STATE STRUCTURE PLAN (SSP)
MELAKA 2035
Document which consists of written statement formulating the policy and general Proposal of the state authority in respect of the development and use of land in the state mentioned in Section 8, Town And Country Planning Act 1976 (Act 172).
FRAMEWORK PREPARATION

Preliminary Preparation

Stage 1.
 MOBILIZATION

Stage 2.
PREPARATION OF REPORT & PUBLICITY

SPC Approval/ Consultation
NPPC / Approval of state
MMKN / Gazette / Implementation
(S10)

Preliminary Report
Technical Report
Survey Report(SR)
Publicity Report
Draft Of Report SSP

Draft Of MSPP 2035
MSPP 2035

Report of reference

Preliminary Report / Survey Report/ Publicity / Preliminary Draft MSPP (S7, S8, S9(1))
APPRAOCH AND STRATEGIC DIRECTION MSSP 2035

Study Review Malacca SPP 2035

<table>
<thead>
<tr>
<th>Indicator &amp; Target</th>
<th>Issues &amp; Challenges</th>
<th>Strength &amp; Weaknesses</th>
<th>Projection</th>
</tr>
</thead>
</table>

State policy
- National transformation
- 11th Plan Malaysia
- Economy Transformation Programme (ETP)
- other policy

Spatial
- National physical plan
- National urbanization policy
- National Countryside Physical Plan

LP & SAP
- Alor Gajah Local Plan
- Jasin Local Plan
- Hang Tuah Jaya Local Plan
- Malacca Area Local Plan
- Special Area Plan

MSSP 2035
- Policy assesment and MSSP 2020 achievement

Goals & Direction
- RESILIENT ECONOMY
- GREEN CITY STATE
- MELAKA SUSTAINBLE & INCLUSIVE
- MELAKA OWN IDENTITY

Finding Aspect
- RESILIENT ECONOMY
- GREEN CITY STATE
- MELAKA SUSTAINBLE & INCLUSIVE
- MELAKA OWN IDENTITY

Achievement Aspects and Study Parameter
- RESILIENT ECONOMY
- GREEN CITY STATE
- MELAKA SUSTAINBLE & INCLUSIVE
- MELAKA OWN IDENTITY
STATE STRUCTURE PLAN MELAKA 2035

STATEMENT OF POLICIES

Melaka A Resilient City State

Trust 1: RESILIENT ECONOMIC GROWTH
- 7 Strategic direction
- 27 policies
- 107 IMPLEMENTATION INITIATIVE

Trust 2: MELAKA AS GREEN TECHNOLOGY CITY
- 7 Strategic direction
- 20 policies
- 116 IMPLEMENTATION INITIATIVE

Trust 3: HARMONY AND INCLUSIVE OF MELAKA
- 6 Strategic direction
- 30 policies
- 147 IMPLEMENTATION INITIATIVE

Trust 4: MELAKA IDENTITY
- 4 Strategic direction
- 10 policies
- 27 IMPLEMENTATION INITIATIVE

Implementing agencies:
- PLANNING
- IMPLEMENTATION
- ENFORCEMENT
- MONITORING

SD – 27 POLICIES – 87 II - 397
## Achievements & Targets

### Contribution to GDP (%)

<table>
<thead>
<tr>
<th>Economies Activities</th>
<th>MSSP Target 2000-2020</th>
<th>Current Achievement</th>
<th>MSSP Target 2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Services</td>
<td>*60%</td>
<td>46.3%</td>
<td>63.26%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>*35%</td>
<td>39.6%</td>
<td>27.86%</td>
</tr>
<tr>
<td>Construction</td>
<td></td>
<td>2.8%</td>
<td>3.46%</td>
</tr>
<tr>
<td>Agriculture</td>
<td>*5%</td>
<td>11.1%</td>
<td>5.38%</td>
</tr>
<tr>
<td>Mining and Quarry</td>
<td></td>
<td>0.1%</td>
<td>0.01%</td>
</tr>
<tr>
<td>Duty Import</td>
<td>-</td>
<td>0.1%</td>
<td>0.03%</td>
</tr>
</tbody>
</table>
## Achievements & Targets

<table>
<thead>
<tr>
<th>Category</th>
<th>Current Achievement</th>
<th>Target 2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>821,110</td>
<td>1,540,000</td>
</tr>
<tr>
<td>Visitors</td>
<td>15.0 mil.</td>
<td>25.0 mil.</td>
</tr>
<tr>
<td>State GDP</td>
<td>USD 5,344</td>
<td>USD 26,626</td>
</tr>
<tr>
<td>GDP per capita</td>
<td>USD 9,148</td>
<td>USD 21,221</td>
</tr>
<tr>
<td>Housing</td>
<td>21,059</td>
<td>378,628</td>
</tr>
<tr>
<td>Recreational area (hectare)</td>
<td>205</td>
<td>1,895</td>
</tr>
</tbody>
</table>
ACHIEVEMENTS & TARGETS

