



## The Evaluation of Roads Width on Cultural Heritage Area's Street Sections in Bandung City

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### ABSTRACT

The development of urban areas influenced by population growth and increasing urban attractiveness has led to significant changes in land use. The development of land use in the city of Bandung shows complex urban dynamics and poses various planning challenges. This condition requires a review of the plan to provide city facilities and infrastructure listed in the city line plan map, taking into account the suitability of the actual conditions on the ground. The study on the evaluation of road width on road sections in the Bandung cultural heritage area is important to improve the quality of pedestrian facilities while maintaining the smooth movement of vehicles, especially in tourist areas. This study uses a qualitative descriptive approach through several analysis techniques.

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## **INTRODUCTION**

The development of urban areas influenced by population growth and increasing urban attractiveness has led to significant changes in land use. The conversion of land from less productive areas to built-up areas is a real indicator of the dynamics of urban growth that is easily observed physically. The increase in space requirements also causes urban expansion to take place horizontally and vertically, so that the pressure on the availability of urban land is increasing (Seto et al., 2021; UN-Habitat, 2022).

The city of Bandung as one of the major cities in Indonesia is experiencing rapid development with high complexity of urban problems, especially in the development of commercial and residential areas. This condition requires the Bandung City Government to evaluate the city plan line map as an instrument for controlling space utilization. The rapid growth of residential, trade, service, and warehousing areas on a large scale encourages the need to review the city facilities and infrastructure plans that have been determined, taking into account the actual conditions on the ground. One of the important aspects of this evaluation is the planning of road widths in cultural heritage areas, which requires a balance between the needs of urban mobility and the preservation of historic buildings (Bandarin & van Oers, 2021; UNESCO, 2023).

The map of the spatial engineering plan of the City of Bandung is basically a geometric direction document for the development of urban infrastructure and facilities. Along with the physical development of the region, the document needs to be updated regularly through the use of spatial technologies such as aerial photography and geographic information systems to ensure the compatibility between the plan and the existing conditions. The integration of various spatial data allows for more integrated planning between built-up areas while ensuring the sustainability of urban infrastructure (ESRI, 2022; Ministry of ATR/BPN, 2023).

Since the transformation towards a digital system, the urban plan line map has also been integrated with the baseline map recommended by the Geospatial Information Agency (BIG), thereby improving the accuracy and interoperability of planning data. In substance, this map contains a plan for a new road network, an increase in space belonging to roads and river-owned areas, normalization of rivers and channels, a green open space plan, a sanitation network, and provisions for road, building, and river boundary lines. This document serves as the main guideline in controlling space utilization, including in the service of city plan information and the issuance of space utilization approvals such as KKPR and site plans (Ministry of PUPR, 2021; Ministry of ATR/BPN, 2022).

Based on this background, the Road Width Evaluation activity on Cultural Heritage Area Road Sections in the City of Bandung aims to review the road widening plan on sections that have a concentration of protected cultural heritage buildings that cannot be demolished. The goal of this activity is to prepare an evaluation of the Detailed Spatial Plan (RRTR) in the form of adjustments to the map of the plan of the City of Bandung, especially related to the planning of road widths in cultural heritage areas. This effort is expected to achieve a balance between urban transportation needs and cultural heritage preservation within the framework of sustainable urban development (UNESCO, 2023; UN-Habitat, 2022).

## **LITERATURE REVIEW**

### ***Cultural Heritage Areas and Urban Street Morphology***

Cultural heritage areas represent significant urban environments that preserve historical, architectural, and socio-cultural values of a city. In Bandung, heritage districts such as Braga Street and Asia-Afrika Street were developed during the Dutch colonial period and are characterized by relatively narrow roadways and pedestrian-scaled spatial configurations.

According to urban morphology theory, street networks in historic districts serve not only as transportation corridors but also as spatial elements that shape the visual identity and functionality of public spaces. The physical dimensions of street sections, including road width, sidewalk provision, and building setbacks, significantly influence environmental quality, accessibility, and urban livability within heritage areas.

### ***Road Width and Traffic Performance in Heritage District***

Road width is one of the fundamental parameters in transportation planning as it directly affects traffic capacity, safety, and Level of Service (LOS). *The Highway Capacity Manual* highlights that wider roads typically increase vehicular capacity and improve traffic flow efficiency. However, in heritage areas, road widening may create conflicts between mobility demands and conservation objectives.

