

7.4G

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

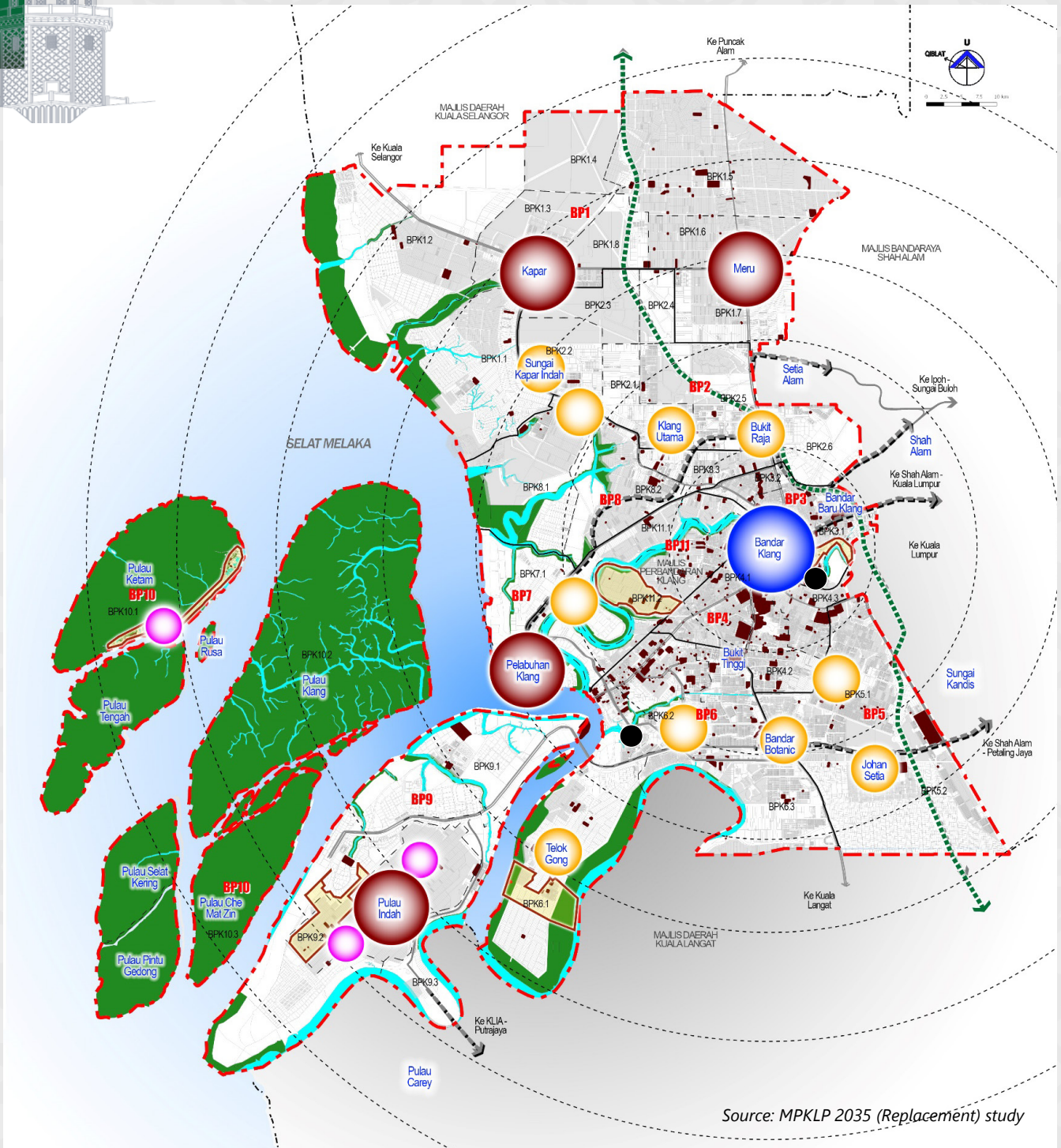
Increasing number of Open Spaces According to Population Projections

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

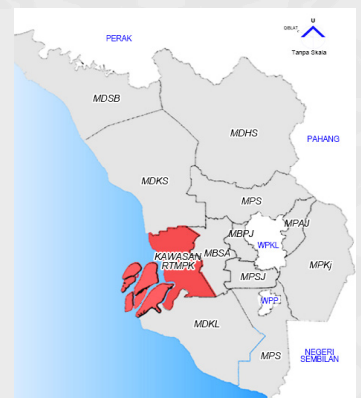
- Commercial and Industry
- Institution and Public Facilities
- Forest
- River

