

Independent Road Corridor as a Cultural Reservation Area in the Old Town of Tanjungpinang

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Abstract

The development of a large city which also functions as the Capital of the Province and its residents is a symbiosis that is interrelated and influences each other. Changes, developments, and urban growth require the provision of new space, facilities and infrastructure so that as an implication there is a change and growth of buildings and their facilities and infrastructure. One of the urban space systems in Tanjungpinang that needs serious attention and arrangement is the Kota Lama area. This area is one of the tourist attractions visited by many domestic and foreign tourists and is the busiest major trading area. The Old City area is a Cultural Conservation Area, Environmental conditions around the area at this time tend to grow irregularly and sporadically in line with the rapid development of physical development in the area. It is necessary to anticipate the possibility of a decrease in environmental quality. If this is not anticipated immediately through intensive control, it is feared that there will be irregularities in the function and role of regional space in the future.

Keywords

tanjung pinang; old town; heritage



I. Introduction

The city of Tanjungpinang, located on Bintan Island, has important historical links with trading activities in the Malacca Strait. Around the 17th to 18th centuries, the Malacca Strait had a strategic role in the world trade system based on the spice trade. The Sultanate of Johor which later became the Sultanate of Riau-Lingga manages the Teluk Bintan area as an entreport port that accommodates and distributes various commodities in the surrounding area. At that time, various kinds of cultural products were created, both in the form of architecture that gave color and influenced cultural life in the region. Cultural products in the form of architecture such as mosques, forts and houses mostly represent life by the sea.

The Hulu Riau period began during the Kingdom of Johor during the reign of Sultan Abdul Jalil Syah who ordered Laksemana Tun Abdul Jamil to open a trading port located on Bintan Island, precisely on the Carang River, Hulu Sungai Riau. The new airport became a bustling airport and was later known as Bandar Riau. The role of Tanjungpinang is very important as a buffer zone and the entrance to Bandar Riau. Tanjungpinang as a bustling port city has attracted large numbers of immigrants since the time of the Lingga Kingdom in the 18th century. The immigrants came from Sulawesi, Kalimantan, Siak, Pahang, Bangka-Belitung, China, Padang and so on. Until now, the largest ethnic group is the Malay tribe who are Muslim. Malay arts that are still preserved and studied until now include Zapin Dance, Odd, aristocratic theater, and Joget Dangcong. There are Malay tribes who live in houses on stilts and boats along the coast, also known as sea people. The

culture and language of the sea people are different from the Riau Malay culture. The Bugis tribe is a tribe that has been assimilated with the Malays since the days of the Riau Lingga Kingdom. A number of officials from the Riau Lingga Kingdom are known to have Bugis ancestry such as Daeng Celak who is the father of Raja Haji Yang Dipertuan Muda Riau IV. The Malays are the largest tribe in Tanjungpinang City. The community inhabits Penyengat Island and the coastal areas. Therefore, the most dominant culture is Malay culture. Malay culture is an umbrella of various cultures attached to other tribes. Currently, Malay culture has really become a host in their own country. In general, there has never been any tension between ethnic groups in Tanjungpinang because the Malays as the dominant ethnic group have a "selambau" attitude, which is a tolerant attitude towards differences in society. Tanjungpinang's glory as a port city began in the 16th century, precisely under the rule of the Sultanate of Johor as the successor to the Kingdom of Melaka (1405-1511). The Riau region existed along with the development of trading activities in the Malacca Strait region which was characterized by political competition and trade between kingdoms, such as the Sultanate of Malacca, the Sultanate of Johor and their allies. The competition was also enlivened by Europeans who originally came to look for spices, such as the Portuguese, British and Dutch.

The history of the existence of Tanjungpinang can also be traced from 1528, when the Johor-Pahang-Riau-Lingga Sultanate was formed as the successor to the Malacca Kingdom (1405-1511). However, in 1824 the Kingdom of Johor-Pahang-Riau-Lingga was separated into two, namely the Kingdom of Johor-Riau and the Kingdom of Riau Lingga. The city then developed into a bustling Bandar and was known as Bandar Riau. At the same time, Bandar Melaka experienced a decline and its role in trading activities began to be replaced by Riau.