## **METHODOLOGY**

The Road Width Evaluation Study on Road Sections in the Bandung City Cultural Heritage Area uses a qualitative descriptive method to understand existing conditions as well as formulate appropriate handling directions. Exploratory approaches are applied in the process of collecting data and information as well as in the analysis and evaluation stages. This approach aims to identify in depth the main problems in the study area, as well as examine various concepts of handling and development that are relevant to the support of applicable technical regulations. Through this exploration, a comprehensive understanding of the relationship between the physical condition of the area, the need for street space, and the limitations of the preservation of cultural heritage buildings was obtained.

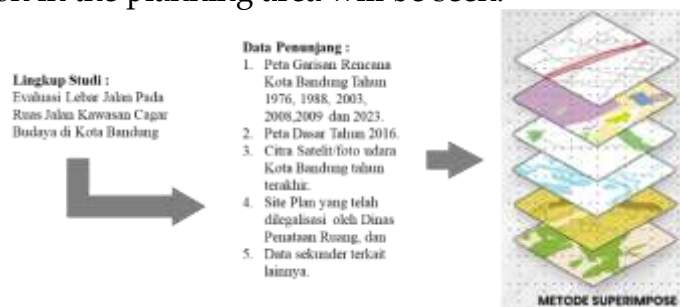
In addition, this study also applies a prescriptive approach, which is an analytical approach used to prepare policy recommendations or handling strategies based on the results of the evaluation of existing conditions. The prescriptive approach allows researchers to assess various alternative plans and determine the most likely recommendations to be implemented in the future, both in the form of policies and spatial planning programs (Creswell & Creswell, 2023; Yin, 2021).

The data collection method in this study consists of primary surveys and secondary surveys. The primary survey was carried out through direct observation in the field to identify the physical condition of the planning area and obtain factual data related to the characteristics of the road and surrounding buildings. In addition to observation, interviews were also conducted with local stakeholders to obtain more in-depth information about regional conditions, problems, and restructuring needs. Visual documentation through photos and videos is also carried out to support field data. Meanwhile, the secondary survey was carried out through document tracing from relevant agencies and literature studies to complete policy, regulation, and theoretical reference data relevant to this study.

### *Analysis Method*

The analysis method in the study of Road Width Evaluation on the Road Section of the Cultural Heritage Area in the City of Bandung, consists of several analyses including:

1. Plan Line Method, plan line analysis is an analysis method to harmonize several existing policies in the City of Bandung, especially in the evaluation of road widening plans on road sections where there are many cultural heritage buildings that are not allowed to be dismantled. Plan Line Analysis is carried out using the superimpose method. The superimpose method is used to determine the condition of the development planning area by overlaying several maps so that the conclusion in the planning area will be seen.



**Figure 1. Superimpose Method**

2. Topology Analysis Method Mapping, topology is a mathematical definition that describes the relationship or relationship between one spatial object and another. In geographic information systems, the relationships between spatial objects are defined according to data characteristics such as points, lines, and polygons. In making maps, the provisions regarding topology are only made based on the geometric shape of polygons (polygons) and lines (lines).

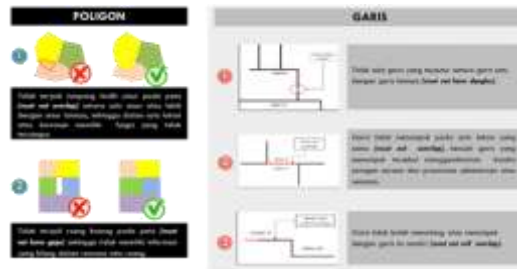


Figure 2. Mapping Topology Analysis Methods

## RESEARCH RESULT AND DISCUSSION

Special provisions for cultural heritage that are in line with the evaluation of the plan line of the City of Bandung, there are several cultural heritage area plans that are in the spatial pattern plan that are determined as special provisions based on the Bandung City RTRW. Special provisions for cultural heritage areas include:

1. Arrangements for preservation efforts for cultural heritage buildings, cultural heritage sites and cultural heritage structures located within the cultural heritage area in accordance with laws and regulations.
2. Prohibition of dismantling and altering buildings and structures of cultural heritage groups A and group B.
3. Changes to group C cultural heritage buildings can be done while maintaining the main character of the building.
4. In the cultural heritage site, it is possible to have additional buildings that refer to the architectural character of the cultural heritage building in environmental harmony.
5. In rehabilitation and revitalization efforts, it is possible to change the function and spatial layout as long as it does not change the character of the main structure of the building.
6. Prohibition of activities that can damage cultural heritage.
7. Prohibition of the use of urban space that interferes with environmental sustainability around cultural heritage.