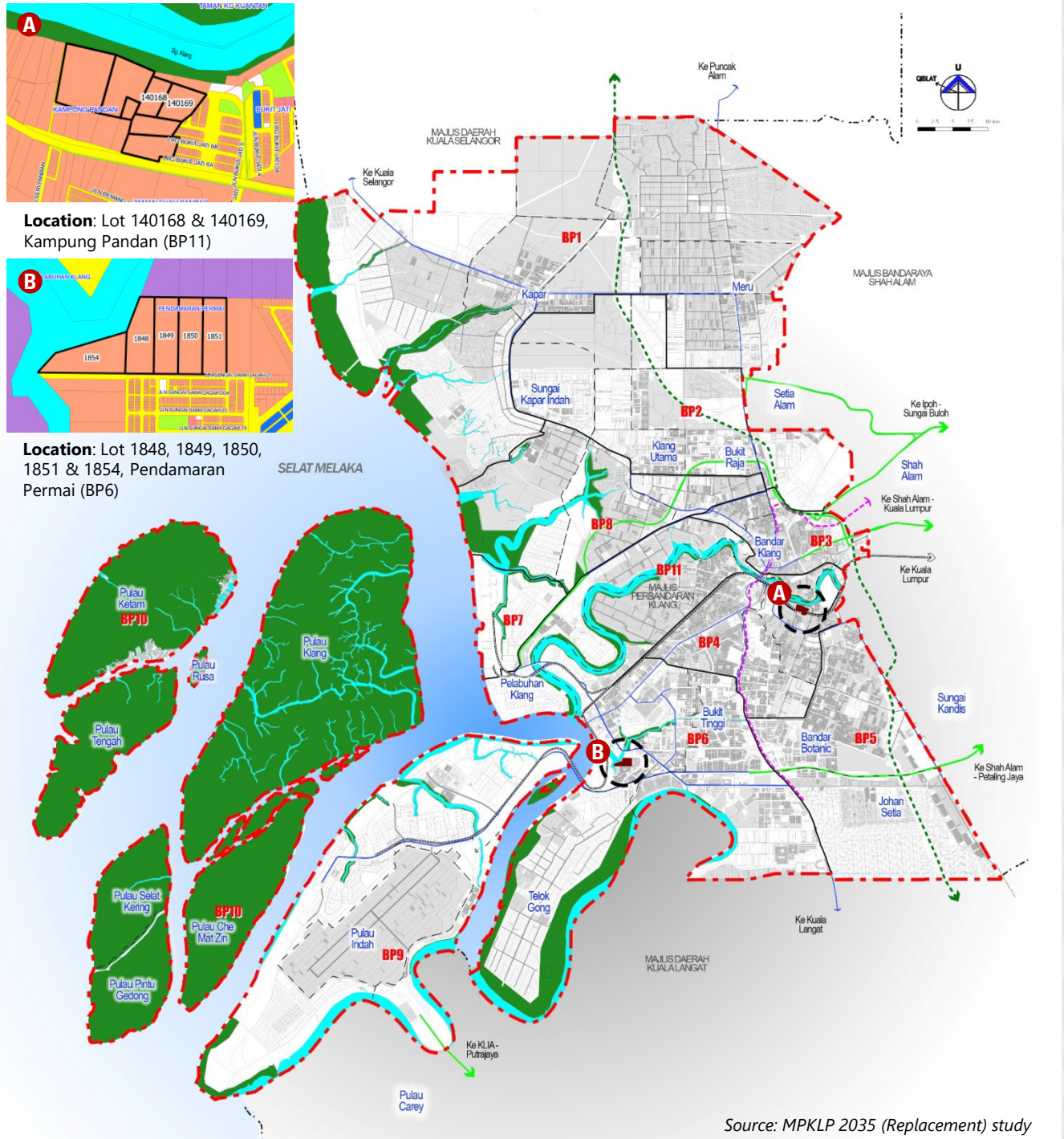
Petempatan Utama

- Affordable Public Housing Site
- Traditional Village Boundary

Aksesibiliti

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





Source: MPKLP 2035 (Replacement) study

PLAN 5: PROPOSED SITE OF AFFORDABLE PUBLIC HOUSING



- 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-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