Targets of transportation indicators

<table>
<thead>
<tr>
<th>MODAL SPLIT Target (PUBLIC: PRIVATE)</th>
<th>2015</th>
<th>2020</th>
<th>2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>14 86</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>40 60</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>60 40</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

% OF FATAL ACCIDENTS

<table>
<thead>
<tr>
<th>CURRENT YEAR</th>
<th>YEAR</th>
<th>YEAR</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015 1.4%</td>
<td>2020 0.9%</td>
<td>2035 0.7%</td>
</tr>
</tbody>
</table>

Target of Utility Indicators

RATE OF 'NON-REVENUE WATER (NRW)

<table>
<thead>
<tr>
<th>2016 CURRENT (SINGAPORE)</th>
<th>MELAKA 2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>18%</td>
<td>6%</td>
</tr>
<tr>
<td>6%</td>
<td>10%</td>
</tr>
</tbody>
</table>

TARGETS FOR USE OF DOMESTIC WATER

<table>
<thead>
<tr>
<th>2015 SINGAPORE</th>
<th>2035 MELAKA</th>
</tr>
</thead>
<tbody>
<tr>
<td>220 LITER PER DAY</td>
<td>150 LITER PER DAY</td>
</tr>
</tbody>
</table>
PROPOSED HIGH IMPACT (GREEN TECHNOLOGY) POLICIES

TOWARDS LOW CARBON CITY DEVELOPMENT
BY MITIGATE GREENHOUSE GAS (GHG) RELEASE

Using document 'Low Carbon Cities Framework & System Assessment' system by KeTTHA to develop 'Low carbon Cities's

Applying green technology concept in building design, construction, management, maintenance and conservation and building destruction

Encourage the involvement of private parties in the implementation of green development through the provision of incentives

Industrial symbiosis cover shared services, utility and product source

Implementing Green City Action Plan (GCAP) initiatives to manage, plan, control and environment sustainability
Utilizing the framework of ESA as development guidelines include the aspects of the ESA (Phase 1, 2 & 3) and ESA management criteria.

- Sufficient buffer zone should be provided between ESA (Phase 1 and Phase 2).
- Preserving and gazette threatened habitat.
- Permanent Forest Reserve need to be maintained (5,137.62 Hectare/ 3.09%) and based on permanent reserved forest classification, not allowes for excision.
- Retention and proclamation water catchment category 1 (dam catchment area).
### Proposed High Impact Policies

#### Township Development Concept
- Patterned based on Compact City and Transit Oriented City Development (TOD)
- Ensuring communication system and development heading towards green transport action
- Encouraging an affordable high density housing in Transit Oriented Development area focusing on Mixed development

#### Ensuring Communication System and Development
- Rail transit system Master Plan
- Bicycle usage
- Alternative fuel
- Cutting down on reliance in private vehicles

#### Encouraging Public Transport Mode Usage
- Increase of facilities
- Public transport usage like BRT, LRT & MRT system

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**Transit-oriented development area**
- Melaka Gateway
- Melaka Central
- Ayer Keroh High Speed Rail station
- Alor Gajah Central
- Pulau Sebang Integrated Terminal
- Masjid Tanah Central Transportation Hub
- Jasin Central Transportation Hub
- Merlimau Transportation Hub
## Development Management in Sensitive Area of Nature Based on KSAS Level Features and Integrated KSAS

### Total Water Catchment Category 1

<table>
<thead>
<tr>
<th>Dam</th>
<th>Watery Area</th>
<th>Dam Catchment Area</th>
<th>Total Area (Hectare)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jus Dam</td>
<td>1,146.915</td>
<td>1,134.376</td>
<td>2,281.291</td>
</tr>
<tr>
<td>Durian Tunggal Dam</td>
<td>819.841</td>
<td>1,727.130</td>
<td>2,546.971</td>
</tr>
<tr>
<td>Jernih Dam</td>
<td>236.967</td>
<td>466.491</td>
<td>703.458</td>
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</tbody>
</table>

**Total Water Catchment Category 1**  
5,531.720 (3.33%)
PROPOSE OF HIGH IMPACT PROJECT

MELAKA PROPOSAL GATEWAY (URBAN ICONIC)

- Developing filled area as part of tourism focus of tourism (Melaka Gateway) area will increasing value added to tourism development in new development areas.