The determination of cultural heritage buildings, cultural heritage sites and cultural heritage structures is regulated in Regional Regulations. In addition, the arrangements for the implementation of the preservation of cultural heritage buildings, cultural heritage structures and cultural heritage sites are further regulated in the Regional Regulation.

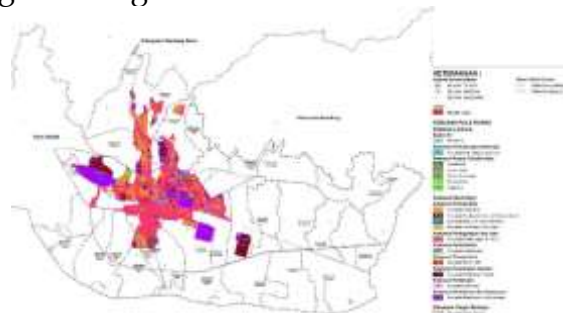


Figure 3. Map of Special Provisions of Cultural Heritage Areas in the City of Bandung

### ***Policy Review***

Law Number 11 of 2010 concerning Cultural Heritage emphasizes that Cultural Heritage Objects are Cultural Heritage Objects, Cultural Heritage Buildings, Cultural Heritage Structures, Cultural Heritage Sites, and Cultural Heritage Areas that have important value for the history of human development, culture, science, education, and religion in the life of society, nation, and state. Therefore, it must be registered, recorded, preserved, and managed appropriately so that it can provide the greatest benefit to the nation and state of Indonesia.

Cultural Heritage Ownership aims to regulate so that there is certainty and legal protection in the ownership and control of Cultural Heritage. Cultural Heritage is often faced with improper treatment by illegally traded it, lost, abandoned, damaged, separated, or moved from one region to another, so that in its place of origin the number of people slowly continues to decline. To overcome this, a national registration effort is needed. Further arrangements, Government Regulation Number 1 of 2022 concerning the National Register and Preservation of Cultural Heritage.

In the preservation of cultural heritage, it is divided into several groups, including:

1. Group A: Buildings and/or structures are prohibited from being demolished intentionally, and if the physical condition of the building is bad, collapse, or burn.
2. Group B: In rehabilitation and revitalization efforts, it is possible to change the function and spatial layout as long as it does not change the character of the main structure of the building.
3. Group C: Changes to buildings and/or structures must be made without changing the character of the building and/or structure and by maintaining the details and ornaments of the building
4. Group D: In the revitalization effort, it is possible to adjust the function according to the applicable city plan without changing the shape of the building and the original structure.

The Cultural Heritage of the City of Bandung is listed in the Regional Regulation of the City of Bandung No.7 of 2018 concerning the Management of Cultural Heritage. Bandung City Cultural Heritage in Group A which consists of: Individual housing located in the Dutch Government heritage area. Housing that falls into this group is generally in the form of single houses in the form of villa houses. However, in some areas there are also couple houses and rows that are neatly arranged with very adequate infrastructure for the comfort of living. In this area, each chapel is on average large in size with a single house accompanied by a fairly large yard. In addition, in some places there are environmental parks and city-scale parks. With the growing demand for commercial and service spaces and offices, the existence of houses in this group is increasingly pressing and undergoing a change in function.

**Table 1. Group A Cultural Heritage Building in Bandung City**

No.	Building Name	Address	Village	Kecamatan
	Area 1	Old Town Center	12 dari 52 Bangunan	
1	Bangladesh Citizens Association (Bangladesh)	Jl. Asia-Afrika No. 90	Paledang	Lengkong
2	OCBC NISP (EX-De Vries)	Jl. Asia-Afrika No. 104,106, 108, 110	Paledang	Lengkong
3	Savoy Homann Bidakara Hotel	Jl. Asia-Afrika No. 112	Paledang	Lengkong
4	State Finance Building	Jl. Asia-Afrika No. 114	Paledang	Lengkong
5	HQuarters (EX-Dealer Fiat)	Jl. Asia-Afrika No. 156, 158, 160	Paledang	Lengkong
6	Lekker 188	Jl. Asia-Afrika No. 188	Paledang	Lengkong
7	Bandung Mayor's Pavilion Complex	Jl. Dalem Kaum No. 56	Balonggede	Regol
8	Dian Futsal (ex-Bioskop Radio City)	Jl. Dalem Kaum No. 58	Balonggede	Regol
9	Pencil Building- Danareksa (EX-Preanger Trading)	Jl. Gatot Subroto No.1	Burangrang	Lengkong
10	Residential Houses	Jl. Kaca-kaca Wetan No. 8	Paledang	Lengkong
11	Residential Houses	Jl. Kasim No. 6, 8, 10	Paledang	Lengkong
12	Hotel Lengkong (Ex- BKPPN)	Jl. Lengkong Besar No. 4	Paledang	Lengkong
	Area 2	Etnik Sunda	6 Bangunan	
1	Polri Logistik (EX- OSVIA)	Jl. BKR No. 181	Pelindung Hewan	Astana Anyar
2	Residential Houses	Jl. Dewi Sartika No. 107	Pungkur	Regol
3	Mother Inggit Garnasih Museum	Jl. Ibu Inggit Garnasih No. 8	Nyengseret	Astana Anyar
4	SD-SMP Dewi Sartika (EX-Sakola Kautamaan Istri)	Jl. Kautamaan Istri No. 12	Balonggede	Regol