At the beginning of this heyday, Sultan Ibrahim (1685) had time to move the capital of the Sultanate of Johor-Riau to Hulu Riau, which is now known as 'Kota Piring'. However, after the death of the capital of the Sultanate again moved to Johor. At that time, Tanjungpinang acted as a buffer zone and entrance to Bandar Riau. Until the early 18th century, the role of Bandar Riau still dominated trading activities in the Melaka Strait. Records of the crew of the VOC ship, Herke Baker, in 1710 referred to it as a village called Riau Lama which was also the center of shipbuilding. According to his guess, this settlement is located south of the river, west of the main village

II. Review of Literature

2.1 Tanjungpinang Period

During the Riau War in 1782 - 1784 between the Kingdom of Riau and the Netherlands, in an effort to maintain the role of the Riau port, an agreement was made between CI. Wolterbeek (the Dutch side) with Raja Ja'far, namely 'Contract met Johor, Pahan, Riouw, Lingga en Onderh dd April 5, 1820', which stated that the tax imposed on ships or boats and people who carried out trading activities should not be beyond what was agreed. In addition, it was also agreed that the construction of Tanjung Pinang City would be limited by a perimeter fence. Within the city limits, there should be no development without the permission of the Dutch government.



Figure 1

In 1824, the Dutch Company was strengthened by its desire to control commodities in Riau after the London Treaty was agreed between the Kingdom of the Netherlands and the United Kingdom of Great Britain. The Sultanate of Johor-Riau was divided into two, namely Singapore and Johor to the north of Malacca and the Singapore Strait under British protection, while the Dutch controlled Riau-Lingga, including the islands in the South China Sea and the Indragiri region in Sumatra. This agreement states that the two countries are allowed to exchange territory, one of which, 'Britain agrees not to establish representative offices in the Karimun Islands or on the islands of Batam, Bintan, Lingga or other islands south of the Singapore Strait or enter into agreements with regional authorities. Dutch rule in Tanjungpinang was marked by the construction of Fort Koonprins which is located on a hill in the southern part of the city. This fort was built around 1824 with materials brought from the former VOC fort in Malacca with materials brought from the former VOC fort in Malacca.

Quoting Colombijn, at the beginning of the 19th century, Tanjungpinang area was about 7,400 m x 3,700 m. Spatially, this area already consists of about 20 buildings in the form of European-style houses and a number of public buildings, such as residential houses, hospitals, detention houses and schools. The building was built with brick construction and tile roof. At this time, Christian worship was carried out in a wooden house which was later built a church (1835) using European, Chinese and Bugis support. Next to the church is a parade ground showing the symbolic relationship between religion and the military.

The Dutch made the territory of the Riau-Lingga Sultanate a Riau Residency and made Tanjungpinang the seat of its Resident. At that time, Singapore was the main port in the Malacca Strait. The Dutch tried to maintain the performance of ports in the Riau Islands by establishing Tanjung Pinang as a free port in 1829. This status was needed to protect trade and shipping activities in its territory.

Under Dutch control, Tanjungpinang's economic activities stemmed from the activities of the Chinese community in gambier or pepper plantations, even including the opium trade, prostitution and gambling for plantation workers. By 1825, it was estimated that around 13,000 Chinese had settled in the river. The 1852 census stated that the total Chinese population was 85%, while the rest were Malay, Javanese, Bugis and others. Almost 100 years later or in the 1950s, the population of Tanjungpinang is 63% Chinese and the rest are residents of other ethnicities.



Figure 2

The major plantation commodities from Tanjungpinang are pepper and gambier. Other commodities produced include coffee, tobacco, and marine and forest products. The heyday of Tanjungpinang occurred around the 19th and 20th centuries. Around the 19th century, there was an expansion of the production of various commodities that China wanted to Riau, such as tin, pepper, gold and gambier. Gambir is an astringent obtained from the sap of a shrub typical of Sumatra. This plant was later grown widely by Chinese workers, including in Singapore, although distribution was carried out by other traders, such as Bugis traders. These products are often produced in a joint venture.



Figure 3

Spatially, citing Colombijn, the Chinese people live in a special area. In the period 1846-1869, Riau was a large producer of gambier. Riau gambier production is much larger than Palembang or West Sumatra. The houses are built on the beach in the form of houses on stilts following the platform as access to the mainland. The older Pelantars are referred to as Pelantar 1, 2 and Pelantar 3. Most residents in Kampung Cina are of Hakka ethnicity with houses made of bricks. Houses made of bricks are a type of shop house consisting of 2-3 floors. The lower floor is used as a shop, while the upper floor has a residential function. At this time also a Chinese temple, namely the Tien Hou Kong Temple (1857) which is now known as the Bahtra Sanana Temple was built. The main god in this temple is the guardian god of the sea or Ma Chou. In the period 1920 - 1930, under Dutch rule, Tanjungpinang experienced an economic depression. This has resulted in gambier and pepper commodities being no longer considered valuable and profitable. At this time, the roles of these two commodities were replaced by new commodities, such as rubber and oil.