SUB-STRATEGIES AND PROPOSALS

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

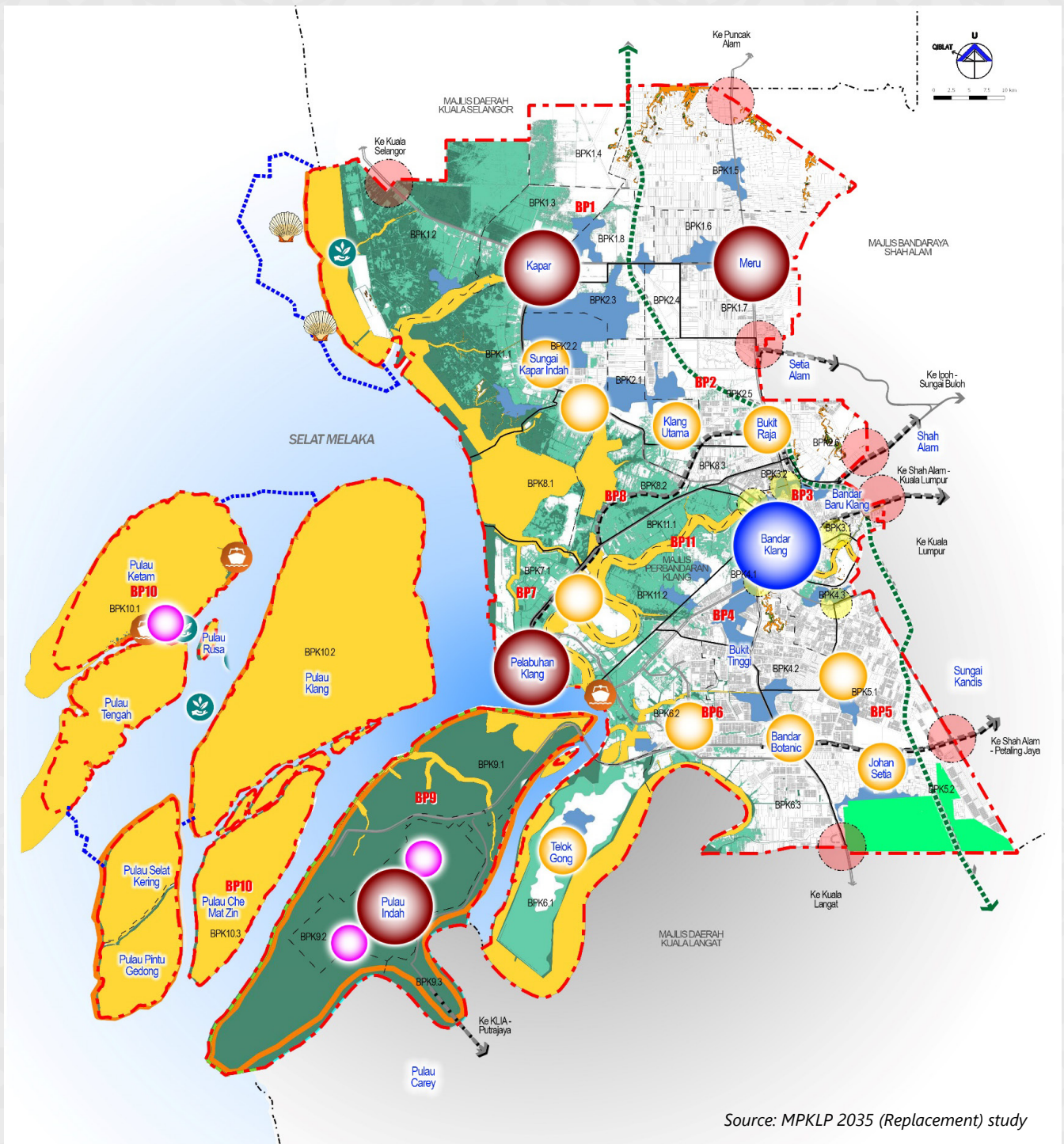
Proposed Development Control of Industrial Activity

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
- Major Settlement Centre
- Minor Settlement Centre
- Rural Growth Centre

KSAS

- Level 1
- Level 2
- Level 3

Risk Area

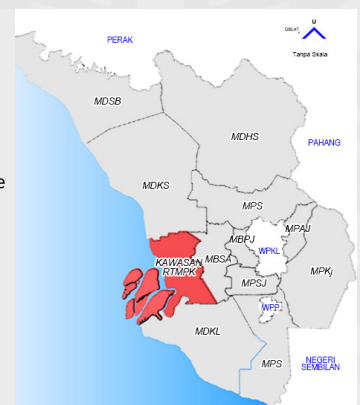
- Flood Prone Area
- High Tide
- Sea Level Rise
- Fire on Peat Soil
- Landslide (>25°)
- Coastal Erosion (Level 3)
- Risk Free Zone