*Source : Attachment to Bandung City Regional Regulation Number 7 of 2018 dated October 16, 2018, Bandung City Disbudpar*

### **Land Use**

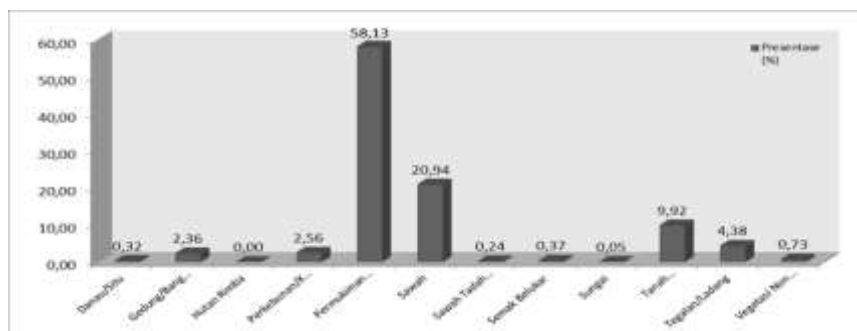
The condition that occurs at this time in the city of Bandung is the density of built land, especially in the downtown part of the city, so that it forces the need for physical development of the city to the suburbs. Meanwhile, the limitations of the environmental and geographical conditions of the suburban area should not support it to be used as development (because it is in the form of mountains and watersheds). The high demand for land in the city for housing and its supporting facilities is the main factor in the rapid physical development of this city.

Based on land cover data, in some areas of the city of Bandung, it is known that the largest land use is city residential buildings, which is with an area of 9,698.05 hectares or 58.13% in some of these areas. The use of land for city residential buildings is spread throughout the city of Bandung. On the land use map, it can be seen that settlements look more dense in the west than in the east. The city of Bandung still has rice fields covering an area of 3,494.29 hectares or 20.94% of the area of the city of Bandung, as well as buildings and buildings with an area of 393.65 hectares or 2.36%. In addition, the city of Bandung is still spread vacant/bare land with an area of 1,654.60 Ha or around 9.92% and moorlands/fields with an area of 730.33 Ha or 4.38%. For more details, see the following table.

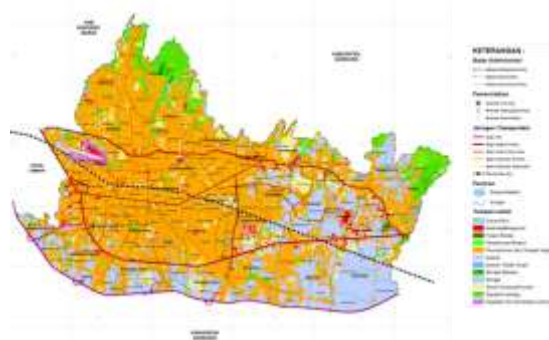
**Table 2. Land Use of the City of Bandung**

No.	Land Cover	Area (Ha)	Present (%)
1	Lake/Situ	53,87	0,32
3	Buildings/Buildings	393,65	2,36
4	Jungle Forest	0,48	0,00
5	Plantation/Garden	427,05	2,56
6	Settlements and Places of Activity	9.698,02	58,13
8	Rice Fields	3.494,29	20,94
9	Rainfed Rice Fields	39,34	0,24
10	Bushes	61,02	0,37
11	Rivers	8,77	0,05
12	Vacant/Barren Land	1.654,60	9,92
13	Farm/Farm	730,33	4,38
14	Other Non-Cultivated Vegetation	121,94	0,73
Total		16.683,37	100,00

Source: Analysis Results, 2025



**Figure 4. Percentage of Land Use in the City of Bandung**



**Figure 5. Bandung City Land Use Map**

**Evaluation of Plan Line Dimensions Around Cultural Heritage Sites**

Based on the Attachment to the Regional Regulation of the City of Bandung Number 7 of 2018 concerning the Management of Cultural Heritage in the City of Bandung, there are 30 locations of Group A Cultural Heritage located in the city of Bandung. The Cultural Heritage evaluation is carried out through analysis with the calculation of the results of the processing of the geographic information system and the results of measurements in the field. The support of the geographic information system information data is sourced from the city plan line data that has been digitized based on the results of the 2003 city plan line scan, and the results of field measurement surveys regarding the width of the road and the boundary line of existing buildings. Based on these two data, the results of the evaluation of the suitability of the Cultural Heritage location with the plan line in the city of Bandung can be obtained.