The Post-Independence Period of the Republic of Indonesia After independence and under Indonesian rule, Tanjungpinang City is still alive with trade and service activities. This region has benefited from its proximity to Singapore, which is growing, so that in the

period 1949 – 1963 Legalization Assistance and Guidelines for the Preservation of Cultural Heritage Areas – Tanjungpinang Old Town 2-5 Tanjungpinang experienced the 'dollar age'. At that time, the spaces in Tanjungpinang were full of motorized vehicles.



Figure 4

The Riau People's Congress in 1956 resulted in several decisions, one of which was the demand for the expansion of Riau Province from Central Sumatra Province. The areas included in the demands for the establishment of Riau Province at that time were Kampar Regency, Bengkalis Regency, Inderagiri Regency, and Riau Islands Regency. Through Law Number 61 of 1958, Riau Province was formed and Tanjungpinang was designated as its capital. SM Amin was sworn in as the first Governor of Riau on March 5, 1958 in Tanjungpinang. Along with the occurrence of various political upheavals in Indonesia, the eradication of Chinese architectural styles and the renaming of related religious buildings were carried out in various regions in the archipelago. Tanjungpinang City, which is dominated by the presence of Chinese people as local residents, have great influence. In 2002, the Indonesian government re-established a new province called Riau Archipelago Province with the city of Tanjungpinang as its capital. Along with the increase in 'e-commerce' activity in the late 2000s, the role of the Tanjungpinang port was again active in economic activities in the Riau Islands region. However, as the city continues to expand, the biggest challenge is keeping life in the historical city center relevant.

2.2 Area Historical Significance

With this description, it can be concluded that Tanjungpinang City is a maritime heritage city, namely a city whose historical history grew and developed based on sea trade activities. With this view, the sea and its elements, including its river network, have an important role in structuring the Tanjungpinang area. The statement of significance can be formulated as follows:

'Tanjungpinang City is a cultural heritage city of the Riau-Lingga Sultanate which is also a maritime city thanks to a port for various important commodities in the world trade system in the 17th to 20th centuries and thanks to its strategic location near the Malacca Strait.'

As proof of its authenticity and integrity are various relics in the form of urban architecture in the center of Tanjungpinang and Senggarang cities, including cultural heritage found on Penyengat Island which has been designated as a National Cultural Conservation since 2018.

While the free road used to be mis one of the main entrances to Tanjungpinang City after the port, this area was formerly the Central Business District and City Terrace, which has a function or activity center for trade and service activities in Tanjungpinang City with

the characteristics of a Chinatown area with its cultural heritage buildings and settlements that still maintain the character of the road and still maintain colonial architecture.



Figure 5

Jl. Merdeka has a priceless historical treasure. If it can be utilized and managed optimally, the existence of old buildings in the Jl. Merdeka has economic and historical value which can also be used for tourist visits.



Figure 6

2.3 Objectives of The Research

The objectives of this research are:

1. To obtain an overview of the governance that will be applied in the management of the Jl. Merdeka Tanjungpinang and analyze it as one of the tourism areas in Tanjungpinang City
2. To find the inhibiting factors in the implementation of the management of the Jl. Merdeka as one of the tourism areas in Tanjungpinang City.

III. Research Method

3.1 Place

This research was conducted on Jl. Merdeka Tanjungpinang, Riau Islands Province.

3.2 Population and Research Sample

The population in this study is the entire community consisting of building owners, traders/entrepreneurs and visitors who have business activities in the "Old Town Area of Jalan Merdeka". The sample in this study was determined using a survey method conducted in the Jalan Merdeka area.

3.3 Data Collection Method

The data required in this study consists of primary data and secondary data, both qualitative and quantitative. The data collected is in the form of primary data which was obtained by means of direct interviews with respondents (owners of historic buildings, businessmen/traders and visitors in the Jalan Merdeka area) by filling out a list of questions specifically designed for this research. secondary data obtained from the relevant agencies with the location of the research area. Furthermore, the data is processed and discussed descriptively and the results of previous studies related to this research

3.4 Research subjects

Research subject are buildings along Jalan Merdeka, road circulation for vehicles and parking along Jalan Merdeka.