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-STRATEGY 9.1

CREATING A COMPREHENSIVE AND EFFECTIVE TRANSPORTATION NETWORK SYSTEM

- 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

- ISU PPA 4** Less Prominent of Public Transportation Facilities and Supporting Facilities
- ISU PPA 5** Unintegrated and Uncomprehensive of Public Transportation System

SUB-STRATEGY 9.2

INCREASING THE EFFICIENCY LEVEL OF FACILITIES AND PUBLIC TRANSPORT SYSTEMS

- 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

- ISU PPA 6** Inefficient of Pedestrian Walkways and Bicycle Lane

SUB-STRATEGY 9.3

PROVIDING AND ENHANCING THE PEDESTRIAN AND BICYCLE LANE FACILITIES WITH COMPREHENSIVE AND COMFORTABLE

- 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

SUB-STRATEGY 9.4

TO PROVIDE INFRASTRUCTURE FACILITY AND UTILITY THAT ARE EFFICIENT, INTEGRATED AND COMPREHENSIVE

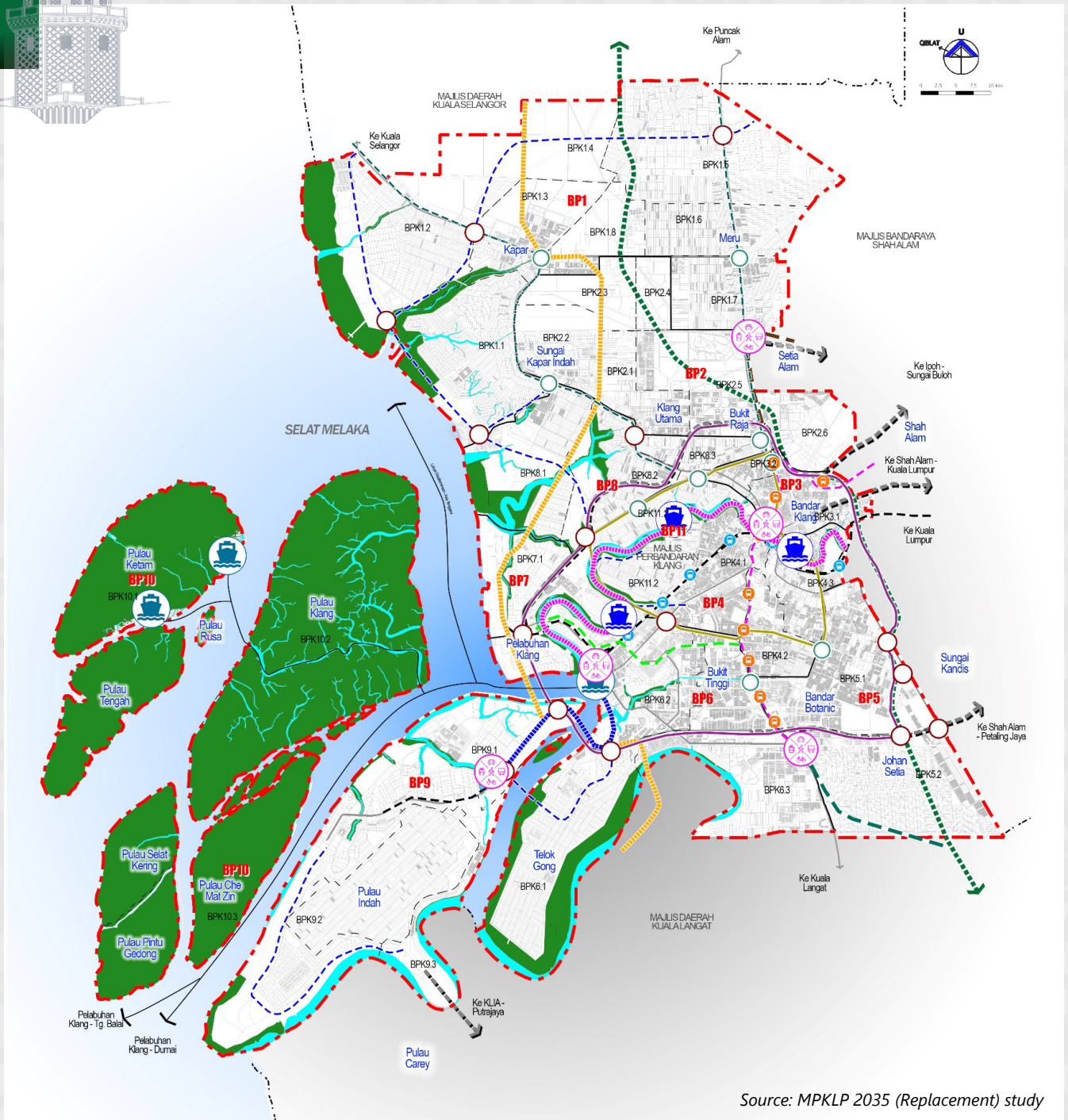
- 9.4A Proposed Water Treatment Plant (LRA) Development Integrated with Detention Pond
- 9.4B Proposed Generating Alternative Water Sources
- 9.4C Proposed Promoting Provision of Rainwater Harvesting
- 9.4D Proposed Use of Compact Modular Sewerage Treatment Plant
- 9.4E Proposed Development of Regional 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
- 9.4I Proposed Upgrading Telecommunication Services
- 9.4K Proposed Generating Alternative Energy / Renewable Energy