The results of the evaluation of 30 Group A Cultural Heritage locations include Cultural Heritage locations that are affected by the city plan line plan, both affected by the road width plan (fence to fence/rumija) and the GSB plan. Cultural Heritage that are affected by the road width plan include: Polri Logistik (EX-OSVIA), Iswari Temple, Buddhi Temple, and Cikudapateuh Supply Warehouse, The Cultural Heritage that has a GSB that is not in accordance with the city plan line includes: Banten Citizens' Association (Punten), Savoy Homann Bidakara Hotel, State Finance Building, HQarters (Ex-Fiat Dealer), Lekker 188, Dian Futsal (ex Radio City Cinema), Residential Houses on Jl. Kaca-kaca Wetan No. 8, Polri Logistik (EX-OSVIA), Residential Houses on Jl. Dewi Sartika No. 107, Iswari Temple, and Buddhi Temple. The results of the evaluation can be seen in the table and figure below.

**Table 3. Evaluation of the Suitability of the Dimensions of the Plan Line Plan at the Location of Group A Cultural Heritage in the City of Bandung**

No	Building Name	Addresses	Evaluation							
			Road Function	Width of the Road (m)	Existing Road Width (m)	GSB Width Plan (m)	Existing GSB width (m)	Building Condition	Description	Current Designation Type
	Area 1	Pusat Kota Lama								
1.	Bangladesh Citizens Association	Jl. Asia-Afrika No. 90	Secondary Arterial Road	12	20	10	2	Minor Damage	Road Width Suitabl e, GSB Not	Trade & Services

	ation (Bangladesh)								Suitabl e	
2.	OCBC NISP (EX-De Vries)	Jl. Asia- Afrika No. 104,106, 108, 110	Seco ndary Arter ial Road	12	20	-	3	Good	Road Width Suitabl e, GSB Not Suitabl e	Banking Services
3.	Savoy Homa nn Bidaka ra Hotel	Jl. Asia- Afrika No. 112	Seco ndary Arter ial Road	12	20	10	3-10	Good	Road Width Confor m, GSB Partiall y Not Confor ming	Hospital ity Services
4.	State Financ e Buildi ng	Jl. Asia- Afrika No. 114	Seco ndary Arter ial Road	12	20	10	5-12	Good	Road Width Confor m, GSB Partiall y Not Confor ming	Perkant oran
5.	HQuar ters (EX- Dealer Fiat)	Jl. Asia- Afrika No. 156, 158, 160	Seco ndary Arter ial Road	12	20	10	3-12	Good	Road Width Confor m, GSB Partiall y Not Confor ming	Trade & Hospital ity
6.	Lekker 188	Jl. Asia- Afrika No. 188	Seco ndary Arter ial Road	12	20	10	3-12	Not Good	Road Width Confor med, GSB Partiall y Not Confor med	Hospital ity Services Trade
7.	Bandu ng Mayor' s Pavilio n	Jl. Dalem Kaum No. 56	Seco ndary Arter ial Road	12	5	-	-	Good	Road Width Suitabl e, GSB Not Suitabl e	Cultural Heritage

	Complex									
8.	Dian Futsal (ex-Bioskop Radio City)	Jl. Dalem Kaum No. 58	Secondary Arterial Road	20	29	8	3	Not Good	Road Width Suitable, GSB Not Suitable	Trade
9.	Pencil Building-Danareksa (EX-Preanger Trading)	Jl. Gatot Subroto No. 1	Secondary Arterial Road	20	20	-	3	Good	Road Width Conformed,, GSB Not Conforming	Services
10	Hotel Lengking (Ex-BKPPN)	Jl. Lengking Besar No. 4	Secondary Arterial Road	6	18	8.5	8,5	Good	Road Width Suitable, GSB Not Suitable	Residential Houses
11	Home Stay	Jl. Kacakaca Wetan No. 8	Primary Local Roads	6	10	5	1-5	Good	Width: Conforming, GSB: Partial Inappropriate	Residential Houses, Warungs
12	Home Stay	Jl. Kasim No. 6, 8, 10	Primary Local Roads	6	9	4	4	Good	Width: Compliant, GSB: Compliant	Residential Houses
	Area 2	Etnik Sunda								
1.	Polri Logistik (EX-OSVIA)	Jl. BKR No. 181	Secondary Arterial Road	36	28	10	4-10	Minor Damage	Road Width Not Suitable, GSB Partially Not sesuai	Hankam