3.5 Data Collection Techniques

a. Observation

Prof. Heru gives the view that, "Observation is an observation that is a case study or learning that is carried out intentionally, directed, sequentially, and in accordance with the objectives. Recording of observation activities is called observation results. The results of these observations are explained in detail, precisely, accurately, thoroughly, objectively, and usefully.

b. Interview

The function of the interview is to get the information that researchers want to find. Interview activities were carried out by a researcher through a sample of the respondent's population available as research subjects.

c. Documentation

a series of processes carried out systematically in carrying out methods of collecting data, searching, investigating, using, and providing documents in order to obtain information, explain knowledge and evidence and disseminate it to users.

3.6 Analysis Method

For the first problem, it is analyzed by descriptive analysis, namely the overall picture includes the development of colonial architecture, the identity of historical buildings, the function of the building, the condition of conservation buildings and new/non-conservation buildings (completed with maps and pictures) and their ownership status as potential preservation of historic buildings. the second hypothesis was analyzed with multiple linear regression statistics with the formula:

$\text{Log } Y = \log a + b_1 \log x_1 + b_2 \log x_2 + b_3 \log x_3$

$x_3 + b_4 \log .x_4 K$

Description: Y = Respondent's income (in rupiah per month)

X1 = Labor (in units of person)

X2 = Type of Merchandise (in units/items per type of merchandise)

X3 = Number of Visitors (in units of people per day)

X4 = Visitor Service (dummy variable)

A = Constant μ = Error Term

IV. Result and Discussion

In the development of architecture in terms of mass, changes in form can be distinguished in two ways (Yulianto Sumalyo, 1988: 2) as follows:

1. Change is gradual or evolutionary. What is classified into the first category is classical and traditional architecture, evolving and changing over decades and even hundreds of years.
2. Change quickly. What is classified into this second category is modern architecture, developing and changing rapidly, in line with the rapid development of technology and population

With a description of the development of architecture in terms of time, the changing forms of colonial architecture in Indonesia are included in the second category. The form of Dutch colonial architecture in Indonesia after the 1900s is a specific form. This form is the result of a compromise of modern architecture that developed in the Netherlands, and at the same time with the wet tropical climate (tropical architecture) in Indonesia. There are also several buildings of Dutch colonial architecture that take local traditional elements which are then applied to their architectural forms. The overall result of Dutch colonial architecture in Indonesia is a distinctive form that is different from modern architecture in the Netherlands itself. Therefore, when viewed from the architectural developments in the Jalan Merdeka area which was part of the Dutch East Indies at that time, of course it cannot be separated from the development of the Dutch East Indies architecture as a whole and what is unique is in the building details such as window openings, ventilation, , gutters, doors, ornaments and so on. Some of the Dutch colonial architecture in the Jalan Merdeka area takes traditional Chinese elements. This illustrates that at that time the influence of the entry of other ethnic Chinese merchants living while trading along the Jalan Merdeka area which later became the business center in Tanjungpinang City at that time. Due to the accuracy of the Chinese merchants who saw a business opportunity in 1886, they moved the center of their business empire to Jalan Merdeka.

The management of Jalan Merdeka has been included in the planning for the management of the Tanjungpinang old city cultural heritage area.

Based on the results of the study, it shows the need to systematically reorganize the Old City Area to make the area one of the old city areas and as an icon owned by the Tanjungpinang City Government. Tanjungpinang City Government Policy through PERDA No. 3/2018 RDTR and PZ regarding spatial use are Trade and Service Zones with additional provisions as Old Town Areas as Cultural Conservation Areas.



Spatial Planning Policy Based on PERDA No. 3/2018
Figure 7

Cultural Conservation Areas are objects of buildings and activities in urban areas that give a distinctive cultural character to the city of Tanjung Pinang,

4.1 Potential

a. Those on Jalan Merdeka include:

1. Central Business District and City Terrace so that it has the potential to become a center for trade and services on a larger scale.



Figure 8

2. The buildings (ruko) along Jalan Merdeka, still maintain their appearance as in the colonial era, so that they can make tourist areas.



Figure 9

3. Attributes of cultural heritage in the form of Vihara Bahtera Sasana, which is still used by Chinese citizens as a place of worship

For them, this building has become an icon for the Jalan Merdeka area.



Figure 10

V. Conclusion

1. Area Management is an effort to protect, develop, utilize and qualify an area that is considered a cultural heritage without changing the form and function of the area. Based on the results of field observations and interviews, the Management of the Old Town Area on Jalan Merdeka can have the potential as a tourist spot for local and foreign communities.
2. Development is directed at improving the quality of space which is currently experiencing a saturation point of development through development with the concept of water front city and vertical development

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