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

SUB-STRATEGY 9.5

TO PROVIDE FLOOD MITIGATION SYSTEM TO REDUCE THE FLOOD RISK AT THE FLOOD PRONE AREA

- 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

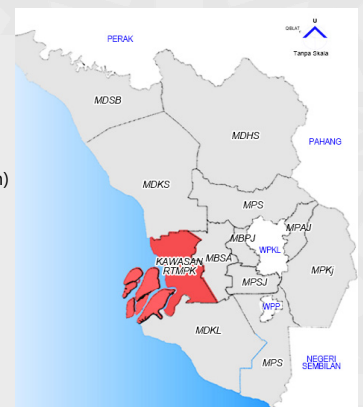
Public Transportation System

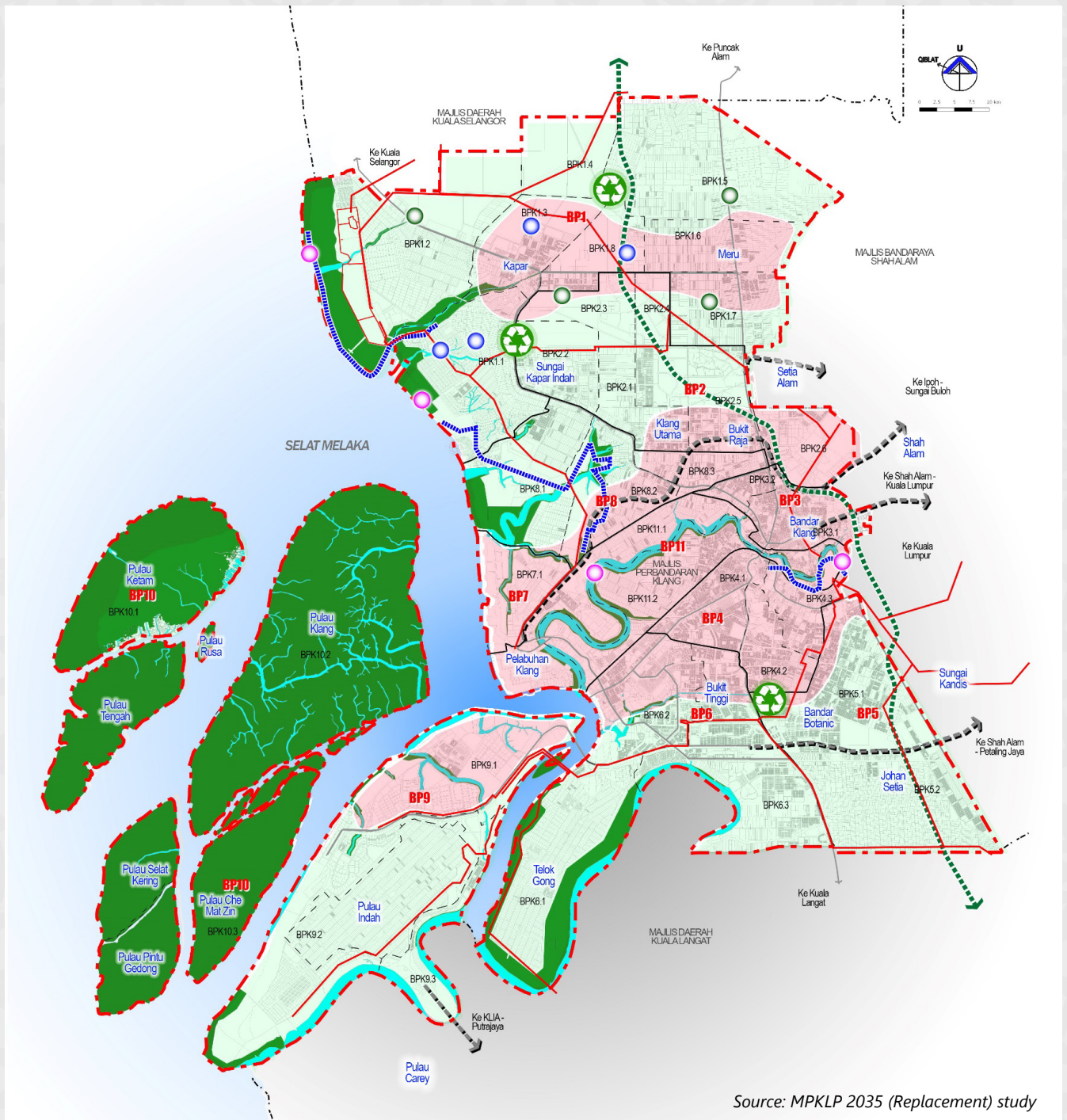
- KTM Line
- Proposed LRT 3 Line
- Proposed KTM Line Extension (Pelabuhan Klang – Pulau Indah)
- Proposed KTM Line Extension (Serendah – Pelabuhan Klang – Seremban)
- Proposed LRT Line Extension (Bukit Tinggi – Bandar Sultan Sulaiman)
- Proposed LRT Line Extension (Johan Setia – Nilai)
- Proposed BRT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