2	SD-SMP Dewi Sartika (EX-Sakola Kautamaan Istri)	Jl. Kautamaan Istri No. 12	Local Roads	10	10	4	4	Good	Width: Compliant, GSB: Compliant	Educational Facilities
3	SDN Moh Toha I-IV	Jl. Moh. Toha No. 22	Primary Collector Road	18	20	6	4	Good	Road Width Suitable, GSB Suit	Educational Facilities
4	Hubdam III Siliwangi (EX-OSVIA)	Jl. Moh. Toha No. 55	Primary Collector Road	18	20	6	80	Good	Road Width Suitable, GSB Suit	Hankam
5	Residential Houses	Jl. Dewi Sartika No. 107	Primary Local Roads	11	15	9,5	7	Minor Damage	Width: Conformal, GSB: Partial Inappropriate	Residential Houses
6	Mother Museum Envy Garnasih	Jl. Ibu Inggit Garnasih No. 8	Secondary Collector's Street	15	15	5	5	Good	Width: Compliant, GSB: Compliant	Museum/ Cagar Culture
	Area 3	Pecinan 2 Bangunan								
1	Vihara Iswari	Jl. Cibada kNo. 221	Secondary Collector's Street	13	12	3	1-3	Good	Road Width: Not Compliant, GSB: Partially Not Compliant	Facilities Worship

2	Vihara Buddhi	Jl. Cibada kNo. 281	Secondary Collector's Street	13	12	3	1-3	Good	Width: Not Suitable, GSB: Partial Inappropriate	Facilities Worship
	Area 6	Kosambi 7 Bangunan								
1.	SMKN 15	Jl. Gatot Subroto No. 4	Secondary Arterial Road	20	20	5,5	6	Good	Road Width According to GSB	Educational Facilities
2.	Twin Buildings (By Bung Karno)	Jl. Gatot Subroto No. 54	Secondary Arterial Road	20	20	6	8	Minor Damage	Road Width According to GSB	Residential Houses
3	Sandhy Putra Vocational School (formerly an orphanage)	Jl. Palasari No. 1	Local Roads	15	15	6-8	6-8	Minor Damage	Lebar Jalan Sesuai GSB Tidak sesuai	Educational Facilities
4	Home Stay (Work Bung Karno)	Jl. Gatot Subroto No. 54 Pav	Secondary Arterial Road	20	20	6	8	Minor Damage	Lebar Jalan: Sesuai, GSB: Sesuai	Residential Houses
5	Twin Buildings (By Bung Karno)	Jl. Gatot Subroto No. 54	Secondary Arterial Road	20	20	6	8	Minor Damage	Road Width According to GSB	Residential Houses
6	Home Stay & Kiosk	Jl. Palasari No. 5	Primary Collector Road	12	12	6	6	Good	Width: Compliant, GSB: Compliant	Residential Houses
7	Notary Office (EX-Home	Jl. Tampomas No. 9	Primary Colle	12	12	6	6-10	Good	Width: Compliant, GSB:	Office/S ervices

	Stay)		ctor Road						Compliant	
	Area 7	Astana anyar								
1	Immanuel Hospital Complex	Jl. Kopo No. 161	Primary Collector Road	20	20	8	4-30	Good	Road Width Suitable, GSB Suit	1
	Area 15	Industri Kiaracondong								
1.	Kebonwaru Detention Center	Jl. Jakarta No. 29	Secondary Arterial Road	24	24	8	4-30	Good	Road Width According to GSB	Office buildings
2.	Storage Facilities	Jl. Sukabumi No. 20	Secondary Arterial Road	30	20	10	10	Good	Road Width According to GSB	Office buildings