- Provision of 10% open space as new tourism icon and a Malacca City Landmark such as “sky park”
PROPOSE OF HIGH IMPACT PROJECT

HIGH SPEED RAIL (HSR)’s ALIGNMENT

- Ayer Keroh as one and only selected station for Melaka.
- Route 69.15 km - route from Kuala Linggi to Sungai Rambai. HSR can reduce the travel time from KL - Singapore

Proposal of 7 harbour
1. Maritime Port, Kuala Linggi
2. Sea & Tourism Port, Banda Hilir
3. Major Trade Port, Tanjung Beruas
4. Mineral Port, Sg. Rambai
5. Training Port, Terendak Camp
6. Oil & Gas Harbor, Sg. Udang
7. Fish Port, Sg. Duyong

Upgrade Malacca International Airport

- 365m track elongation, which will completing 2500m overall proposal.
- For additional of commercial aviation destination & increasing air transport infrastructure system.
PROPOSE HIGH IMPACT PROJECTS

**MELAKA GREAT OCEAN ROUTE (Bicycle Highway)**
- Dwi function - access interstate and scenic route coast tourism with bicycle special routing.
- Alignment during coast from Sg. Rambai to Kuala Linggi

**PROPOSAL FOR GAZETTE VILLAGE HERITAGE (UNESCO SITE)**
- Identifying village that is potential to be listed in UNESCO site of world heritage.
- Kg. Morten, Kg. Portugal, Kg. Chetti, Kg. Baba & Nyonya, Kg. Java, Kg. Banda Kaba, Kg. Sri Tanjung and others.

**SUTERA ROUTE PROPOSAL (STRAITS OF MELAKA RIVER CRUISE )**
- Cruise river journey that more far cutting across Straits of Malacca to recall Straits of Malacca memory as ‘Sutera route' once.
- Encouraging tourism development activity that is suitable for seashore for example River Cruise's activity.

**SHOWCASE’ CULTURAL VILLAGE PROPOSAL**
- Identify the village that suitable for the activity such as 'Hang Tuah's Village' or rice field (Bukit Rambai) area.

**MELAKA MARINE PARK PROPOSAL (PULAU BESAR)**
- Developing Pulau Besar as Taman Laut with ‘Fantasy’ concept to Melaka State
PROPOSED OF HIGH IMPACT PROJECT

Gazetting Water Catchment Area as Level 1 and Dam Buffer

- Looking after / reserve rain water catchment area.
- Dam involved: (Jerneh Dam, Jus Dam and Durian Tunggal Dam)
- Carrying out observation and control towards development in water catchment.

Waste Eco Park

- Increasing solid waste management system that is more organised and more systematic.
- Waste Eco Park’s proposal in the site of the waste disposal at Sungai Udang.
HANG TUAH's COMMERCIAL CENTRE (HTMCC)
Redevelopment area of Jalan Hang Tuah, Jalan Tun Ali and Jalan Tun Mamat and along with Melaka River development Parcel 2. HTMCC encompasses as wide area 702 acres.

Development Component
30% - commercial/ institution,
30% residential,
25% - infrastructure / utility / public amenities
15% - open space (square, pocket parks, pavement, recreational park and other open areas).
I. **FINANCIAL OBSTACLE** - To get the budget for implementing the project outlined in the SSP Melaka 2035 at the Federal level and State Level

II. **COLLABORATION** - Co-operative programs with Local Authorities and Implementing Agencies for the purpose of monitoring, understanding, solving problems related to implementation issues, addressing proposed changes etc.

III. **AGENCIES INVOLVEMENT** - To ensure that each agency is able and aware to implement the roles and responsibilities outlined in SSP Melaka 2035

IV. **MAINTAIN THE MOMENTUM** - the process to implement this plan takes too long, then to avoid those involved begin to lose their enthusiasm, An annual systematic assessment of the plan is necessary for course corrections and updating the data via State Physical Planning reports by PlanMalaysia@Melaka
**STATE STRUCTURE PLAN MELAKA 2035**

**BENEFITS AND USEFULNESS OF GPSC AND RAPID ASSESSMENT FOR MELAKA PLANNING**

I. **IDENTIFYING THE GAP** – Improving the SSPM2035 by using the findings of rapid assessment exercise

II. **ECONOMIC PLANNING PROACTIVE** – improvement of policies and implementation initiatives regarding accountability and transparency, creditworthiness, revenue and financial autonomy, expenditure management and adequate arrangement of debt and other obligations

III. **DATA CENTRIC** – Improving state data management towards Smarter Governance through State Open Data Policies

IV. **GLOBAL NETWORKING** – Sharing with other cities to overcome issues like sea level rise, providing renewable energy, traffic jams and at the same time experience the technology transfer and capacity building.
THANK YOU

MELAKA STATE STRUCTURE
PLAN 2035