- Proposed Smart-BRT 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

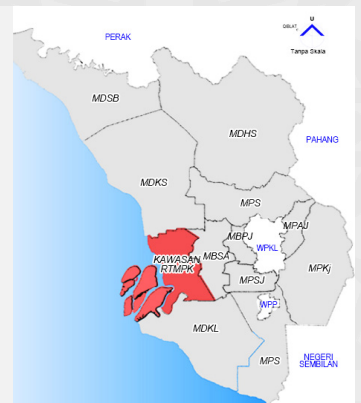
- Outer Ring Road
- Inner Ring Road
- - - Proposed New Road
- - - Proposed West-Coast Expressway Route
- Existing Road

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

ISU
PPL 1

Inefficient of Task Specification and Management

ISU
PPL 2

Unorganized of Planning Implementation

ISU
PPL 3

The Implementation of the MPK Sustainability Agenda is not Comprehensive

SUB-STRATEGY
10.1

INCREASING ABILITY AND EFFICIENCY LEVEL OF MANAGEMENT AND IMPLEMENTATION BODY OF MPK

10.1A

Establishment and Implementation of MPKLP Implementation Committee

10.1B

Implementation of Integrated MPKLP 2035 (Replacement)

10.1C

Sustainability Monitoring (MURNInets)

10.1D

Upgrade Klang as an Efficient and Effective City

10.1E

Fully Implementation of MPK Sustainability Agenda

10.1F

Strengthen Integrity Values in Working Culture as well as Productivity of MPK Staff

10.1G

Strengthen Labour Force And Financial Power of MPK Planning Department

10.1H

Empower Role of Internal and External Technical Department on the Implementation of RT

ISU
PPL 4

Less involvement of private sector and residents in development planning

SUB-STRATEGY
10.2

ENCOURAGE RELEVANT AGENCY INVOLVEMENT IN DEVELOPMENT PLANNING OF MPK

10.2A

Strengthen R&D Programs and Innovation Studies

10.2B

Increase Community Involvement and Other Stakeholders

ISU
PPL 5

Information can not be channelled extensively to Klang residents

SUB-STRATEGY
10.3

INCREASE PUBLIC ACCESSIBILITY OF INFORMATION RELATED TO DEVELOPMENT PLANNING OF MPK

10.3A

Fully Implementation of DPMS (Development Project Management System)

10.3B

Online Process for Development Proposal by 2020

ISU
PPL 6

Inefficient of Controlling System and Development Planning Implementation



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.