Source: Analysis Results, 2025

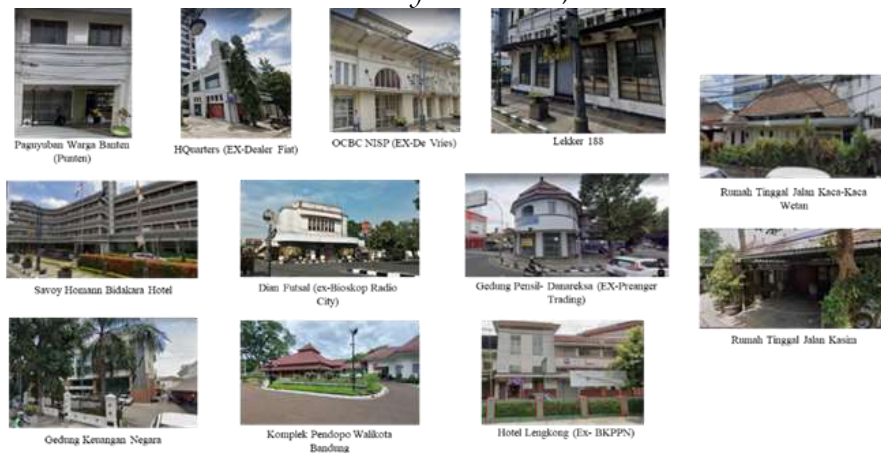


Figure 6. Cultural Heritage Locations in the Old Town Center



Figure 7. Location of Sundanese Ethnic Cultural Heritage



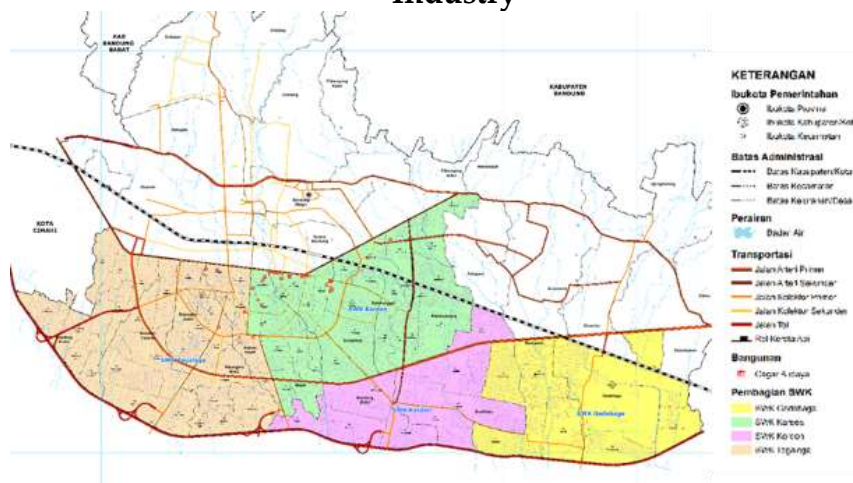
Vihara Iswari Vihara Buddhi  
**Figure 8. Chinatown Cultural Heritage Location**



**Figure 9. Cultural Heritage Locations in Kosambi**



**Figure 10. Cultural Heritage Locations in Astana Anyar & Kiaracondong Industry**



**Figure 11. Map of the Location of Cultural Heritage of the City of Bandung**

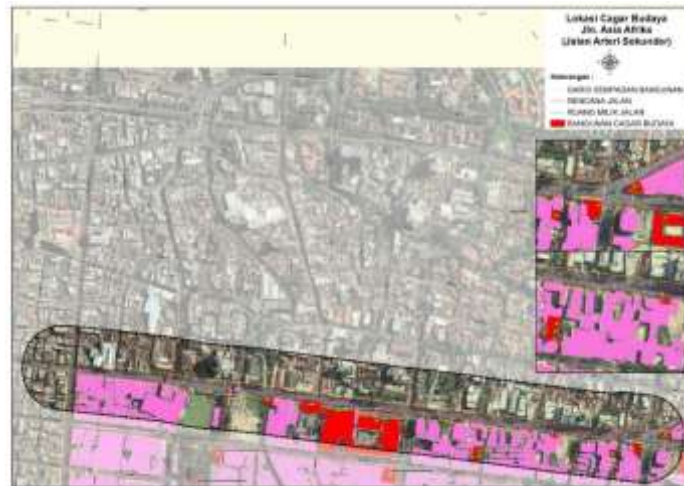


Figure 12. Evaluation Map of Cultural Heritage Locations Around Asia Africa Road



Figure 13. Map of Evaluation of Cultural Heritage Locations Around Jalan Dalem Kaum



Figure 14. Evaluation Map of Cultural Heritage Locations Around Jalan Lengkung Besar



Figure 15. Map of Evaluation of Cultural Heritage Locations Around BKR Street

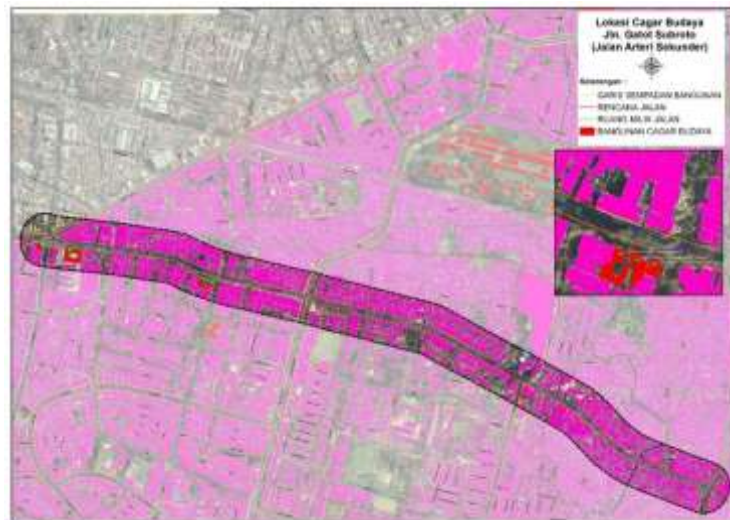


Figure 16. Evaluation Map of Cultural Heritage Locations Around Gatot Subroto Street



Figure 17. Map of Cultural Heritage Locations Evaluation Around Jakarta Street

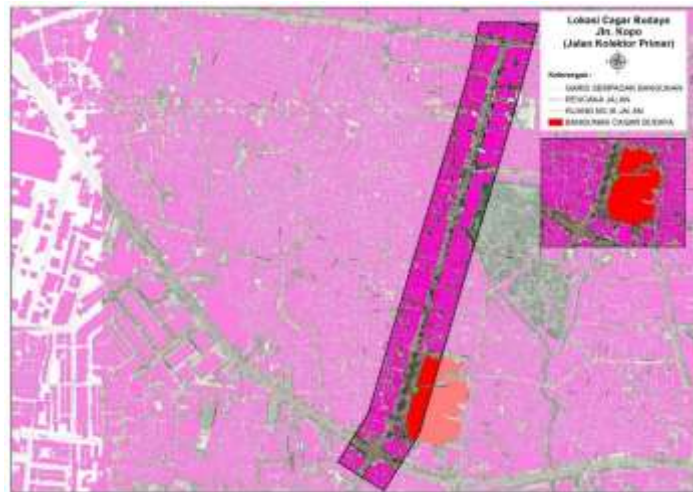


Figure 18. Map of Evaluation of Cultural Heritage Locations Around Kopo Street



Figure 19. Map of Evaluation of Cultural Heritage Locations Around Jalan Muhammad Toha



Figure 20. Map of Evaluation of Cultural Heritage Locations Around Jalan Palasari



**Figure 21. Map of Evaluation of Cultural Heritage Locations Around Jalan Sukabumi**

## CONCLUSIONS AND RECOMMENDATIONS

Based on the results of the evaluation, a number of locations of Group A Cultural Heritage buildings in the city of Bandung were found that were not in accordance with the road width line plan and the Building Boundary Line (GSB) as stated in the Bandung City Plan Line Map. This inconsistency needs to be reviewed by referring to the provisions of laws and regulations related to the preservation of cultural heritage, including Law Number 11 of 2010 concerning Cultural Heritage, Government Regulation Number 1 of 2022 concerning the National Register and Preservation of Cultural Heritage, and Regional Regulation of the City of Bandung Number 7 of 2018 concerning Cultural Heritage Management. The regulation emphasizes that buildings and/or structures of Group A Cultural Heritage are not allowed to be deliberately dismantled. If the physical condition of the building is severely damaged, collapses, burns, or is not fit to stand, then reconstruction must be carried out to resemble its original form. In addition, maintenance and maintenance activities must use the same or similar materials and maintain the details and ornaments of existing buildings.

In the context of revitalization, it is possible to adjust the function of the building in accordance with the applicable city plan, but without changing the original shape of the building or its structure. The addition of new buildings is only allowed at the back and/or side of the cultural heritage building at a certain distance from the main building, and must pay attention to the harmony of character with the surrounding environment. By referring to these provisions, Group A Cultural Heritage buildings cannot in principle be physically intervened if the action has the potential to change the authenticity of the building.

## **ADVANCED RESEARCH**

Therefore, regarding the location of the plan line that is not in accordance with the position of the cultural heritage building, the recommendation proposed is to readjust the plan line of the City of Bandung, especially related to the width of the road and GSB, to be in harmony with the existing condition of the protected cultural heritage building.

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